ENGINE LUBRICATION & COOLING SYSTEMS

SECTION LC

CONTENTS

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

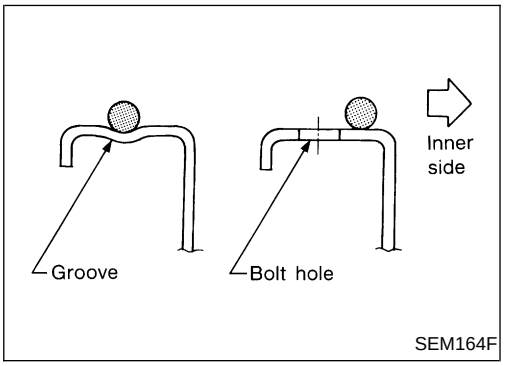
The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER" used along with a seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. The SRS composition which is available to NISSAN MODEL L30 is as follows (the composition varies according to the destination and optional equipment):

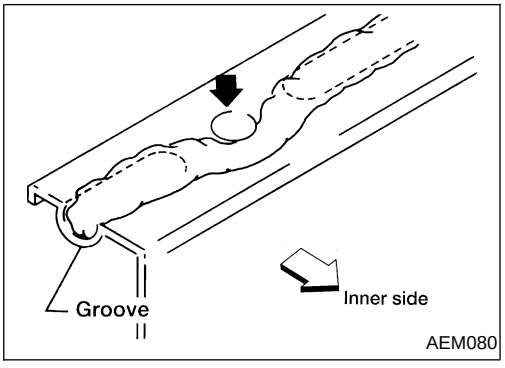
- For a frontal collision
  The Supplemental Restraint System consists of driver air bag module (located in the center of the steering wheel), front passenger air bag module (located on the instrument panel on passenger side), front seat belt pre-tensioners, a diagnosis sensor unit, warning lamp, wiring harness and spiral cable.
- For a side collision
  The Supplemental Restraint System consists of front side air bag module (located in the outer side of front seat), side air bag (satellite) sensor, diagnosis sensor unit (one of components of air bags for a frontal collision), wiring harness, warning lamp (one of components of air bags for a frontal collision).

Information necessary to service the system safely is included in the **RS section** of this Service Manual.

WARNING:

- **To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance should be performed by an authorized NISSAN dealer.**
- **Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the RS section.**
- **Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. Spiral cable and wiring harnesses (except "SEAT BELT PRE-TENSIONER") covered with yellow insulation either just before the harness connectors or for the complete harness are related to the SRS.**



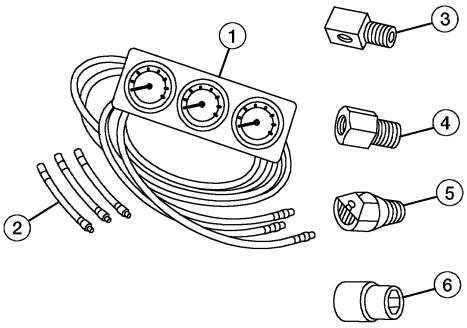
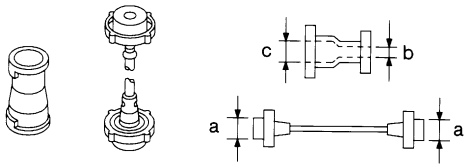
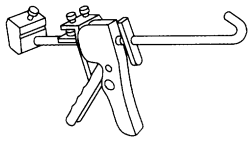


Liquid Gasket Application Procedure

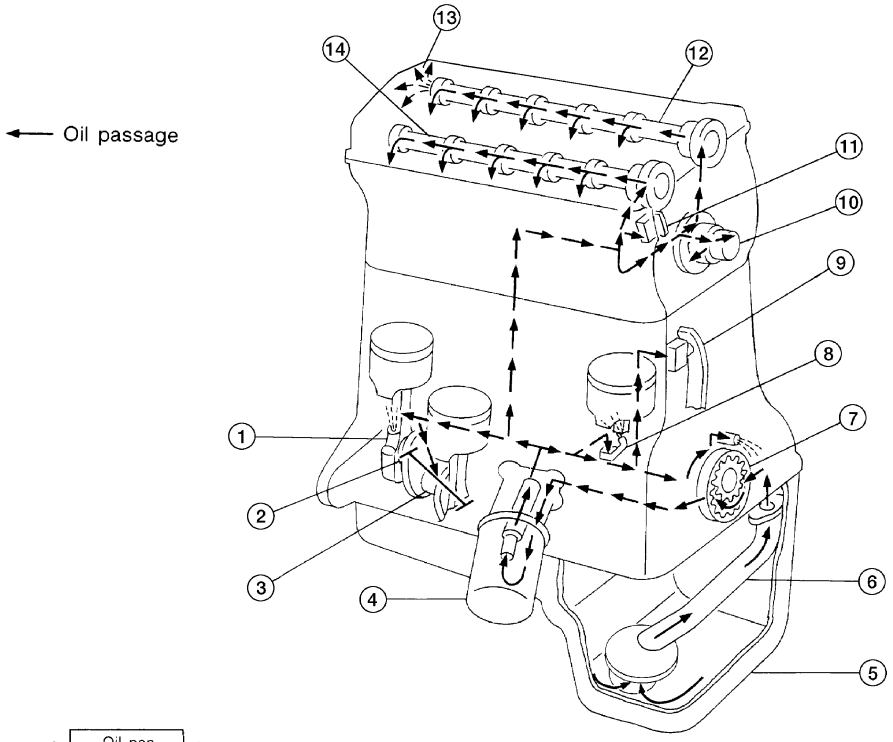
a. Use a scraper to remove all traces of old liquid gasket from mating surfaces and grooves. Also, completely clean any oil from these areas.
b. Apply a continuous bead of liquid gasket to mating surfaces. **(Use Genuine RTV silicone sealant Part No. 999MP-A7007 or equivalent.)**
   - For oil pan, be sure liquid gasket diameter is 3.5 to 4.5 mm (0.138 to 0.177 in).
   - For areas except oil pan, be sure liquid gasket diameter is 2.0 to 3.0 mm (0.079 to 0.118 in).
c. Apply liquid gasket around the inner side of bolt holes (unless otherwise specified).
d. Assembly should be done within 5 minutes after coating.
e. Wait at least 30 minutes before refilling engine oil and engine coolant.

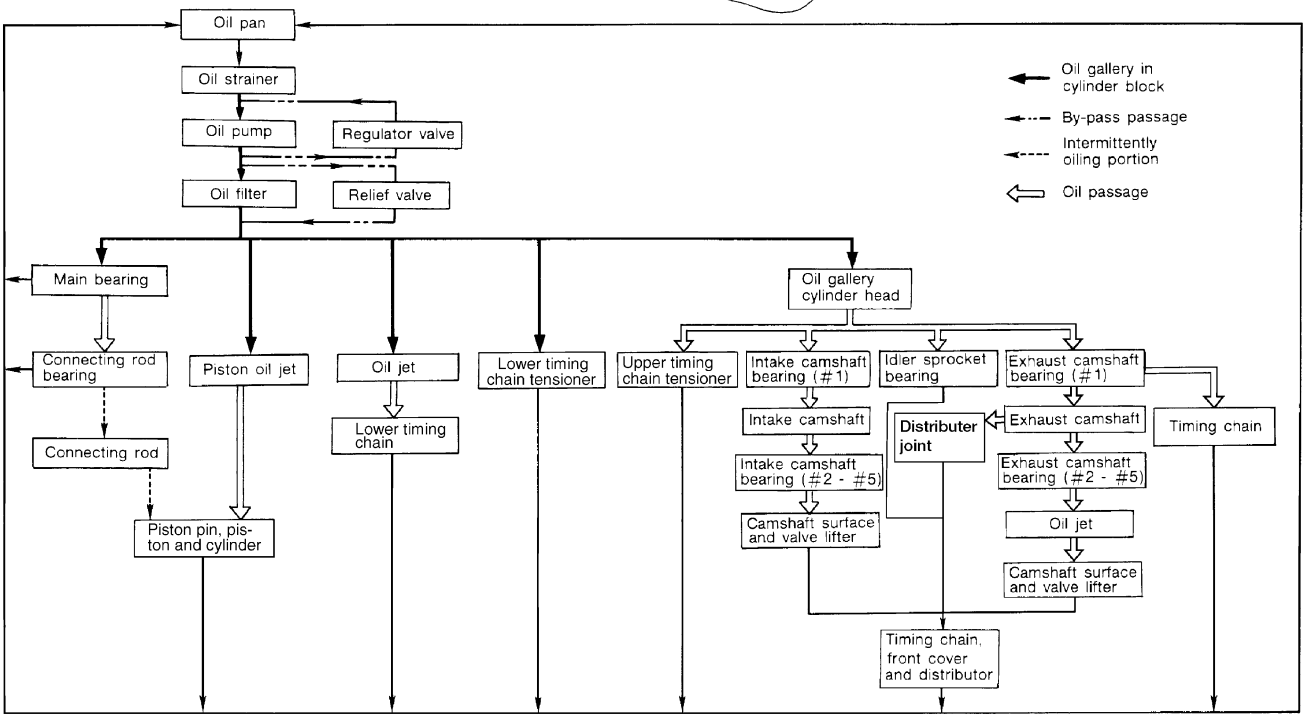
Special Service Tools

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

Tool number (Kent-Moore No.) Tool name	Description	
(J34301-C) Oil pressure gauge set ① (J34301-1) Oil pressure gauge ② (J34301-2) Hoses ③ (J34298) Adapter ④ (J34282-1) Adapter ⑤ (790-301-1230-A) 60° adapter ⑥ (J34301-15) Square socket	 AAT896	Measuring oil pressure **Maximum measuring range:** **1,379 kPa (14 kg/cm², 200 psi)**
EG17650301 (J33984-A) Radiator cap tester adapter	 NT564	Adapting radiator cap tester to radiator filler neck **a: 28 mm (1.10 in) dia.** **b: 31.4 mm (1.236 in) dia.** **c: 41.3 mm (1.626 in) dia.**
WS39930000 (—) Tube presser	 NT052	Pressing the tube of liquid gasket

Lubrication Circuit





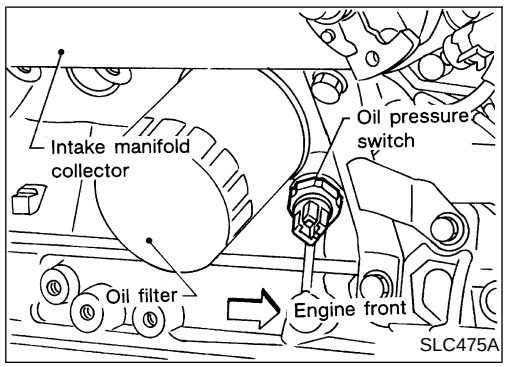
WLC001

① Connecting rod
② Connecting rod bearing
③ Main bearing
④ Oil filter
⑤ Oil pan
⑥ Oil strainer
⑦ Oil pump
⑧ Piston oil jet
⑨ Lower timing chain tensioner
⑩ Idler sprocket
⑪ Upper timing chain tensioner
⑫ Exhaust camshaft
⑬ Camshaft oil jet
⑭ Intake camshaft

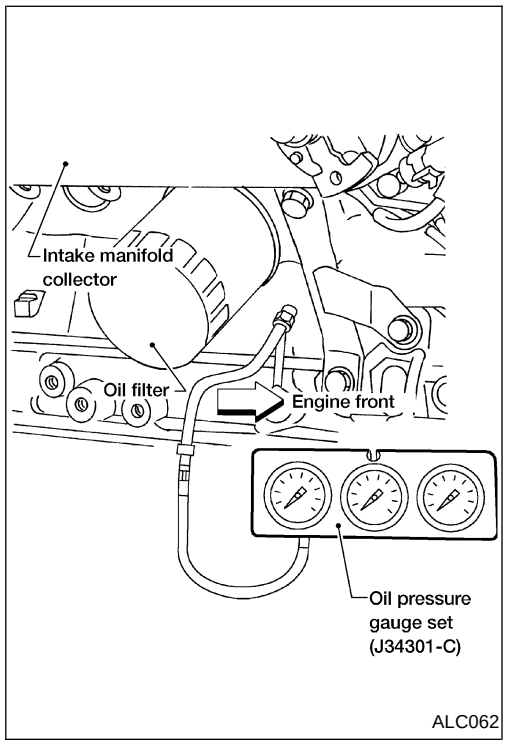
Oil Pressure Check

WARNING:

- **Be careful not to burn yourself, as the engine and oil may be hot.**
- **For M/T models, put gearshift lever in Neutral "N" position. For A/T models, put selector lever in Park "P" position.**



1. Check oil level.
2. Remove oil pressure switch.

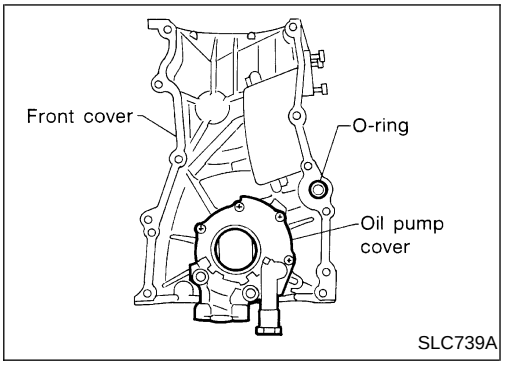


3. Install pressure gauge.
4. Start engine and warm it up to normal operating temperature.
5. Check oil pressure with engine running under no-load.

Engine speed rpm	Approximate discharge pressure kPa (kg/cm^2, psi)
Idle speed	More than 78 (0.8, 11)
3,000	412 - 481 (4.2 - 4.9, 60 - 70)

- **If difference is extreme, check oil passage and oil pump for oil leaks.**

6. Install oil pressure switch with sealant.



Oil Pump

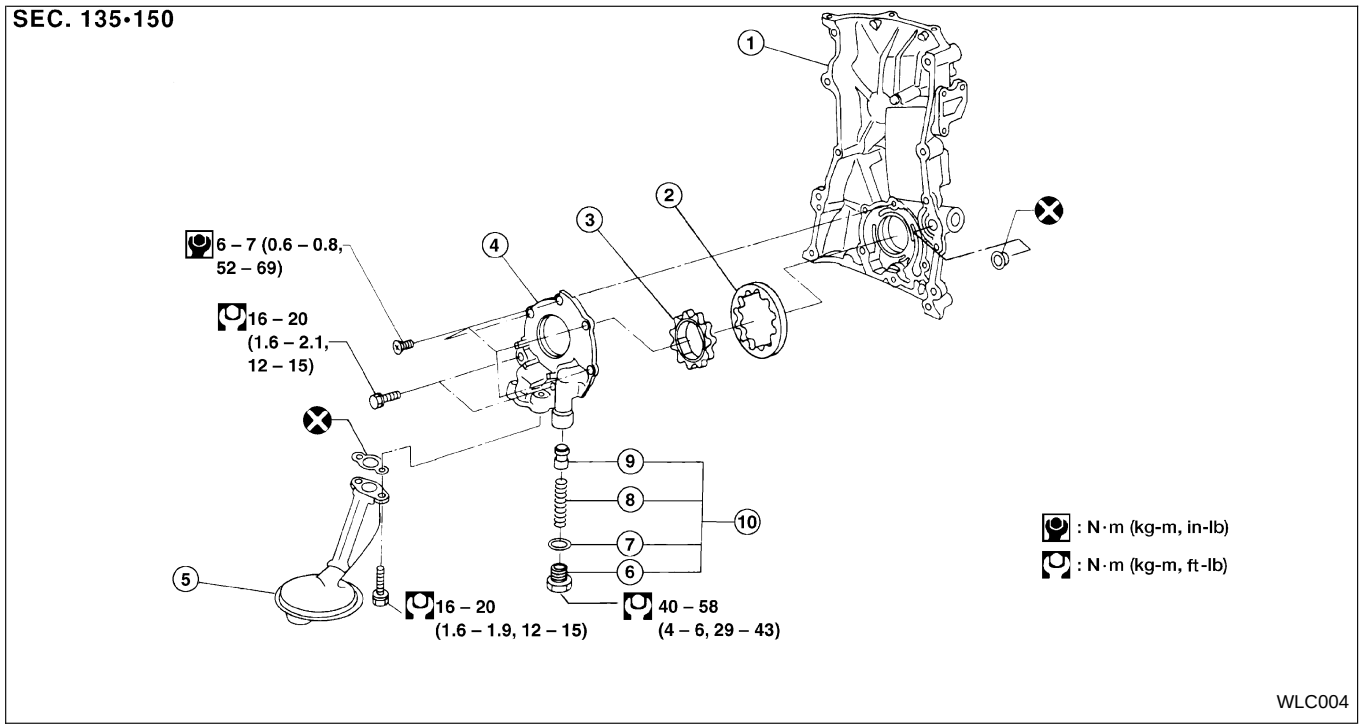
REMOVAL

1. Remove front cover.

Refer to EM section (“Removal”, “TIMING CHAIN”).

2. Remove oil pump cover.

DISASSEMBLY AND ASSEMBLY



① Front cover
② Outer rotor
③ Inner rotor
④ Oil pump cover
⑤ Oil strainer
⑥ Cap
⑦ Washer
⑧ Spring
⑨ Regulator valve
⑩ Regulator valve assembly

Oil Pump (Cont'd)

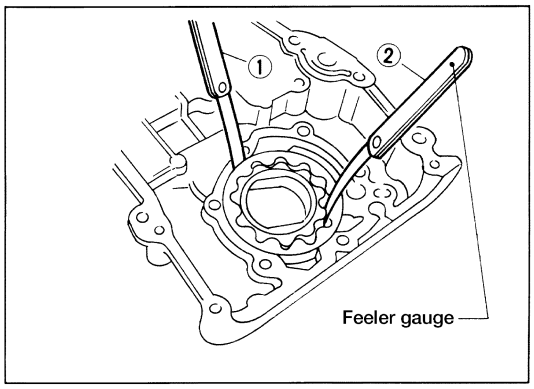
OIL PUMP INSPECTION

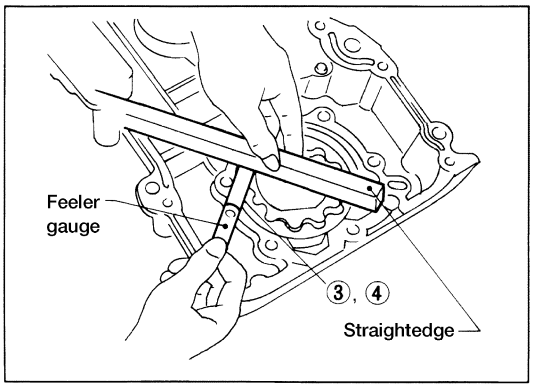
Using a feeler gauge, check the following clearances.

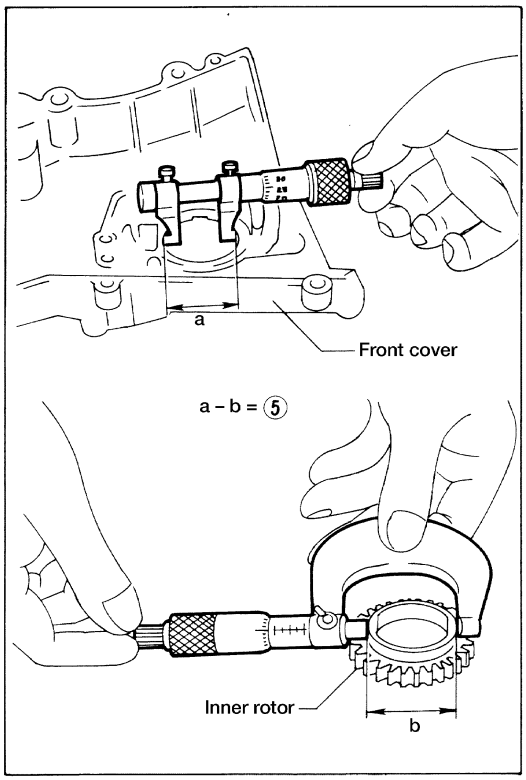
Standard clearance: Unit: mm (in)

Body to outer rotor radial clearance ①	0.114 - 0.260 (0.0045 - 0.0102)
Inner gear to outer rotor tip clearance ②	less than 0.18 (0.0071)
Cover to inner rotor clearance ③	0.05 - 0.09 (0.0020 - 0.0035)
Cover to outer rotor axial clearance ④	0.03 - 0.19 (0.0012 - 0.0075)
Inner rotor to brazed portion clearance ⑤	0.045 - 0.091 (0.0018 - 0.0036)

- **If the tip clearance (②) exceeds the limit, replace gear set.**
- **If body to rotor clearances (①, ③, ④, ⑤) exceed the limit, replace front cover assembly.**







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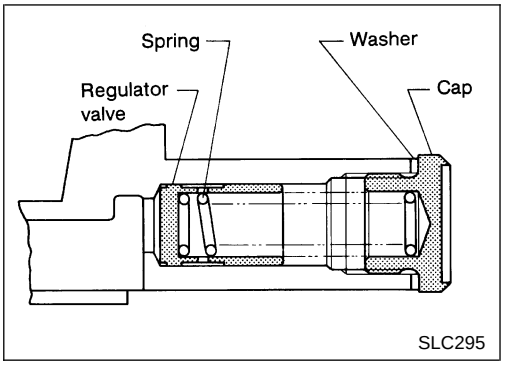
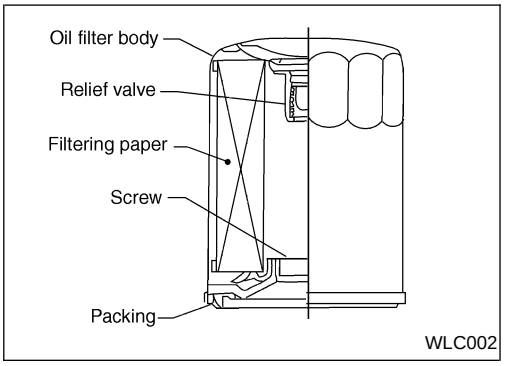
Oil Pump (Cont'd)



REGULATOR VALVE INSPECTION

1. Visually inspect components for wear and damage.
2. Check oil pressure regulator valve sliding surface and valve spring.
3. Coat regulator valve with engine oil. Check that it falls smoothly into the valve hole by its own weight.

- **Replace regulator valve set or oil pump assembly, if damaged.**



OIL FILTER

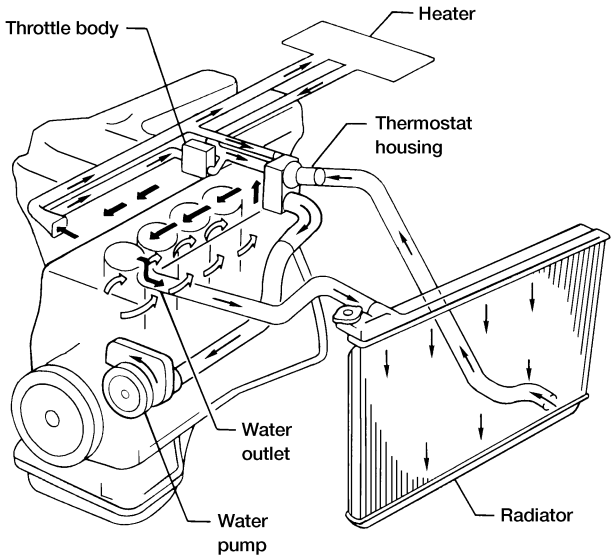
The oil filter is a small, full-flow cartridge type and is provided with a relief valve.

INSTALLATION

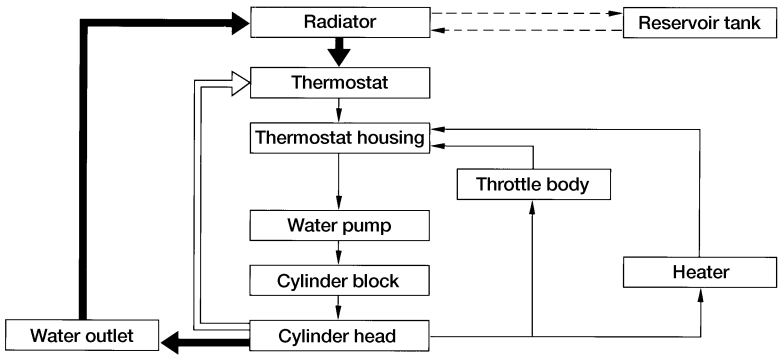
Install in the reverse order of removal.

- **Always replace oil seals and gaskets with new ones. Refer to EM section ("OIL SEAL REPLACEMENT").**
- **When installing oil pump, apply engine oil to inner and outer gears.**
- **Use a scraper to remove old liquid gasket from mating surface of front cover.**
- **Also remove traces of liquid gasket from mating surface of cylinder block.**

Cooling Circuit



: Cooling circuit in cylinder head
: Cooling circuit in cylinder block
: Cooling circuit in radiator and water gallery



: Thermostat open
: Thermostat closed
: Intermittent water flow

ALC069

System Check

WARNING:
Never remove the radiator cap when the engine is hot. Serious burns could occur from high pressure coolant escaping from the radiator.
Wrap a thick cloth around the cap. Slowly turn it a quarter turn to allow built-up pressure to escape. Carefully remove the cap by turning it all the way.

CHECKING COOLING SYSTEM HOSES

Check hoses for the following:
- Improper attachment
- Leaks
- Cracks
- Damage
- Chafing
- Deterioration

CHECKING RADIATOR

Check radiator for mud or clogging. If necessary, clean radiator as follows.
- Be careful not to bend or damage the radiator fins.

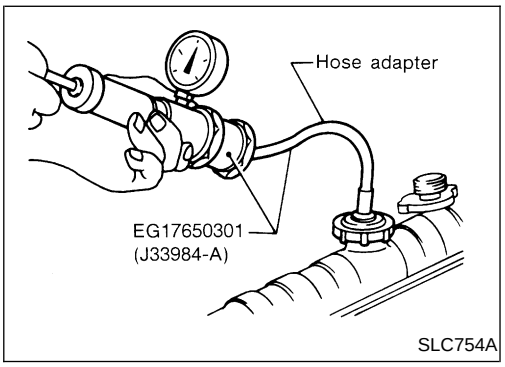
System Check (Cont'd)

- When radiator is cleaned without removal, remove all surrounding parts such as cooling fan, radiator shroud and horns. Then tape the harness and connectors to prevent water from entering.

1. Apply water by hose to the back side of the radiator core vertically downward.
2. Apply water again to all radiator core surfaces once per minute.
3. Stop washing if any stains no longer flow out from the radiator.
4. Blow air into the back side of radiator core vertically downward.

- Use compressed air lower than 5 kg/cm^2 and keep distance more than 30 cm (11.8 in).

5. Blow air again into all the radiator core surfaces once per minute until no water sprays out.

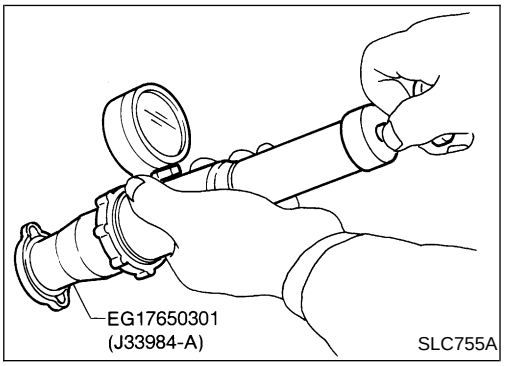


CHECKING COOLING SYSTEM FOR LEAKS

To check for leakage, apply pressure to the cooling system with a tester.

Testing pressure:
157 kPa (1.6 kg/cm^2, 23 psi)

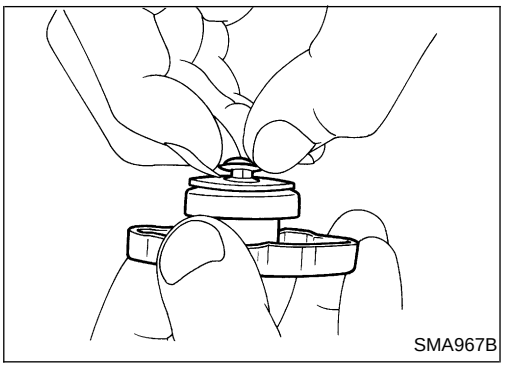
CAUTION:
Higher pressure than specified may cause radiator damage.



CHECKING RADIATOR CAP

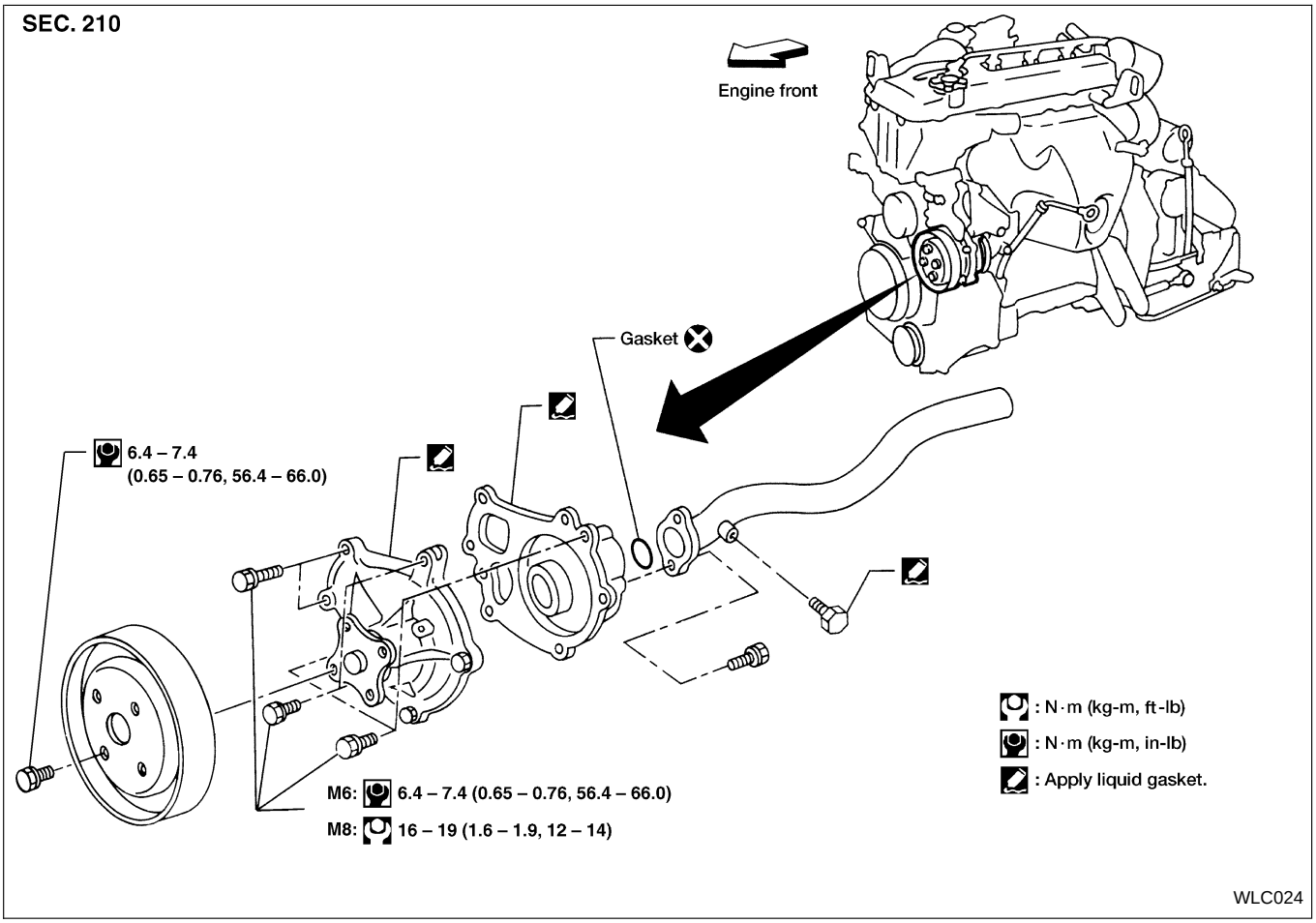
To check radiator cap, apply pressure to cap with a tester.

Radiator cap relief pressure:
Standard
78 - 98 kPa (0.8 - 1.0 kg/cm^2, 11 - 14 psi)
Limit
59 - 98 kPa (0.6 - 1.0 kg/cm^2, 9 - 14 psi)



Pull the negative pressure valve to open it. Check that it closes completely when released.

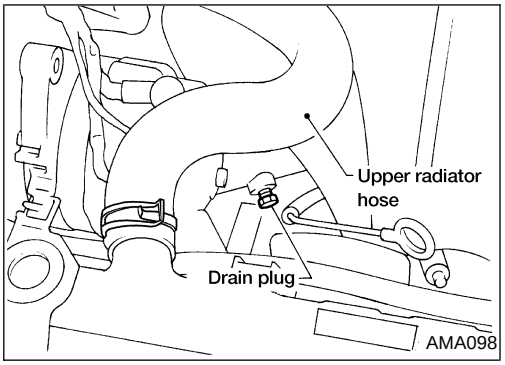
Water Pump



CAUTION:

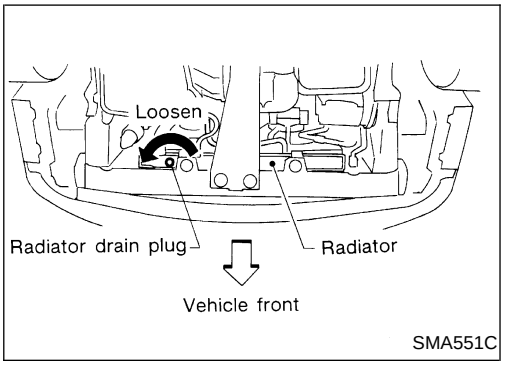
- **When removing water pump assembly, be careful not to get coolant on drive belt.**
- **Water pump cannot be disassembled and should be replaced as a unit.**
- **After installing water pump, connect hose and clamp securely, then check for leaks using radiator cap pressure tester.**

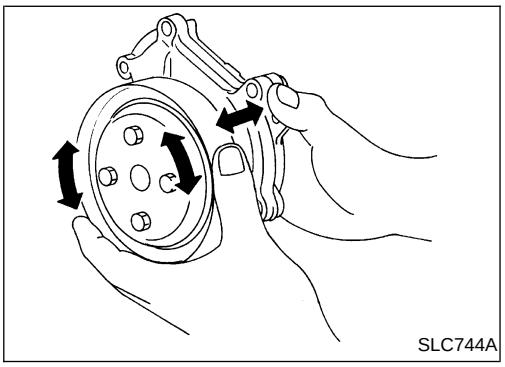
Water Pump (Cont'd)



REMOVAL

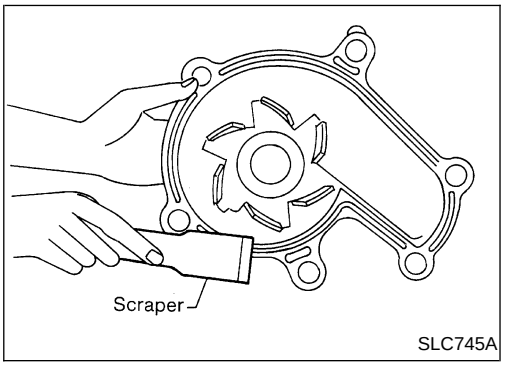
1. Drain coolant from drain plug on water pipe and radiator. Refer to MA section (''Changing Engine Coolant'', ''ENGINE MAINTENANCE'').
2. Remove right lower splash cover.
3. Remove drive belts.
4. Remove generator and air conditioner compressor.
5. Remove two bolts from coolant tube (rear of water pump).
6. Remove water pump assembly.





INSPECTION

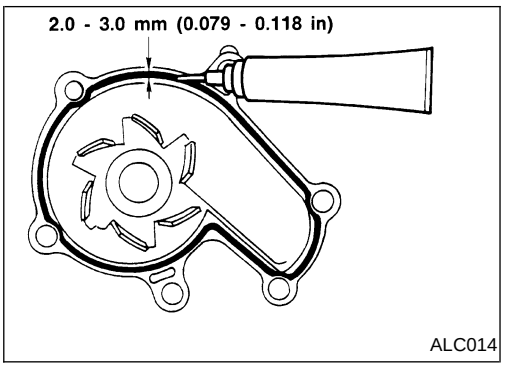
- Check body assembly for rust or corrosion.
- Check for rough operation due to excessive end play.



INSTALLATION

1. Use a scraper to remove old liquid gasket from water pump and water pump cover.

- **Also remove traces of liquid gasket from mating surface of cylinder block.**

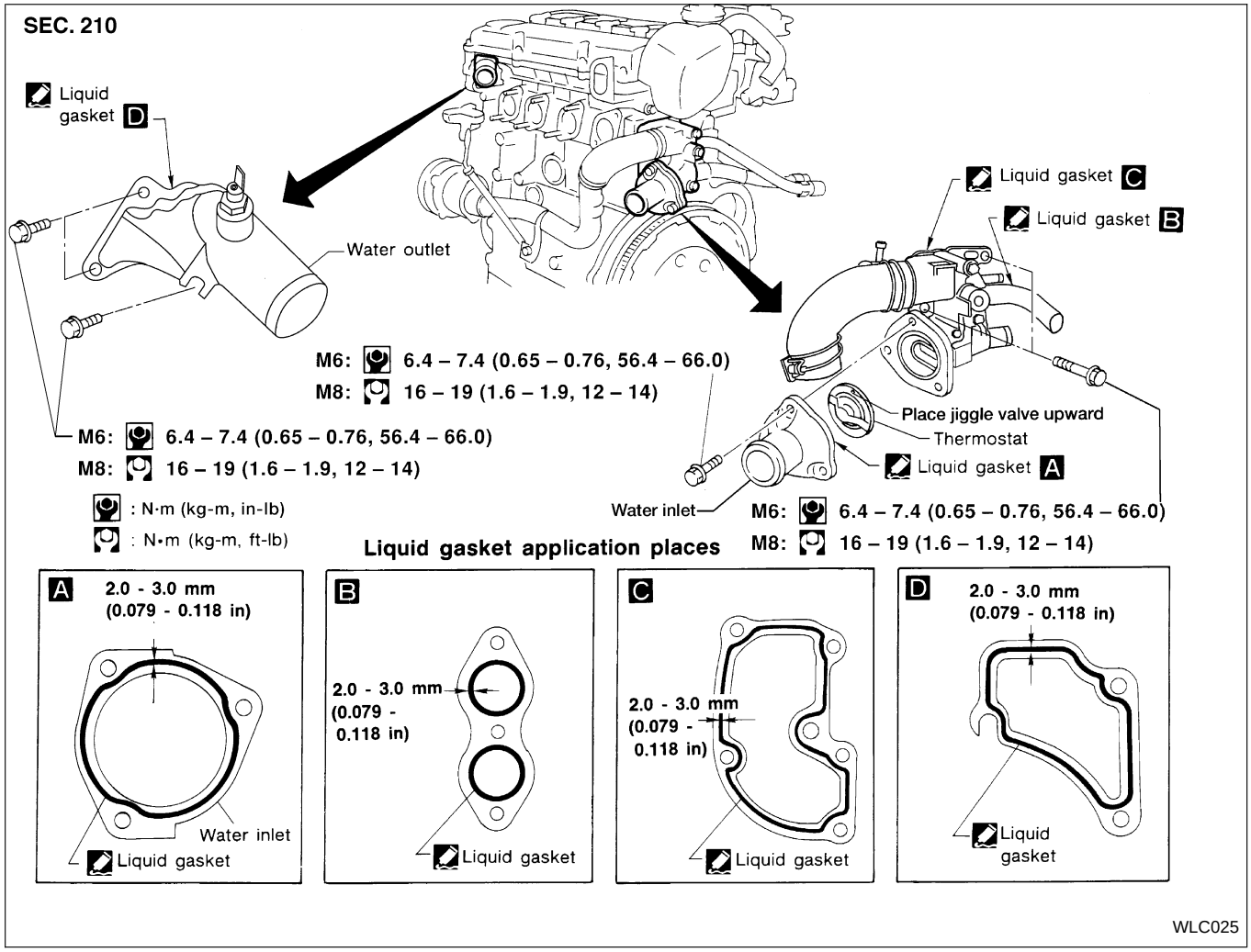


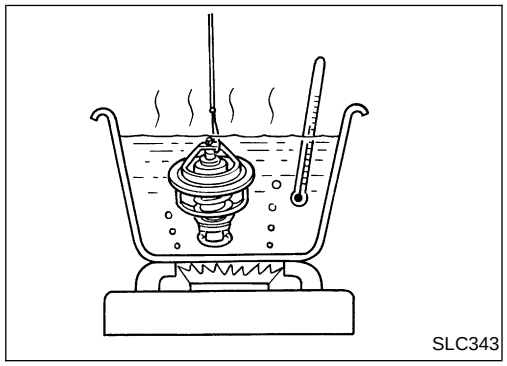
2. Apply a continuous bead of liquid gasket to mating surface of water pump and water pump cover (cylinder block side).

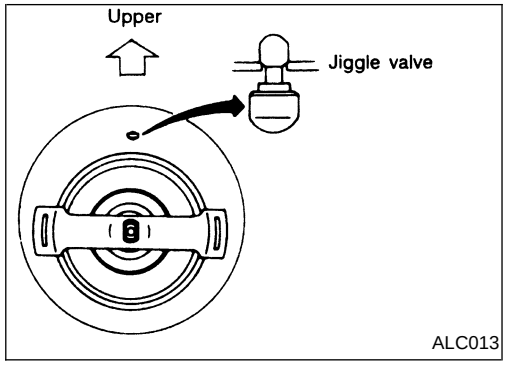
- **Use Genuine RTV silicone sealant Part No. 999MP-A7007 or equivalent.**

When filling radiator with coolant, refer to MA section (''Changing Engine Coolant'', ''ENGINE MAINTENANCE''). When installing drive belts, refer to MA section (''Checking Drive Belts'', ''ENGINE MAINTENANCE'').

Thermostat







Be careful not to spill coolant over engine compartment. Use a rag to absorb coolant.

INSPECTION

1. Check valve seating condition at normal room temperatures. It should seat tightly.
2. Check valve opening temperature and valve lift.

		Standard
Valve opening temperature	°C (°F)	76.5 (170)
Valve lift	mm/°C (in/°F)	More than 8/90 (0.31/194)

3. Then check if valve is closed at 5°C (9°F) below valve opening temperature.

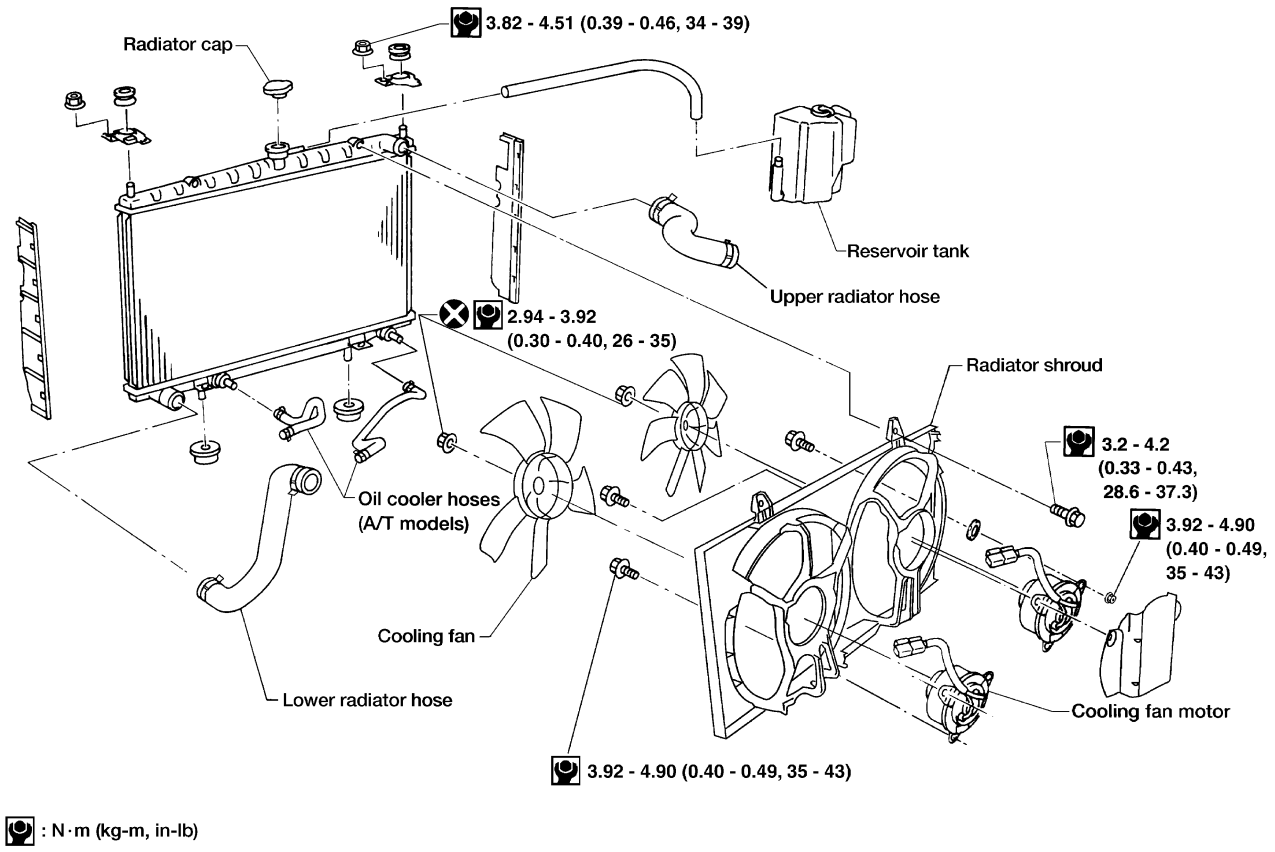
INSTALLATION

Install thermostat with jiggle valve or air bleeder at upper side.

- **Apply a continuous bead of liquid gasket to mating surface of water inlet.**
- **After installation, run engine for a few minutes, and check for leaks.**

Radiator

SEC. 214



Cooling fan control system

Cooling fans are controlled by the ECM.
For details, refer to EC section (“Overheat”, “TROUBLE DIAGNOSIS FOR OVERHEAT”).

Refilling engine coolant

For details on refilling engine coolant, refer to MA section (“Changing Engine Coolant”, “ENGINE MAINTENANCE”).

Overheating Cause Analysis

	Symptom		Check items	
Cooling system parts malfunction	Poor heat transfer	Water pump malfunction	Worn or loose drive belt	—
		Thermostat stuck closed	—	
		Damaged fins	Dust contamination or paper clogging	
			Mechanical damage	
		Clogged radiator cooling tube	Excess foreign material (rust, dirt, sand, etc.)	
	Reduced air flow	Cooling fan does not operate	—	—
		High resistance to fan rotation		
		Damaged fan blades		
	Damaged radiator shroud	—	—	—
	Improper coolant mixture ratio	—	—	—
	Poor coolant quality	—	—	—
	Insufficient coolant	Coolant leaks	Cooling hose	Loose clamp
				Cracked hose
			Water pump	Poor sealing
			Radiator cap	Loose
				Poor sealing
			Radiator	O-ring for damage, deterioration or improper fitting
				Cracked radiator tank
				Cracked radiator core
			Reservoir tank	Cracked reservoir tank
		Overflowing reservoir tank	Exhaust gas leaks into cooling system	Cylinder head deterioration
				Cylinder head gasket deterioration
Except cooling system parts malfunction	—	Overload on engine	Abusive driving	High engine rpm under no load
				Driving in low gear for extended time
				Driving at extremely high speed
			Powertrain system malfunction	—
			Installed improper size wheels and tires	
			Dragging brakes	
			Improper ignition timing	
	Blocked or restricted air flow	Blocked bumper	—	—
		Blocked radiator grille	Installed car brassiere	
			Mud contamination or paper clogging	
		Blocked radiator	—	
		Blocked condenser	—	
		Installed large fog lamp		

Engine Lubrication System

Oil pressure check

Engine speed	Approximate discharge pressure kPa (kg/cm^2, psi)
Idle speed	More than 78 (0.8, 11)
3,000 rpm	412 - 481 (4.2 - 4.9, 60 - 70)

Oil pump

Unit: mm (in)

Body to outer rotor radial clearance	.....	0.114 - 0.260 (0.0045 - 0.0102)
Inner gear to outer rotor tip clearance	.....	less than 0.18 (0.0071)
Cover to inner rotor clearance	.....	0.05 - 0.09 (0.0020 - 0.0035)
Cover to outer rotor axial clearance	.....	0.03 - 0.19 (0.0012 - 0.0075)
Inner rotor to brazed portion clearance	.....	0.045 - 0.091 (0.0018 - 0.0036)

Engine Cooling System

Thermostat

Valve opening temperature	°C (°F)	76.5 (170)
Valve lift	mm/°C (in/°F)	More than 8/90 (0.31/194)

Radiator

Unit: kPa (kg/cm^2, psi)

Cap relief pressure	
Standard	78 - 98 (0.8 - 1.0, 11 - 14)
Limit	59 - 98 (0.6 - 1.0, 9 - 14)
Leakage test pressure	157 (1.6, 23)