SECTION CO
ENGINE COOLING SYSTEM

CONTENTS

PRECAUTION

PRECAUTIONS

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

INFOID:0000000005575332

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the SR and SB section of this Service Manual.

WARNING:

- **To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.**
- **Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SR section.**
- **Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.**

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

WARNING:

- **When working near the Airbag Diagnosis Sensor Unit or other Airbag System sensors with the Ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.**
- **When using air or electric power tools or hammers, always switch the Ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.**

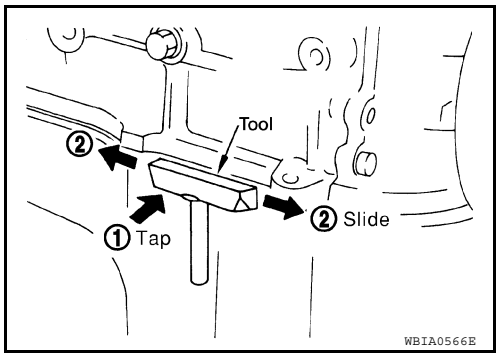
Precaution for Liquid Gasket

INFOID:0000000005276077

REMOVAL OF LIQUID GASKET SEALING

- After removing nuts and bolts, separate the mating surface, using Tool and remove old liquid gasket sealing.

Tool number : KV10111100 (J-37228)



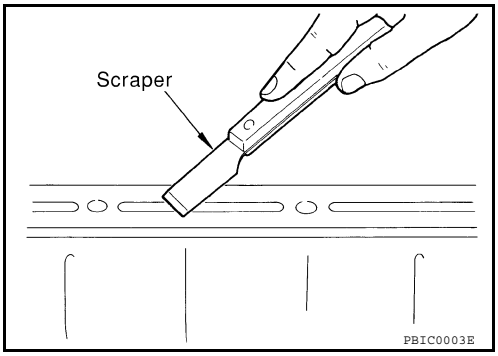
CAUTION:
Be careful not to damage the mating surfaces.

- Tap (1) Tool to insert it, and then slide (2) it by tapping on the side as shown.
- In areas where Tool is difficult to use, use plastic hammer to lightly tap the parts, to remove it.

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

LIQUID GASKET APPLICATION PROCEDURE

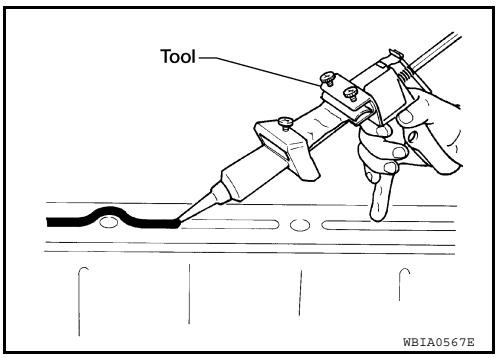
1. Remove the old liquid gasket adhering to the gasket application surface and the mating surface using suitable tool.
   - Remove the liquid gasket completely from the groove of the liquid gasket application surface, bolts, and bolt holes.
2. Thoroughly clean the mating surfaces and remove adhering moisture, grease and foreign material.



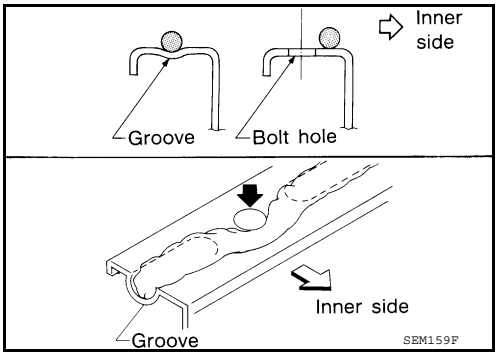
3. Attach the liquid gasket tube to the Tool.

   Tool number : WS39930000 (—)

   Use Genuine RTV Silicone Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".
4. Apply the liquid gasket without breaks to the specified location with the specified dimensions.



- If there is a groove for the liquid gasket application, apply the liquid gasket to the groove.
- As for the bolt holes, normally apply the liquid gasket inside the holes. If specified in the procedure, it should also be applied outside the holes.
- Within five minutes of liquid gasket application, install the mating component.
- If the liquid gasket protrudes, wipe it off immediately.
- Do not retighten after the installation.
- Wait 30 minutes or more after installation before refilling the engine with engine oil and engine coolant.



CAUTION:

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

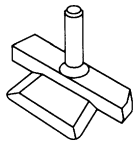
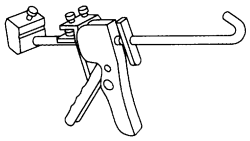
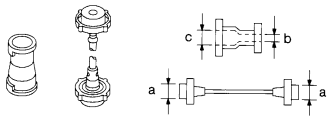
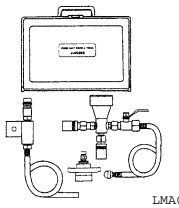
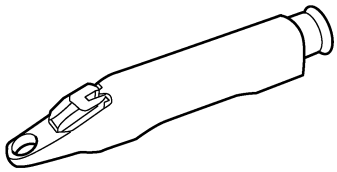
PREPARATION

PREPARATION

Special Service Tool

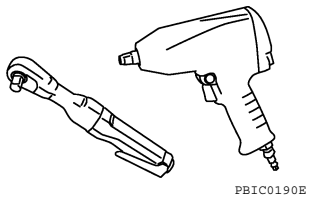
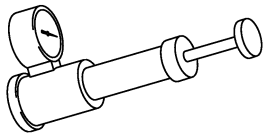
INFOID:0000000005276078

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
KV10111100 (J-37228) Seal cutter  NT046	Removing chain tensioner cover and water pump cover
WS39930000 (—) Tube presser  S-NT052	Pressing the tube of liquid gasket
EG17650301 (J-33984-A) Radiator cap tester adapter  S-NT564	Adapting radiator cap tester to radiator cap and radiator filler neck **a: 28 (1.10) dia.** **b: 31.4 (1.236) dia.** **c: 41.3 (1.626) dia.** Unit: mm (in)
KV991J0070 (J-45695) Coolant refill tool  LMA053	Filling cooling system
KV991J0010 (J-23688) Engine coolant refractometer  WBIA0539E	Checking concentration of ethylene glycol in engine coolant

Commercial Service Tool

INFOID:0000000005276079

Tool name	Description
Power tool  PBIC0190E	Loosening nuts and bolts
Radiator cap tester  PBIC1982E	Checking radiator and radiator cap

FUNCTION DIAGNOSIS

COOLING SYSTEM

Cooling Circuit

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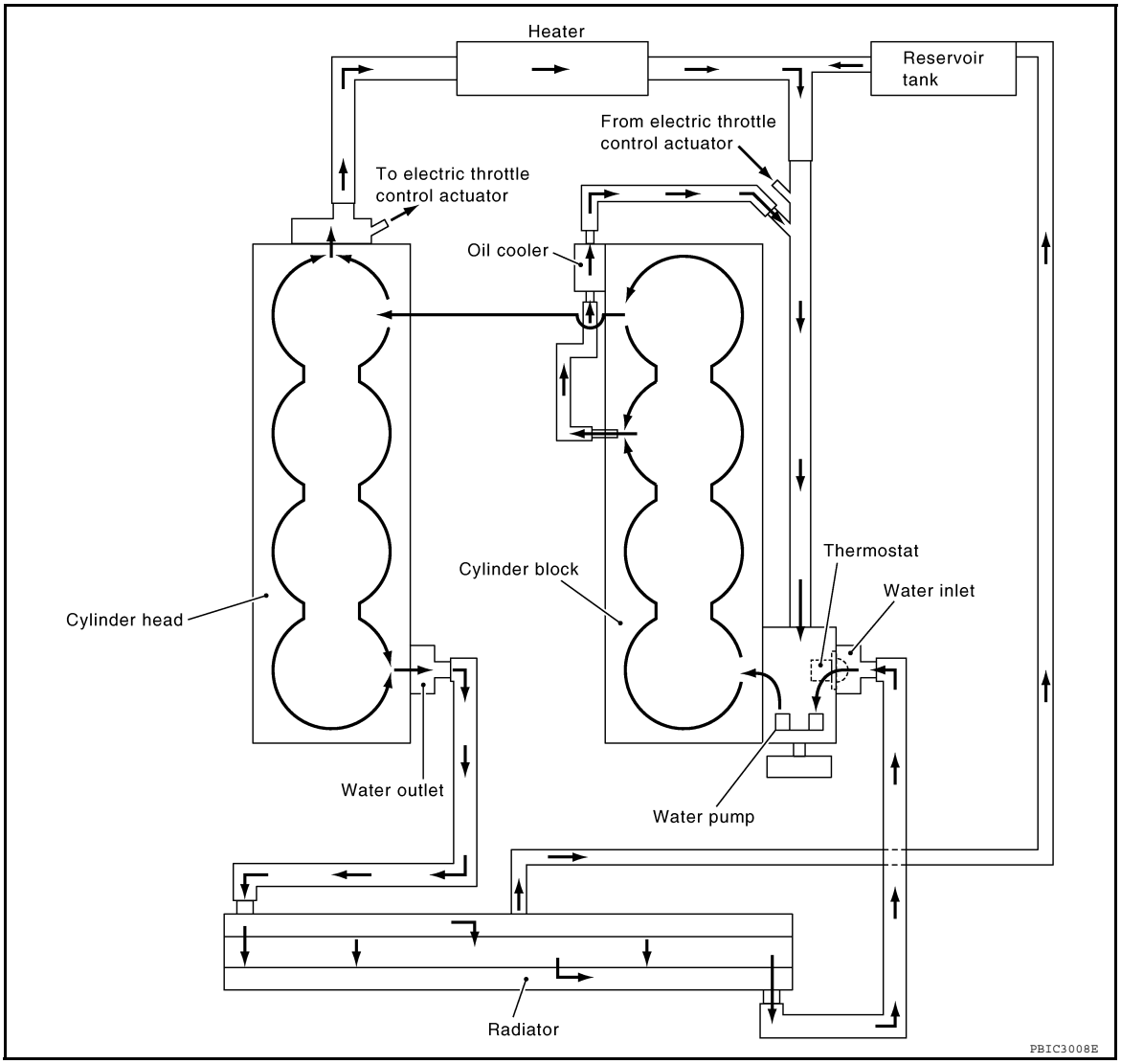
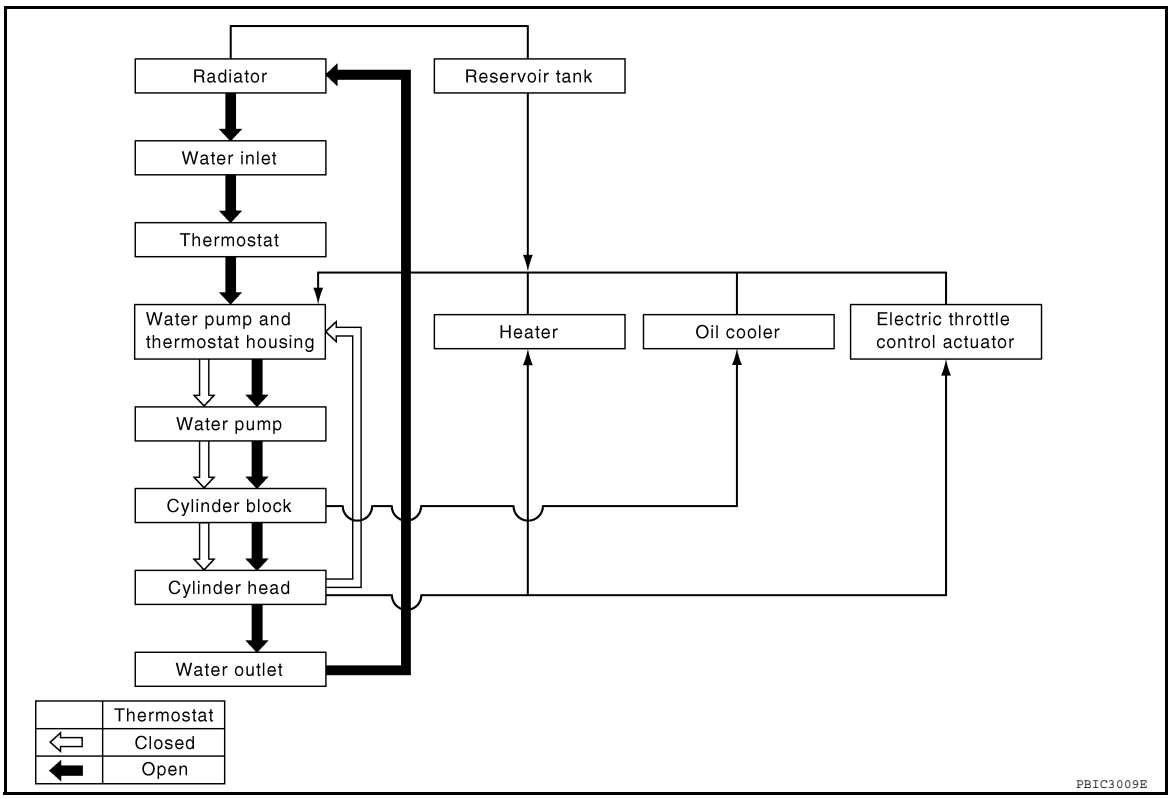


Schematic

INFOID:0000000005276081



OVERHEATING CAUSE ANALYSIS

Troubleshooting Chart

INFOID:0000000005276082

	Symptom		Check items	
Cooling system parts malfunction	Poor heat transfer	Water pump malfunction	Worn or loose drive belt	—
		Thermostat and water control valve stuck closed	Thermostat or water control valve	
		Damaged fins	Dust contamination or paper clogging	
			Physical damage	
		Clogged radiator cooling tube	Excess foreign material (rust, dirt, sand, etc.)	
	Reduced air flow	Cooling fan does not operate	Fan assembly	—
		High resistance to fan rotation		
		Damaged fan blades		
	Damaged radiator shroud	—	Radiator shroud	—
	Improper engine coolant mixture ratio	—	Engine coolant viscosity	—
	Poor engine coolant quality	—		—
	Insufficient engine coolant	Engine 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

	Symptom		Check items	
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
			Power train system malfunction	—
			Installed improper size wheels and tires	
			Dragging brakes	
			Improper ignition timing	
	Blocked or restricted air flow	Blocked bumper	Mud contamination or paper clogging	—
		Blocked radiator grille	Installed car brassiere	
			Mud contamination or paper clogging	
		Blocked radiator	Blocked air flow	
		Blocked condenser		
		Installed large fog lamp		

ON-VEHICLE MAINTENANCE

ENGINE COOLANT

System Inspection

INFOID:0000000005276083

WARNING:

- **Never remove the radiator cap or reservoir tank cap when the engine is hot. Serious burns could occur from high pressure fluid escaping from the radiator or reservoir.**
- **Wrap a thick cloth around the cap. Slowly push down and turn it a quarter turn to allow built-up pressure to escape. Carefully remove the cap by pushing down and turning it all the way.**

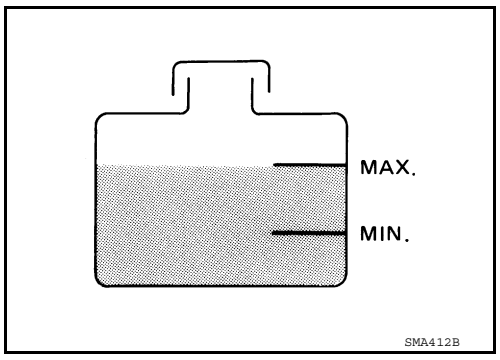
CHECKING COOLING SYSTEM HOSES

Check hoses for the following:

- Improper attachment
- Leaks
- Cracks
- Damage
- Loose connections
- Chafing
- Deterioration

CHECKING RESERVOIR LEVEL

- Check if the engine coolant reservoir tank level is within MIN to MAX when the engine is cool.
- Adjust engine coolant level as necessary.



CHECKING COOLING SYSTEM FOR LEAKS

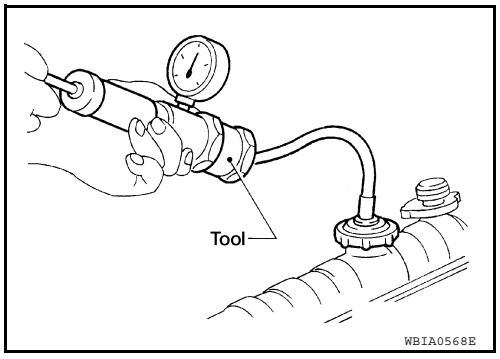
WARNING:

Never remove the radiator cap or reservoir cap when the engine is hot. Serious burns could occur from high pressure coolant escaping from the radiator or reservoir.

- To check for leakage, apply pressure to the cooling system at the reservoir filler neck using suitable tool and Tool.

Tool number : EG17650301 (J-33984-A)

Testing pressure : 137 kPa (1.4 kg/cm^2, 20 psi)



CAUTION:

Higher pressure than specified may cause radiator damage.

NOTE:

In case that engine coolant decreases, replenish cooling system with engine coolant.

- If any concerns are found, repair or replace damaged parts.

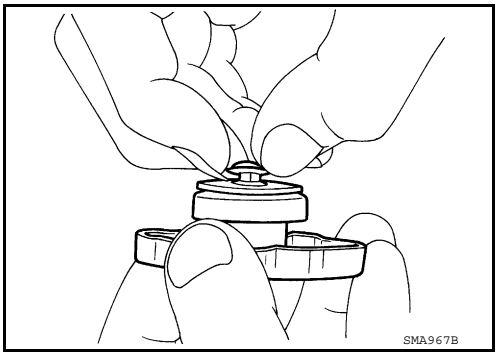
CHECKING RESERVOIR CAP

1. Inspect the reservoir cap.
   - Replace the cap if the metal plunger cannot be seen around the edge of the black rubber gasket.
   - Replace the cap if deposits of waxy residue or other foreign material are on the black rubber gasket or the metal retainer.

   NOTE:

   Thoroughly wipe out the reservoir filler neck to remove any waxy residue or foreign material.

2. Pull the negative-pressure valve to open it and check that it closes completely when released.
   - Check that there is no dirt or damage on the valve seat of the reservoir cap negative-pressure valve.
   - Check that there are no abnormalities in the opening and closing conditions of the negative-pressure valve.

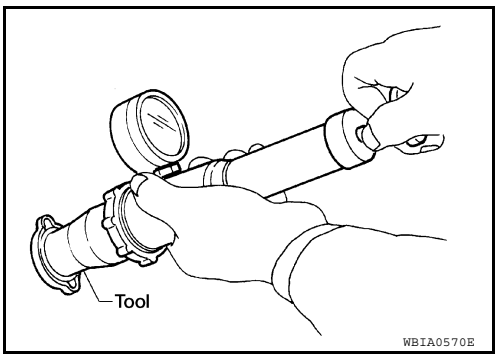


3. Check reservoir cap relief pressure using suitable tool and Tool.

   Tool number : EG17650301 (J-33984-A)

   Standard: 98 – 118 kPa (1.0 – 1.2 kg/cm^2, 14 – 17 psi)

   NOTE:
   - Apply engine coolant to the cap seal surface.
   - Replace the reservoir cap if there is any damage in the negative-pressure valve, or if the open-valve pressure is outside of the limit.



CHECKING RADIATOR CAP

Inspect the radiator cap.

NOTE:

Thoroughly wipe out the radiator filler neck to remove any waxy residue or foreign material.
- Replace the cap if the metal plunger cannot be seen around the edge of the black rubber gasket.
- Replace the cap if deposits of waxy residue or other foreign material are on the black rubber gasket or the metal retainer.

CHECKING RADIATOR

Check radiator for mud or clogging. If necessary, clean radiator as follows.

CAUTION:
- **Be careful not to bend or damage the radiator fins.**
- **When radiator is cleaned without removal, remove all surrounding parts such as cooling fan shroud and horns. Then tape the harness and electrical connectors to prevent water from entering.**

1. Apply water by hose to the back side of the radiator core, with the hose pointed 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, with the air hose pointed vertically downward.
   - Use compressed air lower than 490 kPa (5 kg/cm^2, 71 psi) 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.
6. Check for leaks.

Changing Engine Coolant

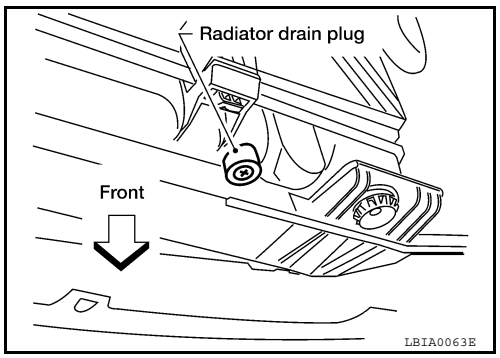
INFOID:0000000005276084

WARNING:
- **To avoid being scalded, never change the coolant when the engine is hot.**
- **Wrap a thick cloth around the cap to carefully remove the cap. First, turn the cap a quarter of a turn to release any built-up pressure, then push down and turn the cap all the way to remove it.**

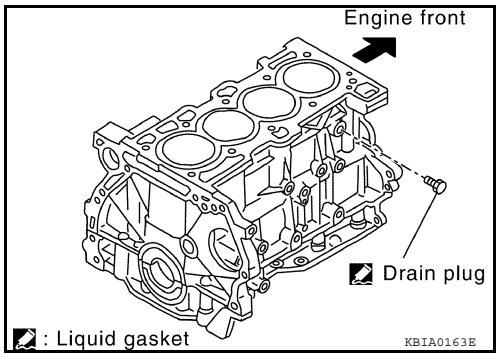
DRAINING ENGINE COOLANT

1. Turn ignition switch ON and set temperature control lever all the way to HOT position or the highest temperature position. Wait 10 seconds and turn ignition switch OFF.
2. Remove the engine front under cover. Refer to EXT-13, "Removal and Installation".

3. Open the radiator drain plug at the bottom of the radiator, and remove the reservoir cap. This is the only step required when partially draining the cooling system (radiator only).
CAUTION:
Do not allow the coolant to contact the drive belts.



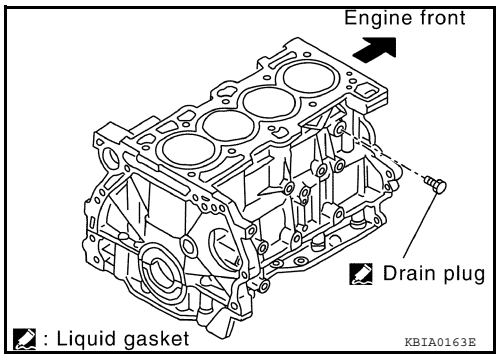
4. Follow this step for heater core removal/replacement only. Disconnect the upper heater hose at the engine side and apply moderate air pressure [103.46 kPa (15 psi, 1.055 kg/cm^2) maximum air pressure] into the hose for 30 seconds to blow the excess coolant out of the heater core.
5. When draining all of the coolant in the system for engine removal or repair, it is necessary to drain the cylinder block. Remove the cylinder block drain plug to drain the cylinder block as shown.



6. Remove the reservoir tank to drain the engine coolant, then clean the reservoir tank before installing it.
7. Check the drained coolant for contaminants such as rust, corrosion or discoloration.
If the coolant is contaminated, flush the engine cooling system. Follow the "Flushing Cooling System" procedure.

REFILLING ENGINE COOLANT

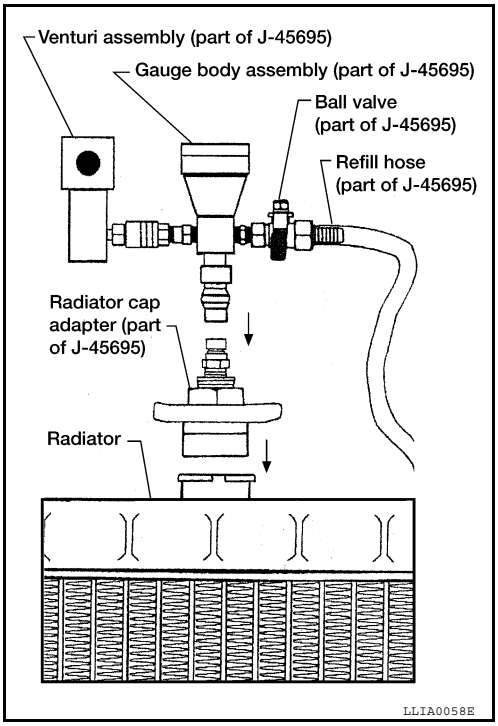
1. Close the radiator drain plug. Install the reservoir tank and cylinder block drain plug, if removed for a total system drain or for engine removal or repair.
- The radiator must be completely empty of coolant and water.
- Apply sealant to the threads of the cylinder block drain plugs. Use Genuine High Performance Thread Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".



Radiator drain plug : Refer to CO-16.
Cylinder block drain plug : Refer to EM-78.

2. Set the vehicle heater controls to the full HOT and heater ON position. Turn the vehicle ignition ON with the engine OFF as necessary to activate the heater mode.
3. Remove the vented reservoir cap and replace it with a non-vented reservoir cap before filling the cooling system.

4. Install the Tool by installing the radiator cap adapter onto the radiator neck opening. Then attach the gauge body assembly with the refill tube and the venturi assembly to the radiator cap adapter.



Tool number : KV991J0070 (J-45695)

5. Insert the refill hose into the coolant mixture container that is placed at floor level. Make sure the ball valve is in the closed position.
   - **Use recommended coolant or equivalent. Refer to MA-16, "For North America: Fluids and Lubricants".**

Cooling system capacity (with reservoir) : Refer to MA-16, "For North America: Fluids and Lubricants".

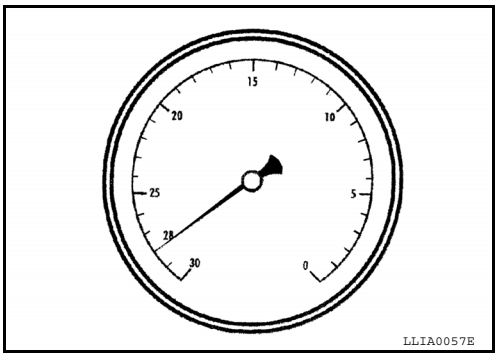
6. Install an air hose to the venturi assembly, the air pressure must be within specification.

Compressed air supply pressure : 549 - 824 kPa (5.6 - 8.4 kg/cm^2, 80 - 119 psi)

CAUTION:
The compressed air supply must be equipped with an air dryer.

7. The vacuum gauge will begin to rise and there will be an audible hissing noise. During this process open the ball valve on the refill hose slightly. Coolant will be visible rising in the refill hose. Once the refill hose is full of coolant, close the ball valve. This will purge any air trapped in the refill hose.

8. Continue to draw the vacuum until the gauge reaches 28 inches of vacuum. The gauge may not reach 28 inches in high altitude locations, use the vacuum specifications below based on the altitude above sea level.



Altitude above sea level	Vacuum gauge reading
0 - 100 m (328 ft)	: 28 inches of vacuum
300 m (984 ft)	: 27 inches of vacuum
500 m (1,641 ft)	: 26 inches of vacuum
1,000 m (3,281 ft)	: 24 - 25 inches of vacuum

9. When the vacuum gauge has reached the specified amount, disconnect the air hose and wait 20 seconds to see if the system loses any vacuum. If the vacuum level drops, perform any necessary repairs to the system and repeat steps 6 - 8 to bring the vacuum to the specified amount. Recheck for any leaks.
10. Place the coolant container (with the refill hose inserted) at the same level as the top of the radiator. Then open the ball valve on the refill hose so the coolant will be drawn up to fill the cooling system. The cooling system is full when the vacuum gauge reads zero.
    CAUTION:
    Do not allow the coolant container to get too low when filling, to avoid air from being drawn into the cooling system.
11. Remove the Tool from the radiator neck opening and install the radiator cap.
12. Remove the non-vented reservoir cap.
13. Fill the cooling system reservoir tank to the specified level. Run the engine to warm up the cooling system and top up the system as necessary before installing the vented reservoir cap.

FLUSHING COOLING SYSTEM

1. Drain the engine coolant from the engine cooling system. Refer to CO-12, "Changing Engine Coolant".
2. Fill the radiator and the reservoir tank (to the "MAX" line) with water. Reinstall the radiator cap and leave the vented reservoir cap off.

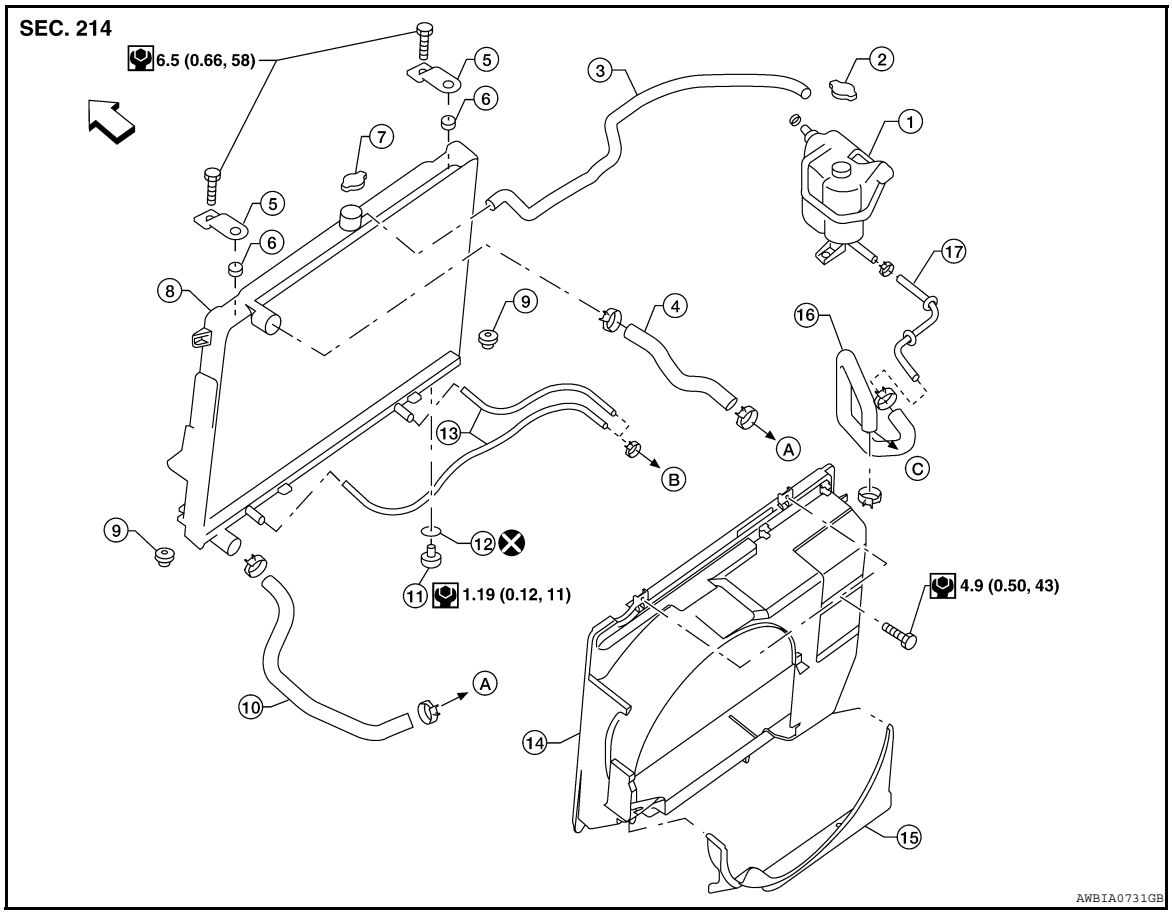
3. Run the engine until it reaches normal operating temperature.
4. Press the engine accelerator two or three times under no-load.
5. Stop the engine and wait until it cools down.
6. Drain the water from the engine cooling system. Refer to CO-12, "Changing Engine Coolant".
7. Repeat steps 2 through 6 until clear water begins to drain from the radiator.

ON-VEHICLE REPAIR

RADIATOR

Exploded View

INFOID:0000000005276085



1. Reservoir tank	2. Reservoir tank cap	3. Reservoir tank hose
4. Radiator hose (upper)	5. Upper mount bracket	6. Mounting rubber (upper)
7. Radiator cap	8. Radiator	9. Mounting rubber (lower)
10. Radiator hose (lower)	11. Radiator drain plug	12. O-ring
13. A/T fluid cooler hose (if equipped)	14. Upper shroud	15. Lower shroud
16. Heater bypass hose	17. Heater bypass tube	A. To water inlet
B. To A/T fluid cooler tube	C. To heater tube	⇦ Front

Removal and Installation

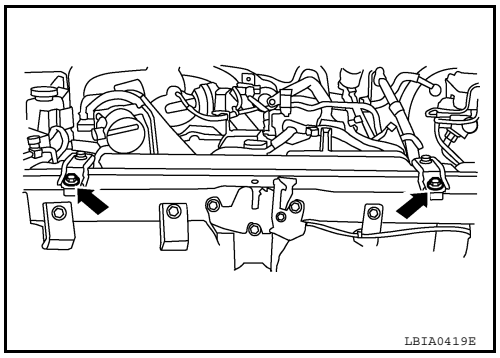
INFOID:0000000005276086

WARNING:
Do not remove radiator cap when engine is hot. Serious burns could occur from high-pressure engine coolant escaping from radiator. Wrap a thick cloth around the cap. Slowly turn it a quarter of a turn to release built-up pressure. Carefully remove radiator cap by turning it all the way.

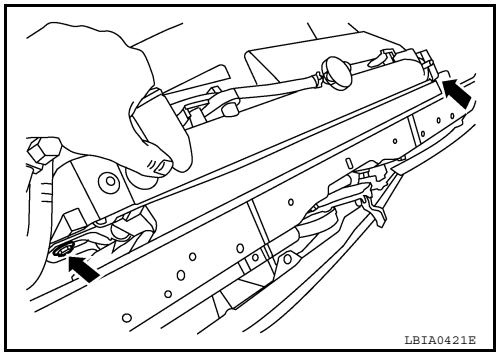
REMOVAL

1. Remove engine under cover. Refer to EXT-13, "Removal and Installation".
2. Drain engine coolant from radiator. Refer to CO-12, "Changing Engine Coolant".
   CAUTION:
   - **Perform this step when engine is cold.**
   - **Do not spill engine coolant on drive belts.**
3. Remove air duct and resonator assembly and air duct brackets. Refer to EM-25, "Exploded View".

4. Remove reservoir tank hose.
5. Removal (upper and lower) radiator hoses.
   CAUTION:
   Be careful not to allow engine coolant to contact drive belts.
6. Disconnect A/T fluid cooler hoses. (A/T models)
   • Install blind plug to avoid leakage of A/T fluid.
7. Remove lower shroud.
8. Remove upper shroud.
9. Remove front grille. Refer to EXT-18, "Removal and Installation".
10. Remove the upper radiator mounting bracket bolts.

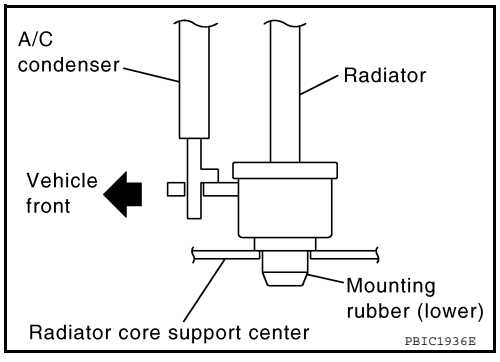


11. Remove the two A/C condenser bolts. (if equipped)



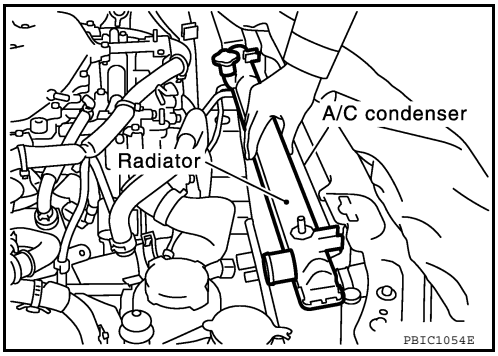
12. Remove radiator as follows:
    CAUTION:
    Do not damage or scratch A/C condenser and radiator core when removing.

a. With lifting and pulling radiator in a rear direction, disassemble mounting rubber (lower) from radiator core support center.
   CAUTION:
   Because A/C condenser is attached to the front-lower portion of radiator, moving it in the rear direction should be at a minimum.



b. Lift A/C condenser up and remove radiator after disengaging the fitting at front-bottom surface.
CAUTION:
Lifting A/C condenser should be minimum to prevent a load to A/C piping.

c. After removing radiator, put A/C condenser on radiator core support center to prevent a load to A/C piping, and temporarily secure it with rope or by similar means.



INSTALLATION

Installation is in the reverse order of removal.

INSPECTION AFTER INSTALLATION

- Check for leaks of engine coolant. Refer to CO-11, "System Inspection".
- Start and warm up engine. Visually check there are no leaks of engine coolant and A/T fluid.

Checking Radiator

INFOID:0000000005276087

Check radiator for mud or clogging. If necessary, clean radiator as follows.

CAUTION:

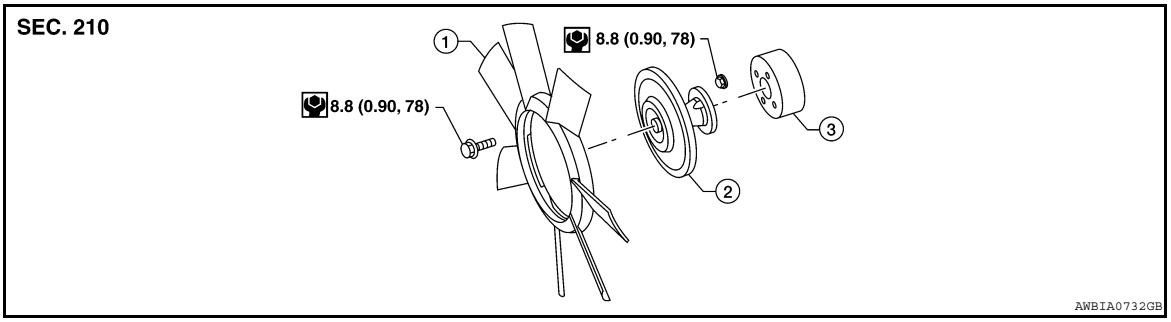
- **Be careful not to bend or damage the radiator fins.**
- **When radiator is cleaned without removal, remove all surrounding parts such as cooling fan, radiator shroud and horns. Then tape the harness and electrical connectors to prevent water from entering.**

1. Apply water by hose to the back side of the radiator core vertically downward.
2. Apply water again to all radiator core surfaces.
3. Stop washing when dirt and debris no longer flow out from the radiator.
4. Blow air into the back side of radiator core vertically downward.
   - Use compressed air lower than 490 kPa (5 kg/cm^2, 71 psi) and keep distance more than 30 cm (11.8 in).
5. Blow air again into all the radiator core surfaces until no water sprays out.
6. Check for leaks.

COOLING FAN

Exploded View

INFOID:0000000005276088



1. Cooling fan
2. Fan coupling
3. Water pump pulley

Removal and Installation (Crankshaft driven type)

INFOID:0000000005276089

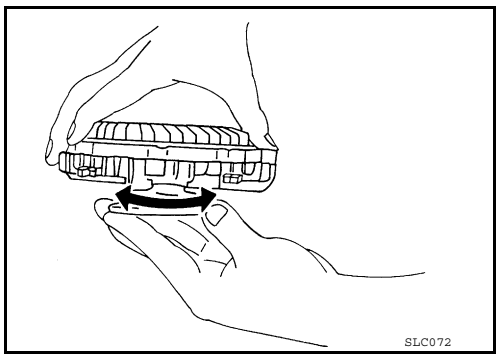
REMOVAL

1. Remove the engine front under cover. Refer to EXT-13, "Removal and Installation".
2. Partially drain engine coolant. Refer to CO-12, "Changing Engine Coolant".
3. Remove air duct and resonator assembly and air duct mounting brackets. Refer to EM-25, "Exploded View".
4. Remove upper radiator hose.
5. Disconnect reservoir tank hose from upper shroud and radiator.
6. Remove the upper and lower shrouds. Refer to CO-16, "Exploded View".
7. Remove drive belt. Refer to EM-14, "Removal and Installation".
8. Remove cooling fan.
9. Remove fan coupling, if necessary.
10. Remove water pump pulley, if necessary.

INSPECTION AFTER REMOVAL

Fan Coupling

- Inspect fan coupling for oil leakage and bimetal conditions.
- If there are any unusual concerns, replace the fan coupling.



Cooling Fan

- Inspect cooling fan for crack or unusual bend.
- If there are any unusual concerns, replace the cooling fan.

INSTALLATION

Installation is in the reverse order of removal.

- Install cooling fan with its front mark “F” facing front of engine.

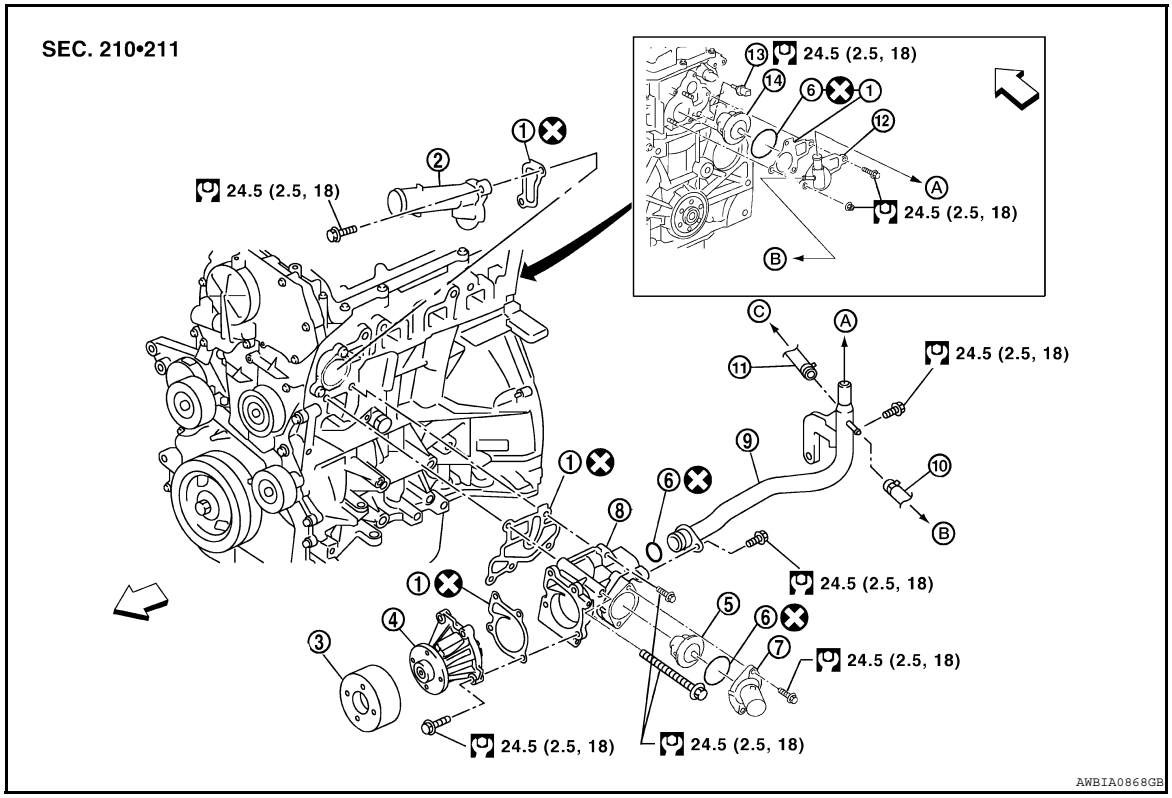
INSPECTION AFTER INSTALLATION

- Check for leaks of the engine coolant. Refer to CO-11, "System Inspection".
- Start and warm up the engine. Visually make sure that there are no leaks of the engine coolant.

WATER PUMP

Exploded View

INFOID:0000000005276090



1. Gasket	2. Water outlet	3. Water pump pulley
4. Water pump	5. Thermostat	6. O-ring
7. Water inlet	8. Water pump and thermostat housing	9. Heater pipe
10. Water hose	11. Water hose	12. Heater outlet
13. Engine coolant temperature sensor	14. Water control valve	A. To heater
B. To electric throttle control actuator	C. To oil cooler	⇦ Front

Removal and Installation

INFOID:0000000005276091

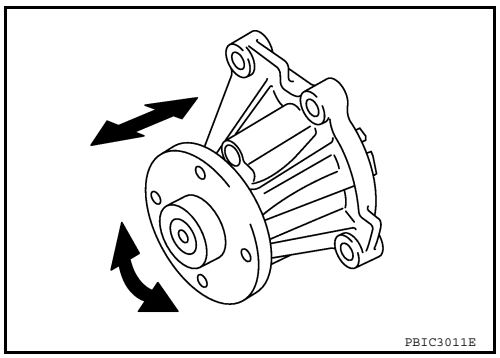
REMOVAL

1. Remove engine front under cover. Refer to EXT-13, "Removal and Installation".
2. Drain engine coolant from radiator. Refer to CO-12, "Changing Engine Coolant".
   CAUTION:
   - **Perform this step when the engine is cold.**
   - **Do not spill engine coolant on drive belt.**
3. Remove cooling fan and water pump pulley. Refer to CO-19, "Removal and Installation (Crankshaft driven type)".
4. Remove water pump with power tool.
   CAUTION:
   - **Handle water pump vane so that it does not contact any other parts.**
   - **Water pump cannot be disassembled and should be replaced as a unit.**

   NOTE:
   - Engine coolant will leak from cylinder block, so have a receptacle ready below.

INSPECTION AFTER REMOVAL

- Visually check if there is no significant dirt or rusting on water pump body and vane.
- Make sure that there is no looseness in vane shaft, and that it turns smoothly when rotated by hand.
- Replace water pump, if necessary.



INSTALLATION

Installation is in the reverse order of removal.

- When inserting heater pipe end into water pump and thermostat housing, apply a neutral detergent to O-ring. Then insert it immediately.

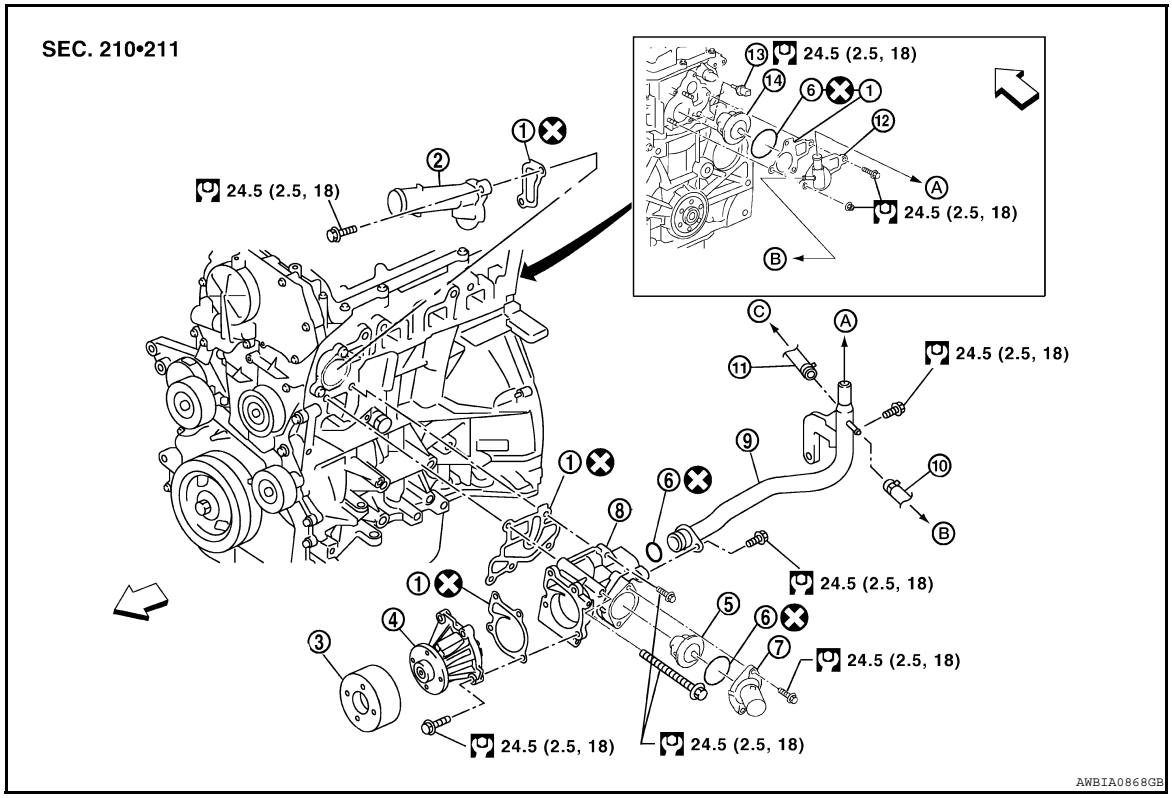
INSPECTION AFTER INSTALLATION

- Check for leaks of engine coolant. Refer to CO-11, "System Inspection".
- Start and warm up the engine. Visually check if there is no leaks of engine coolant.

THERMOSTAT AND THERMOSTAT HOUSING

Exploded View

INFOID:0000000005276092



1. Gasket	2. Water outlet	3. Water pump pulley
4. Water pump	5. Thermostat	6. O-ring
7. Water inlet	8. Water pump and thermostat housing	9. Heater pipe
10. Water hose	11. Water hose	12. Heater outlet
13. Engine coolant temperature sensor	14. Water control valve	A. To heater
B. To electric throttle control actuator	C. To oil cooler	⇦ Front

Removal and Installation Thermostat

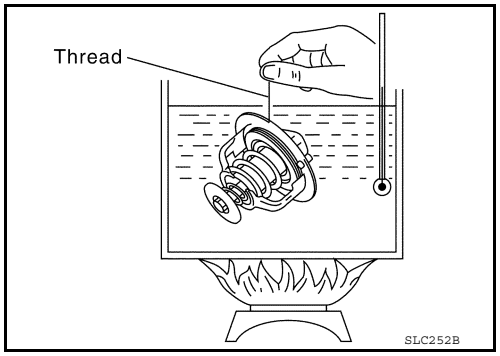
INFOID:0000000005276093

REMOVAL

1. Drain engine coolant from the radiator. Refer to CO-12, "Changing Engine Coolant" and EM-78, "Exploded View".
   CAUTION:
   - **Perform this step when the engine is cold.**
   - **Do not spill engine coolant on drive belt.**
2. Remove the air duct. Refer to EM-25, "Exploded View".
3. Disconnect radiator hose (lower) at water inlet side. Refer to CO-16, "Exploded View".
4. Remove water inlet and thermostat.

INSPECTION AFTER REMOVAL

- Place a thread so that it is caught in the valve of the thermostat. Immerse fully in a container filled with water. Heat while stirring.
- The valve opening temperature is the temperature at which the valve opens and falls from the thread.
- Continue heating. Check the full-open lift amount.
  NOTE:
  The full-open lift amount standard temperature for water control valve is the reference value.
- After checking the full-open lift amount, lower the water temperature and check the valve closing temperature.



Standard:

Items	Thermostat
Valve opening temperature	80.5 - 83.5°C (177 - 182°F)
Full-open lift amount	8 mm/ 95°C (0.315 in/ 203°F)
Valve closing temperature	77°C (171°F)

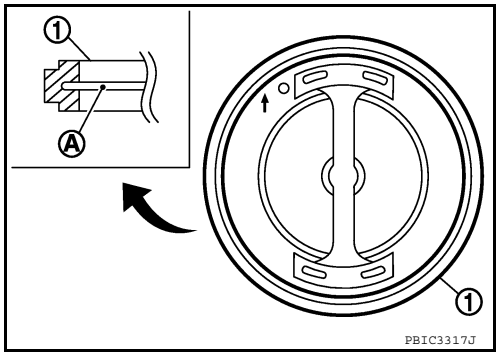
- If out of the standard, replace thermostat.

INSTALLATION

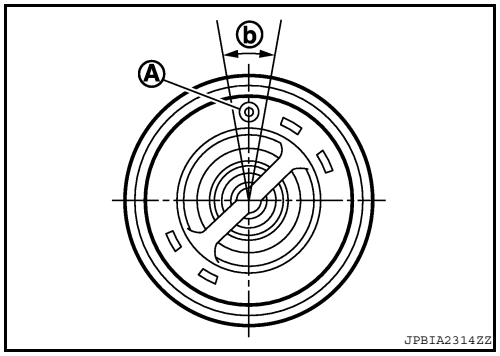
Installation is in the reverse order of removal.

Thermostat

- Install thermostat by making rubber ring (1) groove fit to thermostat flange (A) around the whole circumference.



- Install thermostat with jiggle valve (A) facing upwards. The position deviation may be within the range of 20° (b).

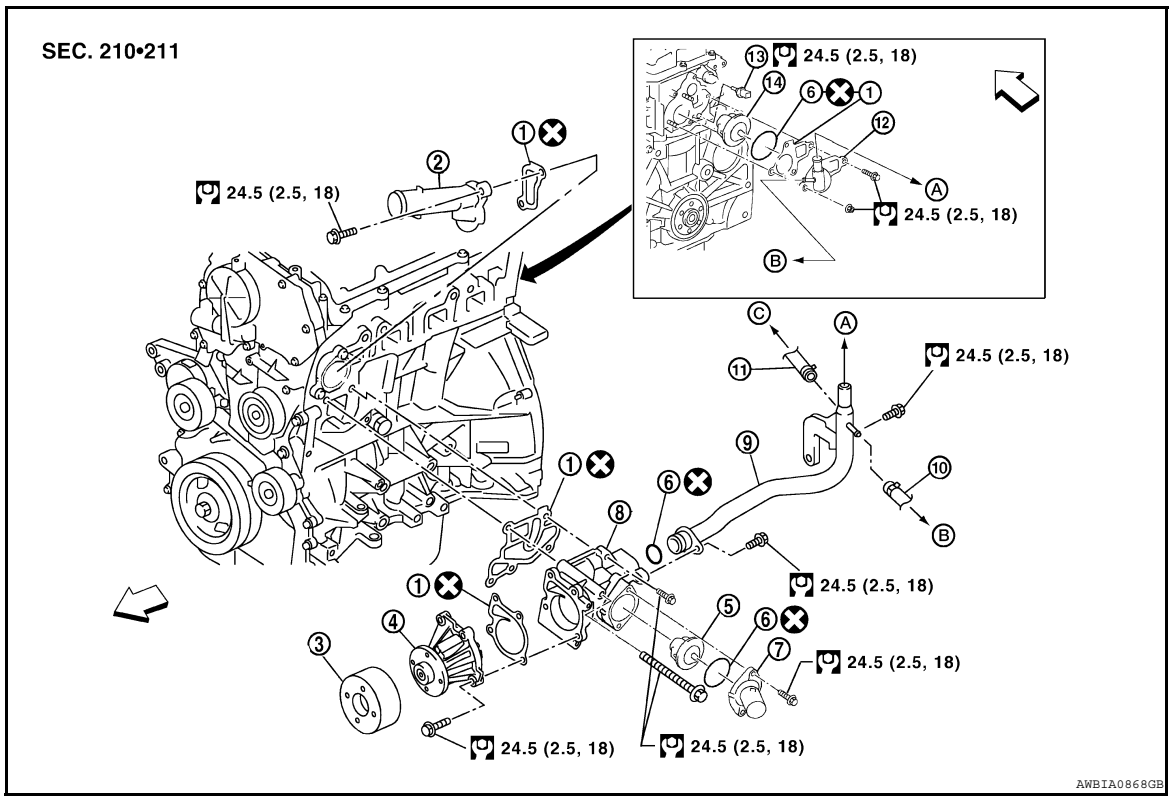


INSPECTION AFTER INSTALLATION

- Check for leaks of engine coolant. Refer to CO-11, "System Inspection".
- Start and warm up the engine. Visually check if there is no leaks of engine coolant.

Exploded View

INFOID:0000000005276094



1. Gasket	2. Water outlet	3. Water pump pulley
4. Water pump	5. Thermostat	6. O-ring
7. Water inlet	8. Water pump and thermostat housing	9. Heater pipe
10. Water hose	11. Water hose	12. Heater outlet
13. Engine coolant temperature sensor	14. Water control valve	A. To heater
B. To electric throttle control actuator	C. To oil cooler	⇦ Front

Removal and Installation Water Pump and Thermostat Housing

INFOID:0000000005276095

REMOVAL

1. Drain engine coolant from the radiator. Refer to CO-12, "Changing Engine Coolant".
2. Remove water pump. Refer to CO-20.
3. Remove radiator hose (lower) at water inlet.
4. Remove thermostat. Refer to CO-22, "Removal and Installation Thermostat".
5. Remove exhaust manifold cover. Refer to EM-30, "Exploded View".
6. Remove oil level gauge and oil level gauge guide. Refer to EM-78, "Exploded View".
   CAUTION:
   Plug the oil level gauge guide opening to prevent foreign materials from entering oil pan.
7. Remove A/C compressor, if equipped, and position aside. Refer to HA-28, "Removal and Installation for Compressor".
8. Disconnect electric throttle control actuator, oil cooler and heater hose from heater pipe.
9. Remove bolt for heater pipe at water pump and thermostat housing.
10. Disconnect heater pipe from water pump and thermostat housing.
11. Remove water pump and thermostat housing.

INSTALLATION

Installation is in the reverse order of removal.

- When inserting heater pipe end into water pump and thermostat housing, apply a neutral detergent to O-ring. Then insert it immediately.

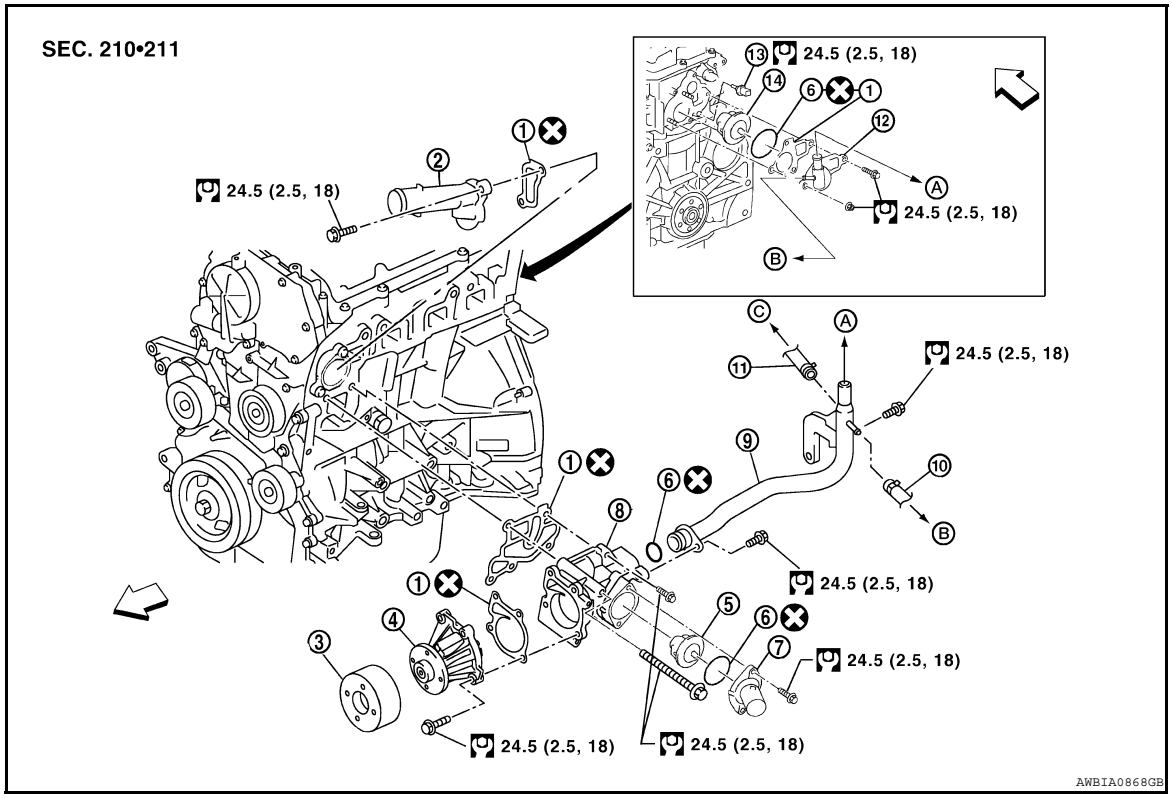
INSPECTION AFTER INSTALLATION

- Check for leaks of engine coolant. Refer to CO-11, "System Inspection".
- Start and warm up the engine. Visually check if there is no leaks of engine coolant.

WATER CONTROL VALVE

Exploded View

INFOID:0000000005276096



1. Gasket	2. Water outlet	3. Water pump pulley
4. Water pump	5. Thermostat	6. O-ring
7. Water inlet	8. Water pump and thermostat housing	9. Heater pipe
10. Water hose	11. Water hose	12. Heater outlet
13. Engine coolant temperature sensor	14. Water control valve	A. To heater
B. To electric throttle control actuator	C. To oil cooler	⇦ Front

Removal and Installation

INFOID:0000000005276097

WARNING:
Never remove the radiator cap when the engine is hot. Serious burns could occur from high pressure coolant escaping from the radiator.

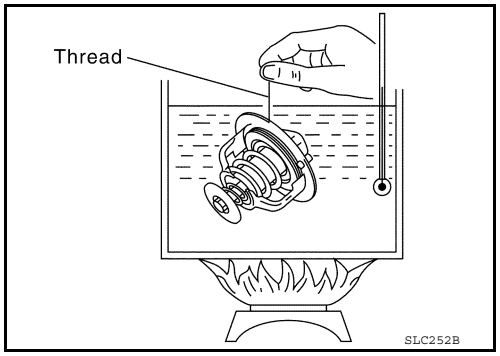
REMOVAL

CAUTION:
Perform when the engine cold.

1. Partially drain the engine coolant from the radiator. Refer to CO-12, "Changing Engine Coolant".
2. Disconnect the heater hose and water hoses from the heater outlet.
3. Remove the heater outlet.
4. Remove the water control valve.
5. Remove the engine coolant temperature sensor, if necessary.
   CAUTION:
   Be careful not to damage engine coolant temperature sensor.

INSPECTION AFTER REMOVAL

- Place a thread so that it is caught in the valve of the water control valve. Immerse fully in a container filled with water. Heat while stirring.
- The valve opening temperature is the temperature at which the valve opens and the falls from the thread.
- Continue heating. Check the full-open lift amount.
  NOTE:
  The full-open lift amount standard temperature for the water control valve is the reference value.
- After checking the full-open lift amount, lower the water temperature and check the valve closing temperature.



Standard values

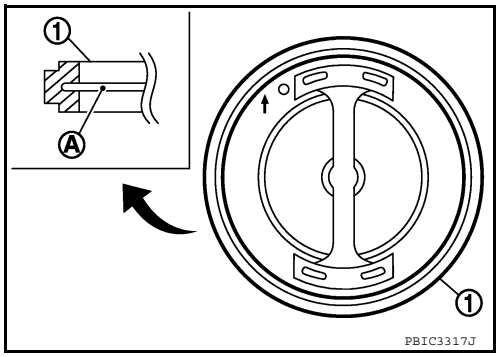
Water Control Valve	Standard Value
Valve opening temperature	93.5° - 96.5°C (200° - 206°F)
Full-open lift amount	More than 8 mm / 108°C (0.315 in / 226° F)
Valve closing temperature	90°C (194° F) or higher

INSTALLATION

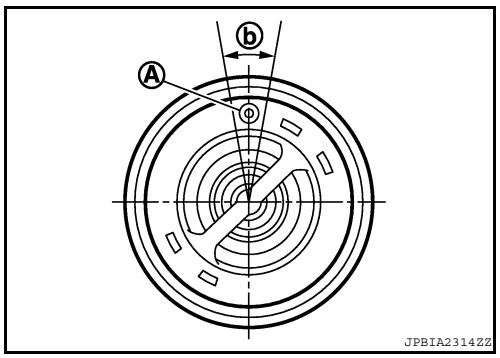
Installation is in the reverse order of removal.

Water Control Valve

- Install water control valve by making rubber ring (1) groove fit to water control valve flange (A) around the whole circumference.



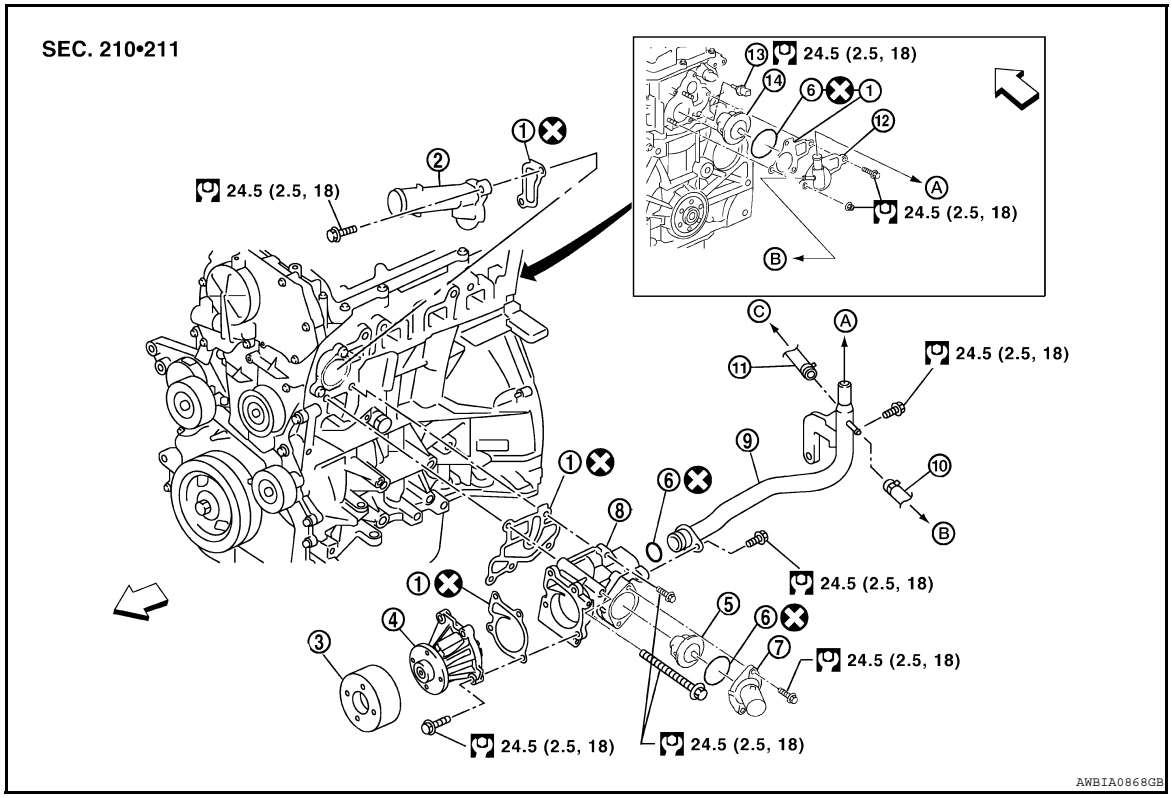
- Install water control valve with jiggle valve (A) facing upwards. The position deviation may be within the range of 20° (b).
- Install the engine coolant temperature sensor if removed.
  Use Genuine RTV Silicone Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".



WATER OUTLET AND WATER PIPING

Exploded View

INFOID:0000000005276098



1. Gasket	2. Water outlet	3. Water pump pulley
4. Water pump	5. Thermostat	6. O-ring
7. Water inlet	8. Water pump and thermostat housing	9. Heater pipe
10. Water hose	11. Water hose	12. Heater outlet
13. Engine coolant temperature sensor	14. Water control valve	A. To heater
B. To electric throttle control actuator	C. To oil cooler	⇦ Front

Removal and Installation

INFOID:0000000005276099

REMOVAL

1. Partially drain engine coolant from the radiator. Refer to CO-12, "Changing Engine Coolant".
   CAUTION:
   - **Perform this step when engine is cold.**
   - **Do not spill engine coolant on drive belts.**
2. Remove the air duct. Refer to EM-25, "Exploded View".
3. Disconnect radiator hose (upper) at water outlet side. Refer to CO-16, "Exploded View".
4. Remove water outlet.

INSTALLATION

Installation is in the reverse order of removal.

- Securely insert each hose, and install clamp at a position where it does not interfere with the pipe bulge.

INSPECTION AFTER INSTALLATION

- Check for leaks of engine coolant. Refer to CO-11, "System Inspection".
- Start and warm up engine. Visually make sure that there is no leaks of engine coolant.

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

Standard and Limit

INFOID:0000000005276100

ENGINE COOLANT CAPACITY (APPROXIMATE)

Unit: ℓ (US qt, Imp qt)

Engine coolant capacity (With reservoir tank at “MAX” level)	9.4 (10, 8-1/4)

RADIATOR

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

Cap relief pressure	Standard	98 - 118 (1.0 - 1.2, 14- 17)
Leakage test pressure		137 (1.4, 20)

THERMOSTAT

Valve opening temperature	80.5 - 83.5°C (177 - 182°F)
Full-open lift amount	8 mm/ 95°C (0.315 in/ 203°F)
Valve closing temperature	77°C (171°F)

WATER CONTROL VALVE

Valve opening temperature	93.5 - 96.5°C (200 - 206°F)
Full-open lift amount	More than 8 mm/ 108°C (0.315 in/ 226°F)
Valve closing temperature	90°C (194°F) or higher

PRECAUTION

PRECAUTIONS

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

INFOID:0000000005575333

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the SR and SB section of this Service Manual.

WARNING:

- **To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.**
- **Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SR section.**
- **Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.**

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

WARNING:

- **When working near the Airbag Diagnosis Sensor Unit or other Airbag System sensors with the Ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.**
- **When using air or electric power tools or hammers, always switch the Ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.**

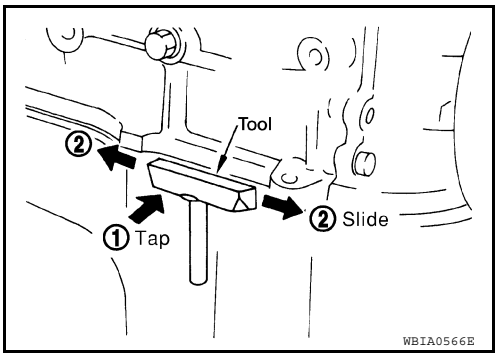
Precaution for Liquid Gasket

INFOID:0000000005276102

REMOVAL OF LIQUID GASKET SEALING

- After removing nuts and bolts, separate the mating surface, using Tool and remove old liquid gasket sealing.

Tool number : KV10111100 (J-37228)



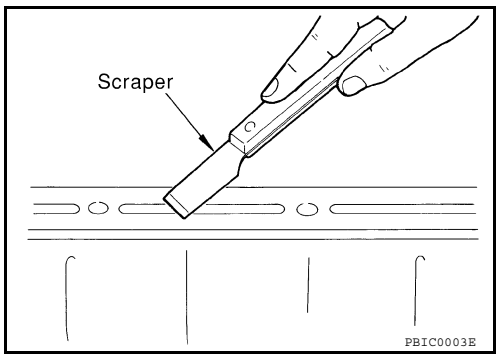
CAUTION:
Be careful not to damage the mating surfaces.

- Tap (1) Tool to insert it, and then slide (2) it by tapping on the side as shown.
- In areas where Tool is difficult to use, use plastic hammer to lightly tap the parts, to remove it.

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

LIQUID GASKET APPLICATION PROCEDURE

1. Remove the old liquid gasket adhering to the gasket application surface and the mating surface using suitable tool.
   - Remove the liquid gasket completely from the groove of the liquid gasket application surface, bolts, and bolt holes.
2. Thoroughly clean the mating surfaces and remove adhering moisture, grease and foreign material.

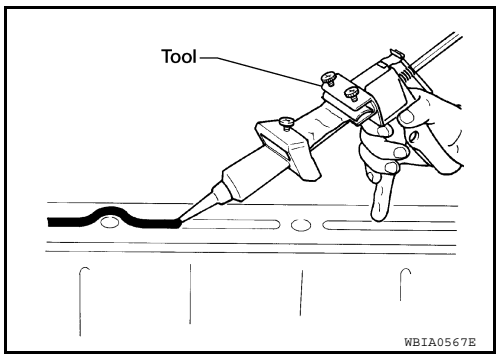


3. Attach the liquid gasket tube to the Tool.

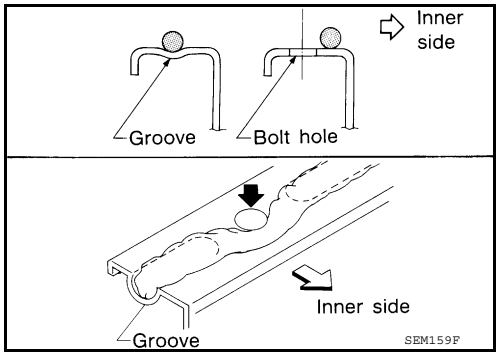
Tool number : WS39930000 (—)

Use Genuine RTV Silicone Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

4. Apply the liquid gasket without breaks to the specified location with the specified dimensions.



- If there is a groove for the liquid gasket application, apply the liquid gasket to the groove.
- As for the bolt holes, normally apply the liquid gasket inside the holes. If specified in the procedure, it should also be applied outside the holes.
- Within five minutes of liquid gasket application, install the mating component.
- If the liquid gasket protrudes, wipe it off immediately.
- Do not retighten after the installation.
- Wait 30 minutes or more after installation before refilling the engine with engine oil and engine coolant.



CAUTION:

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

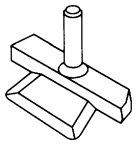
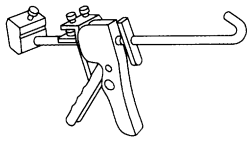
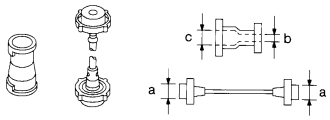
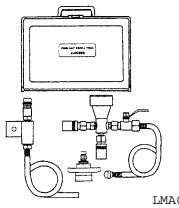
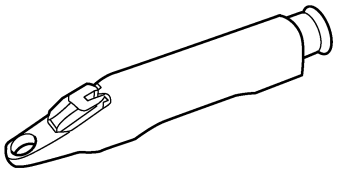
PREPARATION

PREPARATION

Special Service Tool

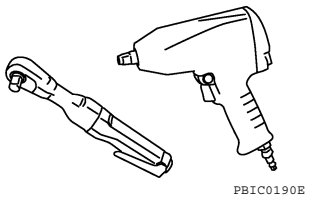
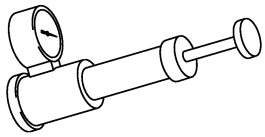
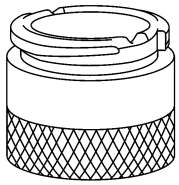
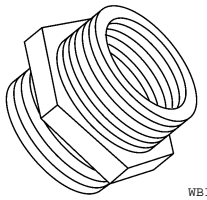
INFOID:0000000005276103

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
KV10111100 (J-37228) Seal cutter  NT046	Removing chain tensioner cover and water pump cover
WS39930000 (—) Tube presser  S-NT052	Pressing the tube of liquid gasket
EG17650301 (J-33984-A) Radiator cap tester adapter  S-NT564	Adapting radiator cap tester to radiator cap and radiator filler neck **a: 28 (1.10) dia.** **b: 31.4 (1.236) dia.** **c: 41.3 (1.626) dia.** Unit: mm (in)
KV991J0070 (J-45695) Coolant refill tool  LMA053	Filling cooling system
KV991J0010 (J-23688) Engine coolant refractometer  WBIA0539E	Checking concentration of ethylene glycol in engine coolant

Commercial Service Tool

INFOID:0000000005276104

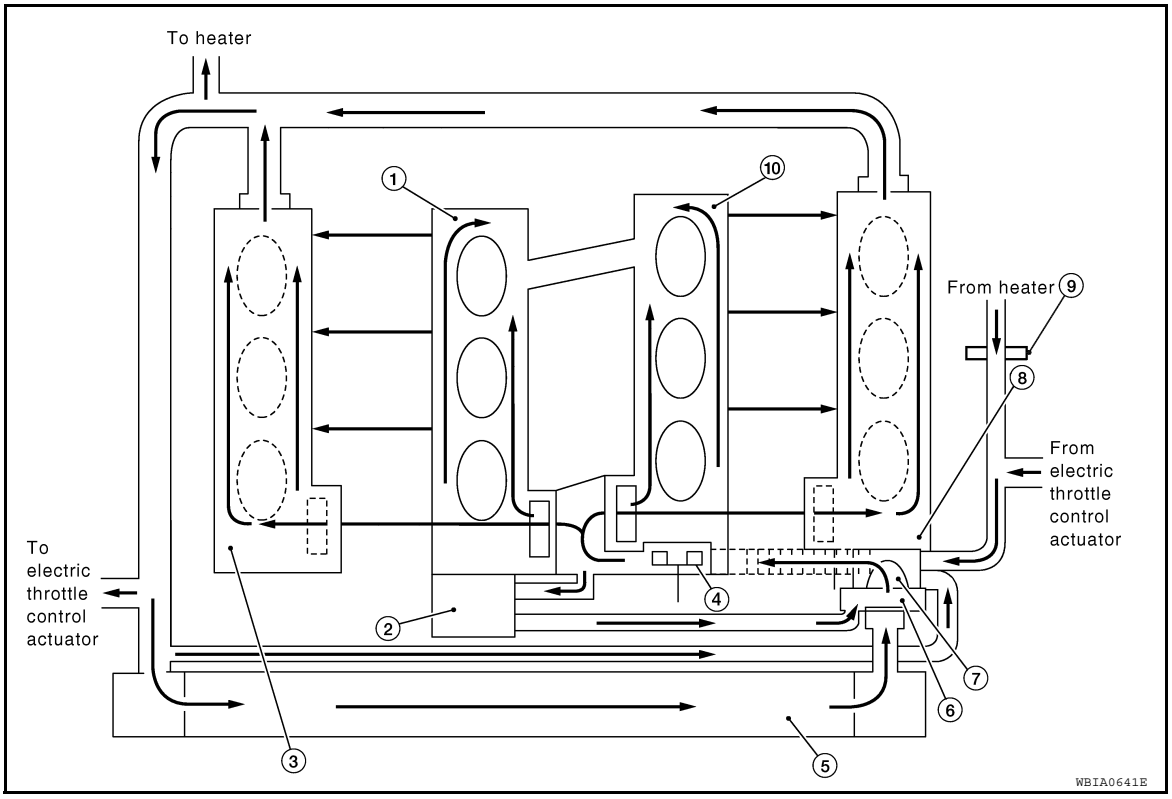
Tool name	Description
Power tool  PBIC0190E	Loosening bolts and nuts
Radiator cap tester  PBIC1982E	Checking radiator and radiator cap
Coolant system tester adapter  WBIA0408E	Adapting radiator cap tester to reservoir filler neck
Coolant system tester adapter  WBIA0409E	Adapting radiator cap tester to reservoir cap

FUNCTION DIAGNOSIS

COOLING SYSTEM

Cooling Circuit

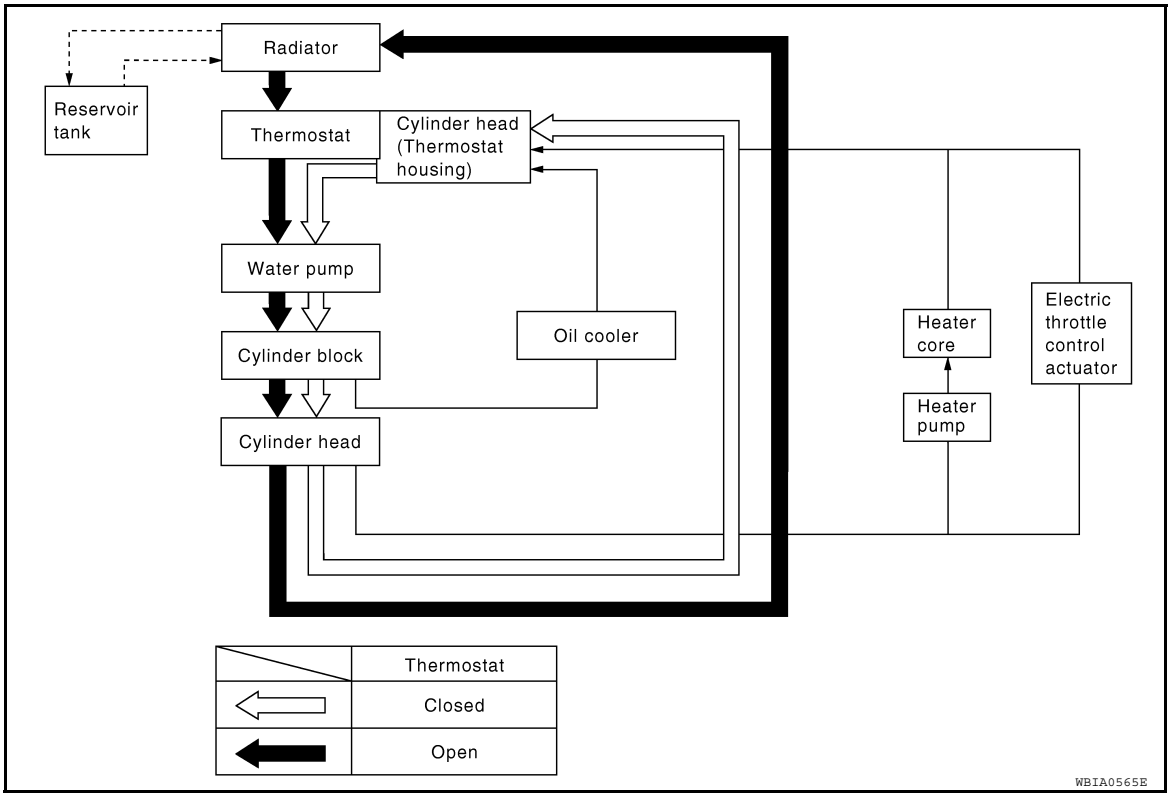
INFOID:0000000005276105



1. Cylinder block (RH)
2. Oil cooler
3. Cylinder head (RH)
4. Water pump
5. Radiator
6. Water inlet
7. Thermostat
8. Cylinder head (LH)
9. Heater pump
10. Cylinder block (LH)

Schematic

INFOID:0000000005276106



OVERHEATING CAUSE ANALYSIS

Troubleshooting Chart

INFOID:0000000005276107

	Symptom		Check items	
Cooling system parts malfunction	Poor heat transfer	Water pump malfunction	Worn or loose drive belt	—
		Thermostat stuck closed	Thermostat	
		Damaged fins	Dust contamination or paper clogging	
			Physical damage	
		Clogged radiator cooling tube	Excess foreign material (rust, dirt, sand, etc.)	
	Reduced air flow	Cooling fan does not operate	Fan assembly	—
		High resistance to fan rotation		
		Damaged fan blades		
	Damaged radiator shroud	—	Radiator shroud	—
	Improper engine coolant mixture ratio	—	Engine coolant viscosity	—
	Poor engine coolant quality	—		—
	Insufficient engine coolant	Engine coolant leaks	Cooling hose	Loose clamp
				Cracked hose
			Heater pump	Physical damage
			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

	Symptom		Check items	
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	Mud contamination or paper clogging	—
		Blocked radiator grille	Installed car brassiere	
			Mud contamination or paper clogging	
		Blocked radiator	Blocked air flow	
		Blocked condenser		
		Installed large fog lamp		

ON-VEHICLE MAINTENANCE

ENGINE COOLANT

System Inspection

INFOID:0000000005276108

WARNING:

- **Never remove the radiator/reservoir cap when the engine is hot. Serious burns could occur from high pressure fluid escaping from the radiator or reservoir.**
- **Wrap a thick cloth around the cap. Slowly push down and turn it a quarter turn to allow built-up pressure to escape. Carefully remove the cap by pushing down and turning it all the way.**

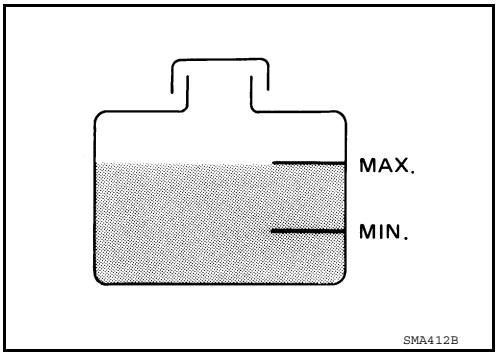
CHECKING COOLING SYSTEM HOSES

Check hoses for the following:

- Improper attachment
- Leaks
- Cracks
- Damage
- Loose connections
- Chafing
- Deterioration

CHECKING RESERVOIR LEVEL

- Check if the engine coolant reservoir tank level is within MIN to MAX when the engine is cool.
- Adjust engine coolant level as necessary.



CHECKING COOLING SYSTEM FOR LEAKS

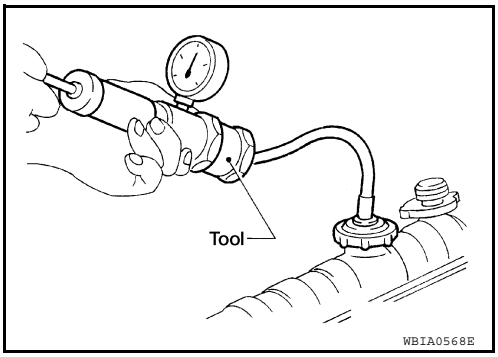
WARNING:

Never remove the radiator/reservoir cap when the engine is hot. Serious burns could occur from high pressure coolant escaping from the radiator or reservoir.

- To check for leakage, apply pressure to the cooling system at the reservoir filler neck using suitable tool and Tool.

Tool number : EG17650301 (J-33984-A)

Testing pressure : 137 kPa (1.4 kg/cm^2, 20 psi)



CAUTION:

Higher pressure than specified may cause radiator damage.

NOTE:

In case that engine coolant decreases, replenish cooling system with engine coolant.

- If any concerns are found, repair or replace damaged parts.

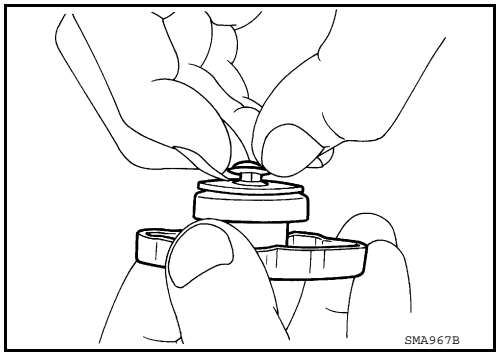
CHECKING RESERVOIR CAP

1. Inspect the reservoir cap.
   - Replace the cap if the metal plunger cannot be seen around the edge of the black rubber gasket.
   - Replace the cap if deposits of waxy residue or other foreign material are on the black rubber gasket or the metal retainer.

   NOTE:

   Thoroughly wipe out the reservoir filler neck to remove any waxy residue or foreign material.

2. Pull the negative-pressure valve to open it and check that it closes completely when released.
   - Check that there is no dirt or damage on the valve seat of the reservoir cap negative-pressure valve.
   - Check that there are no abnormalities in the opening and closing conditions of the negative-pressure valve.

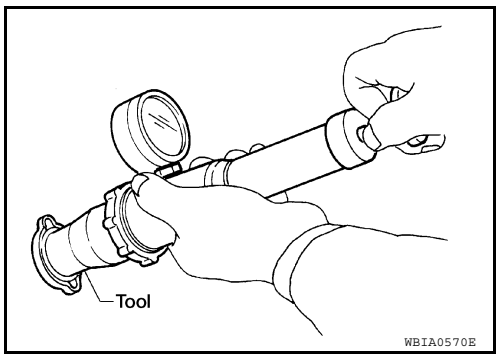


3. Check reservoir cap relief pressure using suitable tool and Tool.

   Tool number : EG17650301 (J-33984-A)

   Standard: 98 – 118 kPa (1.0 – 1.2 kg/cm^2, 14 – 17 psi)

   NOTE:
   - Apply engine coolant to the cap seal surface.
   - Replace the reservoir cap if there is any damage in the negative-pressure valve, or if the open-valve pressure is outside of the limit.



CHECKING RADIATOR CAP

Inspect the radiator cap.

NOTE:

Thoroughly wipe out the radiator filler neck to remove any waxy residue or foreign material.

- Replace the cap if the metal plunger cannot be seen around the edge of the black rubber gasket.
- Replace the cap if deposits of waxy residue or other foreign material are on the black rubber gasket or the metal retainer.

CHECKING RADIATOR

Check radiator for mud or clogging. If necessary, clean radiator as follows.

CAUTION:

- **Be careful not to bend or damage the radiator fins.**
- **When radiator is cleaned without removal, remove all surrounding parts such as cooling fan shroud and horns. Then tape the harness and electrical connectors to prevent water from entering.**

1. Apply water by hose to the back side of the radiator core, with the hose pointed 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, with the air hose pointed vertically downward.
   - Use compressed air lower than 490 kPa (5 kg/cm^2, 71 psi) 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.
6. Check for leaks.

Changing Engine Coolant

INFOID:0000000005276109

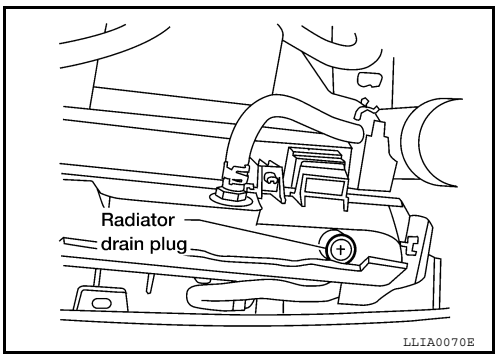
WARNING:

- **To avoid being scalded, never change the coolant when the engine is hot.**
- **Wrap a thick cloth around the cap to carefully remove the cap. First, turn the cap a quarter of a turn to release any built-up pressure, then push down and turn the cap all the way to remove it.**

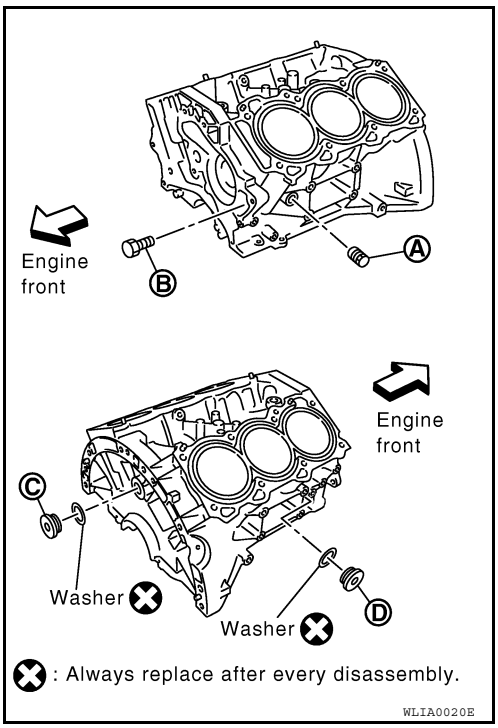
DRAINING ENGINE COOLANT

1. Turn ignition switch ON and set temperature control lever all the way to HOT position or the highest temperature position. Wait 10 seconds and turn ignition switch OFF.
2. Remove the engine front under cover. Refer to EXT-13, "Removal and Installation".

3. Open the radiator drain plug at the bottom of the radiator, and remove the reservoir cap. This is the only step required when partially draining the cooling system (radiator only).
CAUTION:
Do not allow the coolant to contact the drive belts.



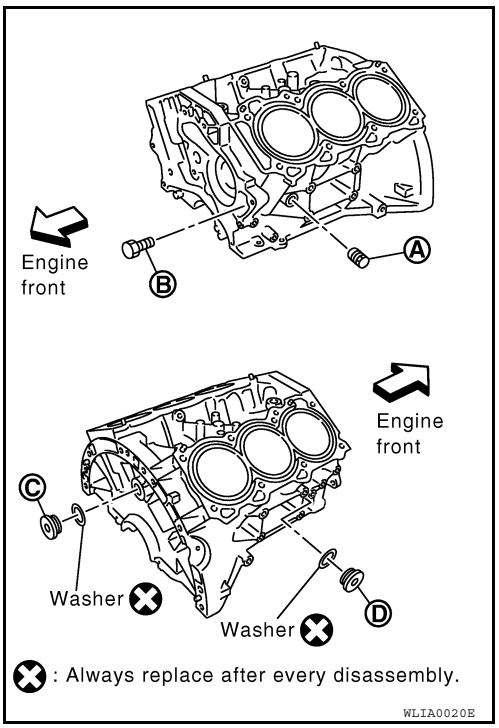
4. When draining all of the coolant in the system for engine removal or repair, it is necessary to drain the cylinder block. Remove the cylinder block drain plugs (A), (B), (C), (D) and block heater if equipped, to drain the cylinder block as shown.
NOTE:
For Canada, the (D) cylinder block drain plug as shown, is not a cylinder block drain plug but a block heater.



5. Remove the reservoir tank to drain the engine coolant, then clean the reservoir tank before installing it.
6. Check the drained coolant for contaminants such as rust, corrosion or discoloration.
If the coolant is contaminated, flush the engine cooling system. Follow the "Flushing Cooling System" procedure.

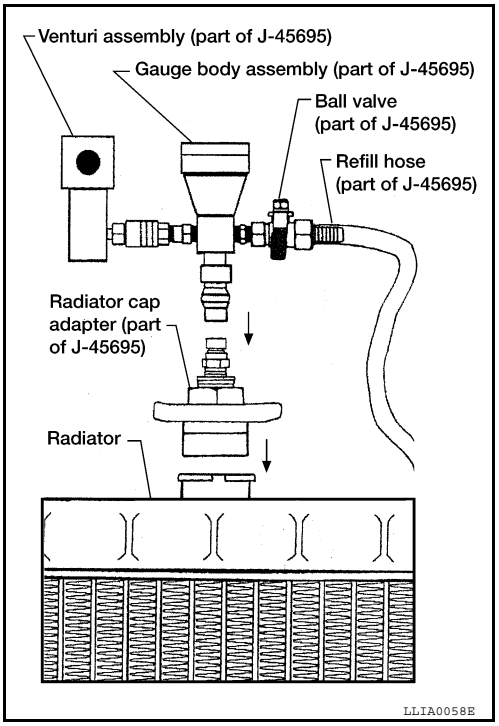
REFILLING ENGINE COOLANT

1. Close the radiator drain plug. Install the reservoir tank, cylinder block drain plugs (A), (B), (C), (D) and block heater if equipped, if removed for a total system drain or for engine removal or repair.
   - The radiator must be completely empty of coolant and water.
   - Apply sealant to the threads of the cylinder block drain plugs (A), (B), (C), (D). Use Genuine High Performance Thread Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".
   - Tighten each plug to the specified torque. Refer to EM-215, "Disassembly and Assembly".



2. Set the vehicle heater controls to the full HOT and heater ON position. Turn the vehicle ignition ON with the engine OFF as necessary to activate the heater mode.
3. Remove the vented reservoir cap and replace it with a non-vented reservoir cap before filling the cooling system.
4. Install the Tool by installing the radiator cap adapter onto the radiator neck opening. Then attach the gauge body assembly with the refill tube and the venturi assembly to the radiator cap adapter.

   Tool number : KV991J0070 (J-45695)



5. Insert the refill hose into the coolant mixture container that is placed at floor level. Make sure the ball valve is in the closed position.
   - Use recommended coolant or equivalent. Refer to MA-16, "For North America: Fluids and Lubricants".

   Cooling system capacity (with reservoir) : Refer to MA-16, "For North America: Fluids and Lubricants".

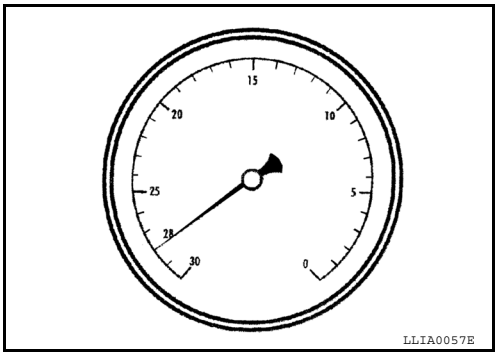
6. Install an air hose to the venturi assembly, the air pressure must be within specification.

   Compressed air supply pressure : 549 - 824 kPa (5.6 - 8.4 kg/cm^2, 80 - 119 psi)

   CAUTION:
   The compressed air supply must be equipped with an air dryer.
7. The vacuum gauge will begin to rise and there will be an audible hissing noise. During this process open the ball valve on the refill hose slightly. Coolant will be visible rising in the refill hose. Once the refill hose is full of coolant, close the ball valve. This will purge any air trapped in the refill hose.

8. Continue to draw the vacuum until the gauge reaches 28 inches of vacuum. The gauge may not reach 28 inches in high altitude locations, use the vacuum specifications based on the altitude above sea level.

Altitude above sea level	Vacuum gauge reading
0 - 100 m (328 ft)	: 28 inches of vacuum
300 m (984 ft)	: 27 inches of vacuum
500 m (1,641 ft)	: 26 inches of vacuum
1,000 m (3,281 ft)	: 24 - 25 inches of vacuum



9. When the vacuum gauge has reached the specified amount, disconnect the air hose and wait 20 seconds to see if the system loses any vacuum. If the vacuum level drops, perform any necessary repairs to the system and repeat steps 6 - 8 to bring the vacuum to the specified amount. Recheck for any leaks.
10. Place the coolant container (with the refill hose inserted) at the same level as the top of the radiator. Then open the ball valve on the refill hose so the coolant will be drawn up to fill the cooling system. The cooling system is full when the vacuum gauge reads zero.
    CAUTION:
    Do not allow the coolant container to get too low when filling, to avoid air from being drawn into the cooling system.
11. Remove the Tool from the radiator neck opening and install the radiator cap.
12. Remove the non-vented reservoir cap.
13. Fill the cooling system reservoir tank to the specified level. Run the engine to warm up the cooling system and top up the system as necessary before installing the vented reservoir cap.

FLUSHING COOLING SYSTEM

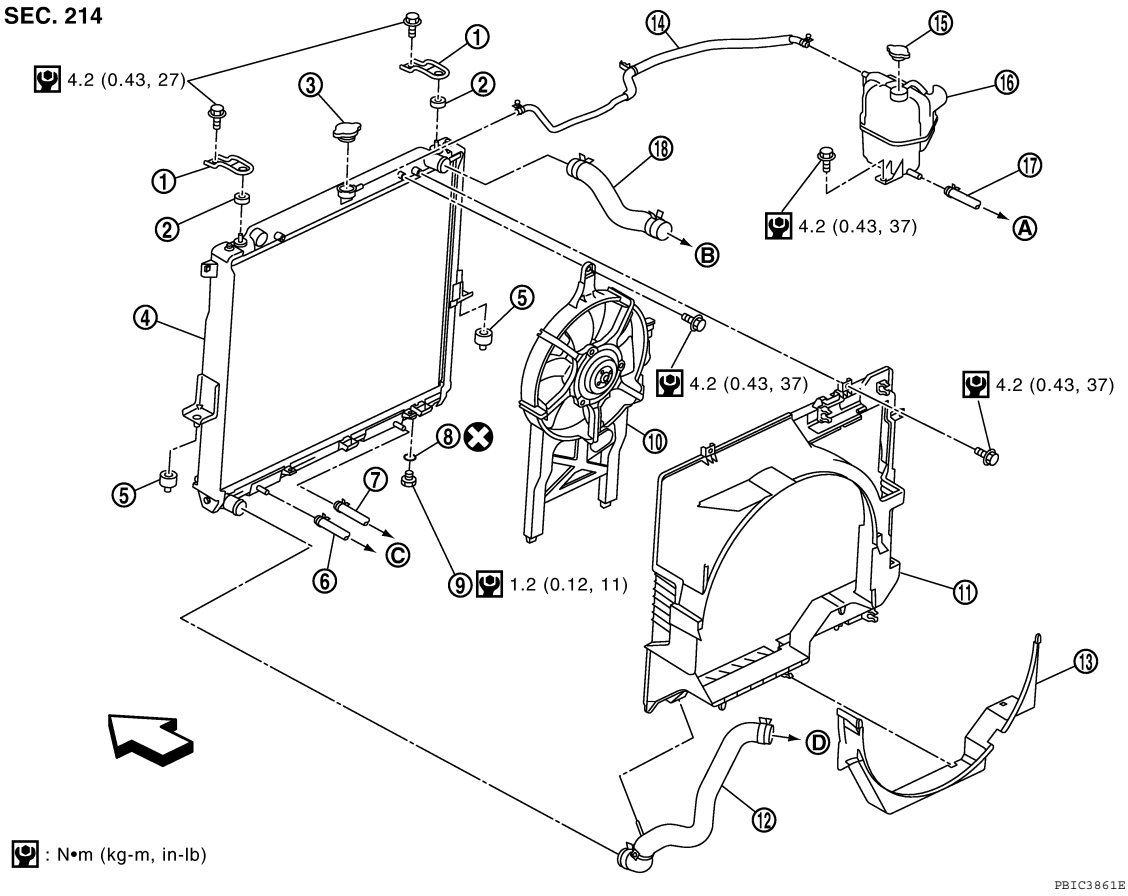
1. Drain the water from the engine cooling system. Refer to CO-39, "Changing Engine Coolant".
2. Fill the radiator and the reservoir tank (to the “MAX” line), with water. Reinstall the radiator cap and leave the vented reservoir cap off.
3. Run the engine until it reaches normal operating temperature.
4. Press the engine accelerator two or three times under no-load.
5. Stop the engine and wait until it cools down.
6. Drain the water from the engine cooling system. Refer to CO-39, "Changing Engine Coolant".
7. Repeat steps 2 through 6 until clear water begins to drain from the radiator.

ON-VEHICLE REPAIR

RADIATOR

Exploded View

INFOID:0000000005276110



1.	Radiator mounting bracket	2.	Mounting rubber (upper)	3.	Radiator cap
4.	Radiator	5.	Mounting rubber (lower)	6.	A/T fluid cooler hose
7.	A/T fluid cooler hose (if equipped)	8.	O-ring	9.	Drain plug
10.	Cooling fan assembly (Motor driven type)	11.	Radiator shroud (upper)	12.	Radiator hose (lower)
13.	Radiator shroud (lower)	14.	Reservoir tank hose	15.	Reservoir tank cap
16.	Reservoir tank	17.	Water hose	18.	Radiator hose (upper)
A.	To heater return tube	B.	To water pipe	C.	To A/T cooler tube
D.	To water inlet and thermostat assembly	⇦	Vehicle front		

Removal and Installation

INFOID:0000000005276111

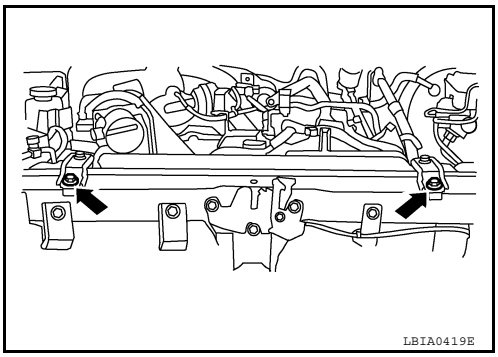
WARNING:
Do not remove radiator cap when engine is hot. Serious burns could occur from high-pressure engine coolant escaping from radiator. Wrap a thick cloth around the cap. Slowly turn it a quarter of a turn to release built-up pressure. Carefully remove radiator cap by turning it all the way.

REMOVAL

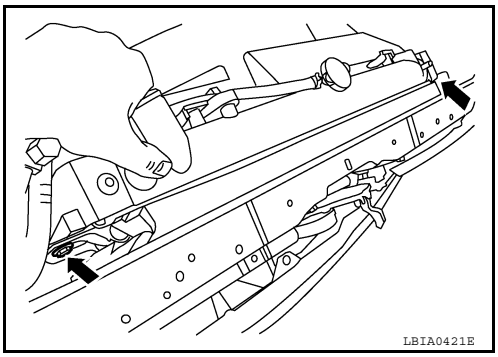
1. Remove engine under cover. Refer to EXT-13, "Removal and Installation".
2. Drain engine coolant from radiator. Refer to CO-38.
   CAUTION:
   - **Perform this step when engine is cold.**

- **Do not spill engine coolant on drive belts.**

3. Remove engine room cover. Refer to EM-138, "Removal and Installation".
4. Remove air duct and resonator assembly and air cleaner case (upper). Refer to EM-139, "Removal and Installation".
5. Remove reservoir tank hose.
6. Remove radiator hoses (upper and lower).
   CAUTION:
   Be careful not to allow engine coolant to contact drive belts.
7. Disconnect A/T fluid cooler hoses, if equipped.
   - Install blind plug to avoid leakage of A/T fluid.
8. Remove radiator shroud (lower).
9. Remove radiator shroud (upper).
10. Remove engine cooling fan (Motor driven type). Refer to CO-47, "Removal and Installation (Motor driven type)".
11. Remove front grille. Refer to EXT-18, "Removal and Installation".
12. Remove the upper radiator mounting bracket bolts.

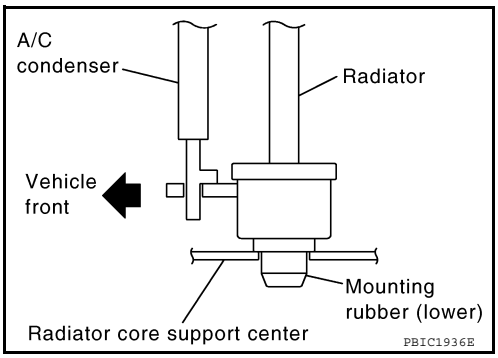


13. Remove the two A/C condenser bolts.



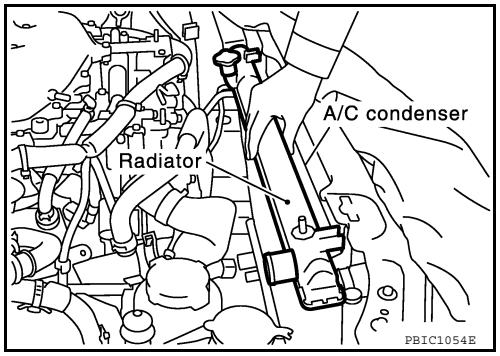
14. Remove radiator as follows:
    CAUTION:
    Do not damage or scratch A/C condenser and radiator core when removing.

a. With lifting and pulling radiator in a rear direction, disassemble mounting rubber (lower) from radiator core support center.
   CAUTION:
   Because A/C condenser is attached to the front-lower portion of radiator, moving it in the rear direction should be at a minimum.



b. Lift A/C condenser up and remove radiator after disengaging the fitting at front-bottom surface.
CAUTION:
Lifting A/C condenser should be minimum to prevent a load to A/C piping.

c. After removing radiator, put A/C condenser on radiator core support center to prevent a load to A/C piping, and temporarily fix it with rope or similar means.



INSTALLATION

Installation is in the reverse order of removal.

INSPECTION AFTER INSTALLATION

- Check for leaks of engine coolant. Refer to CO-38, "System Inspection".
- Start and warm up engine. Visually check there are no leaks of engine coolant and A/T fluid.

Checking Radiator

INFOID:0000000005276112

Check radiator for mud or clogging. If necessary, clean radiator as follows.

CAUTION:

- **Be careful not to bend or damage the radiator fins.**
- **When radiator is cleaned without removal, remove all surrounding parts such as cooling fan, radiator shroud and horns. Then tape the harness and electrical connectors to prevent water from entering.**

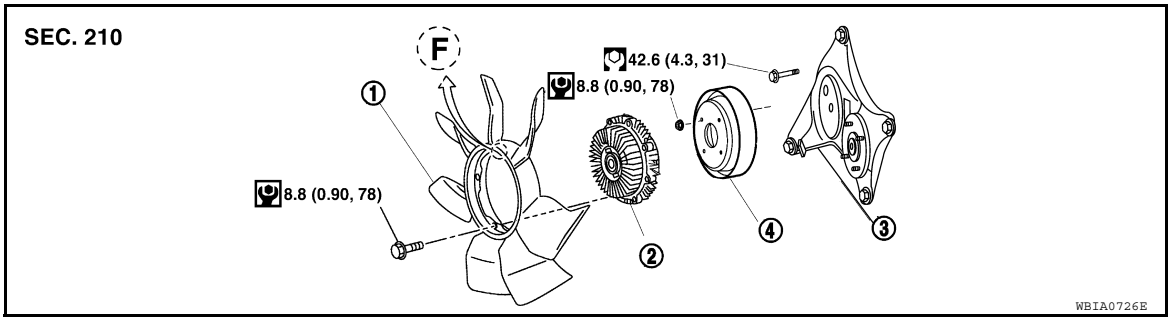
1. Apply water by hose to the back side of the radiator core vertically downward.
2. Apply water again to all radiator core surfaces.
3. Stop washing when dirt and debris no longer flow out from the radiator.
4. Blow air into the back side of radiator core vertically downward.
   - Use compressed air lower than 490 kPa (5 kg/cm^2, 71 psi) and keep distance more than 30 cm (11.8 in).
5. Blow air again into all the radiator core surfaces until no water sprays out.
6. Check for leaks.

ENGINE COOLING FAN

Exploded View

INFOID:0000000005276113

Crankshaft Driven Type



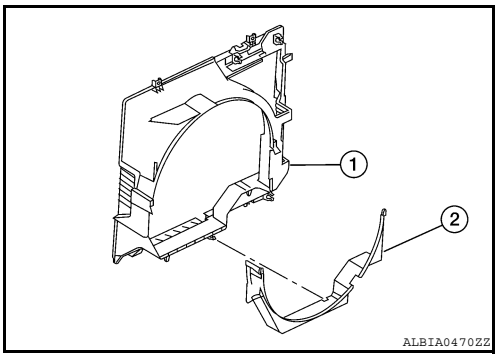
1. Cooling fan
2. Fan coupling
3. Fan bracket
4. Cooling fan pulley

Removal and Installation (Crankshaft driven type)

INFOID:0000000005276114

REMOVAL

1. Remove engine under cover. Refer to EXT-13, "Removal and Installation".
2. Partially drain engine coolant from radiator. Refer to CO-38.
   CAUTION:
   - **Perform this step when engine is cold.**
   - **Do not spill engine coolant on drive belts.**
3. Remove the engine room cover. Refer to EM-138, "Removal and Installation".
4. Remove air duct and resonator assembly. Refer to EM-139, "Removal and Installation".
5. Remove reservoir tank hose from shroud.
6. Removal radiator hose (upper) from radiator.
   CAUTION:
   Do not spill engine coolant on drive belts.
7. Release the radiator shroud (lower) (2) from the radiator shroud (upper) (1) and position aside.
   - Release the tabs, pull radiator shroud (lower) (2) rearwards and down.

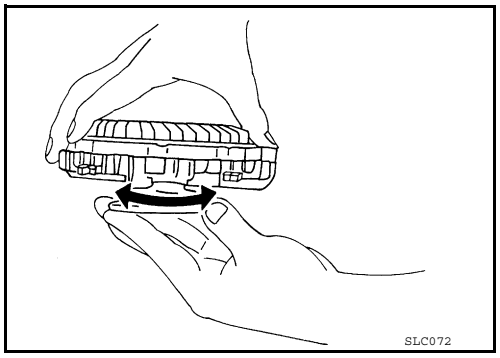


8. Remove the radiator shroud (upper) bolts and remove the radiator shroud (upper). Refer to CO-43, "Exploded View".
9. Remove the engine cooling fan (Motor driven type). Refer to CO-47, "Removal and Installation (Motor driven type)".
10. Remove the drive belt. Refer to EM-127, "Removal and Installation".
11. Remove the engine cooling fan.
12. Remove the fan coupling, if necessary.
13. Remove the cooling fan pulley, if necessary.
14. Remove the drive belt auto-tensioner, if necessary.
15. Remove the fan bracket, if necessary.

INSPECTION AFTER REMOVAL

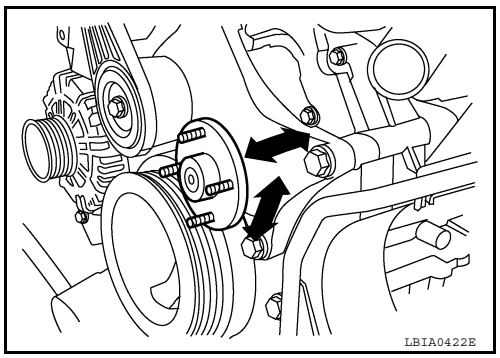
Fan Coupling

- Inspect fan coupling for oil leakage and bimetal conditions.
- If there are any unusual concerns, replace the fan coupling.



Fan Bracket

- Visually check that there is no significant looseness in the fan bracket shaft, and that it turns smoothly by hand.
- If there are any unusual concerns, replace the fan bracket assembly.



INSTALLATION

Installation is in the reverse order of removal.

- Install cooling fan with its front mark “F” facing front of engine. Refer to CO-46, "Exploded View".

INSPECTION AFTER INSTALLATION

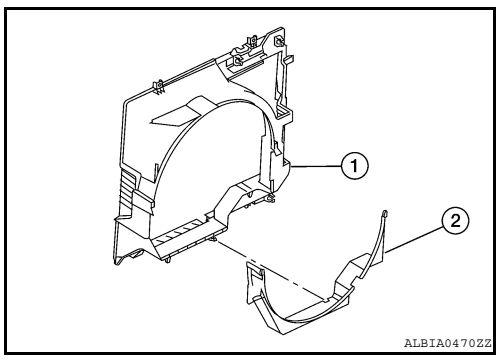
- Check for leaks of the engine coolant. Refer to CO-38, "System Inspection".
- Start and warm up the engine. Visually make sure that there are no leaks of the engine coolant.

Removal and Installation (Motor driven type)

INFOID:0000000005276115

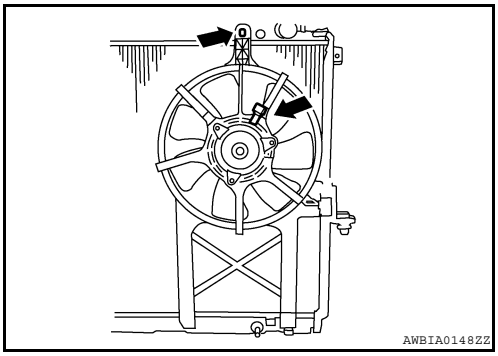
REMOVAL

1. Remove the engine under cover. Refer to EXT-13, "Removal and Installation".
2. Partially drain engine coolant from radiator. Refer to CO-39, "Changing Engine Coolant".
   CAUTION:
   - **Perform this step when engine is cold.**
   - **Do not spill engine coolant on drive belts.**
3. Release the radiator shroud (lower) (2) from the radiator shroud (upper) (1) and position aside.
   - Release the tabs, pull radiator shroud (lower) (2) rearwards and down.



4. Remove engine room cover. Refer to EM-138, "Removal and Installation".
5. Remove air duct and resonator assembly. Refer to EM-139, "Removal and Installation".
6. Remove upper radiator hose from radiator.

7. Remove reservoir tank hose from radiator shroud (upper) and radiator.
8. Remove the radiator shroud (upper) bolts and remove the radiator shroud (upper). Refer to CO-43, "Exploded View".
9. Disconnect harness connector from fan motor.
10. Remove the bolt and remove the fan grille and motor assembly.



INSTALLATION

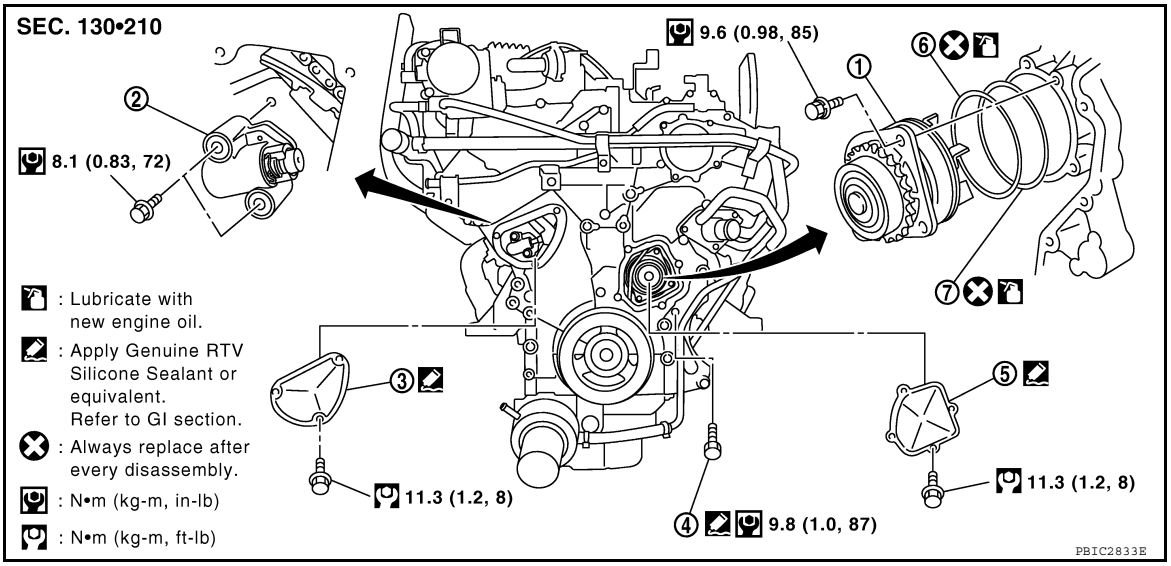
Installation is in the reverse order of removal.

- Cooling fan is controlled by ECM. For details, refer to EC-769, "Diagnosis Procedure".

WATER PUMP

Exploded View

INFOID:0000000005276116



1. Water pump
2. Timing chain tensioner (primary)
3. Chain tensioner cover
4. Water drain plug (front)
5. Water pump cover
6. O-ring
7. O-ring

Removal and Installation

INFOID:0000000005276117

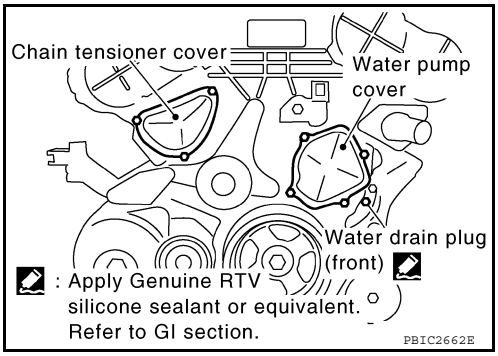
CAUTION:
- **When removing water pump assembly, be careful not to get engine coolant on timing chain and drive belt.**
- **Water pump cannot be disassembled and should be replaced as a unit.**
- **After installing water pump, connect hose and clamp securely, then check for leaks.**

REMOVAL

1. Remove engine under cover. Refer to EXT-13, "Removal and Installation".
2. Drain engine coolant from radiator. Refer to CO-38.
   CAUTION:
   - **Perform this step when engine is cold.**
   - **Do not spill engine coolant on timing chain and drive belt.**
3. Remove the engine room cover. Refer to EM-138, "Removal and Installation".
4. Remove air duct and resonator assembly. Refer to EM-139, "Removal and Installation".
5. Remove drive belt. Refer to EM-127, "Removal and Installation".
6. Remove radiator hose (upper).
7. Remove coolant reservoir hose from the radiator.
8. Remove engine cooling fan (Motor driven type). Refer to CO-47, "Removal and Installation (Motor driven type)".
9. Remove engine cooling fan (Crankshaft driven type) and fan bracket. Refer to CO-46, "Removal and Installation (Crankshaft driven type)".

10. Remove chain tensioner cover and water pump cover from front timing chain case, using Tool.

Tool number : KV10111100 (J-37228)

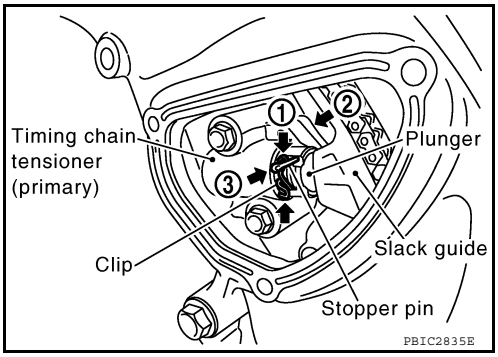


11. Remove timing chain tensioner (primary) as follows:

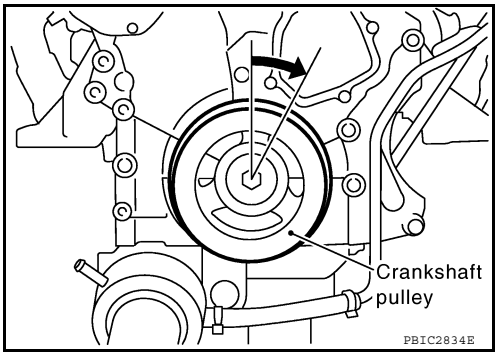
a. Loosen clip of timing chain tensioner (primary), and release plunger stopper (1).

b. Insert plunger into tensioner body by pressing slack guide (2).

c. Keep slack guide pressed and hold plunger in by pushing stopper pin through the tensioner body hole and plunger groove (3).



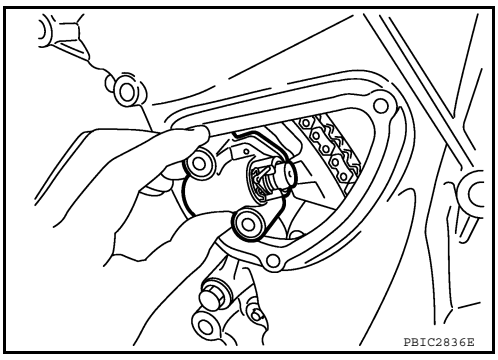
d. Turn crankshaft pulley clockwise so that timing chain on the timing chain tensioner (primary) side is loose.



e. Remove bolts and remove timing chain tensioner (primary).

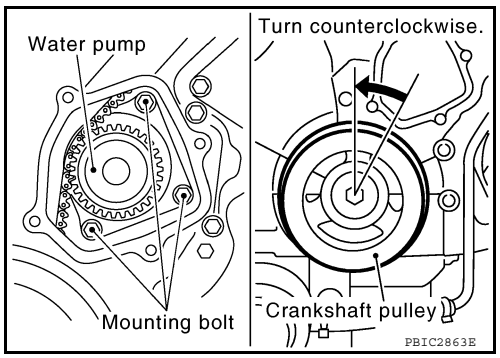
CAUTION:

Be careful not to drop bolts inside timing chain case.



12. Remove water pump as follows:

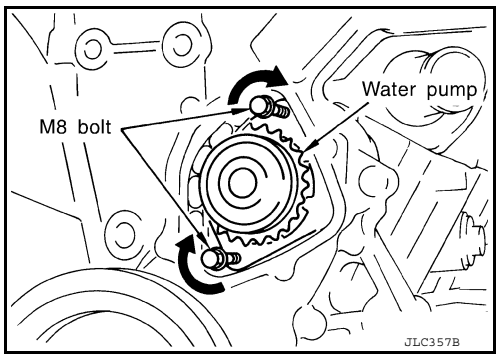
a. Remove three water pump bolts. Secure a gap between water pump gear and timing chain, by turning crankshaft pulley counterclockwise until timing chain looseness on water pump sprocket becomes maximum.



b. Screw M8 bolts [pitch: 1.25 mm (0.049 in) length: approx. 50 mm (1.97 in)] into water pumps upper and lower bolt holes until they reach timing chain case. Then, alternately tighten each bolt for a half turn, and pull out water pump.

CAUTION:

- **Pull straight out while preventing vane from contacting socket in installation area.**
- **Remove water pump without causing sprocket to contact timing chain.**
- **Do not spill engine coolant into timing chain case.**



c. Remove M8 bolts and O-rings from water pump.

CAUTION:

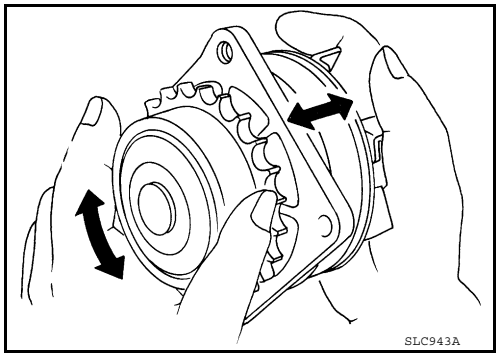
Do not disassemble water pump.

NOTE:

Do not reuse O-rings.

INSPECTION AFTER REMOVAL

- Check for badly rusted or corroded water pump body assembly.
- Check for rough operation due to excessive end play.
- Replace water pump, if necessary.

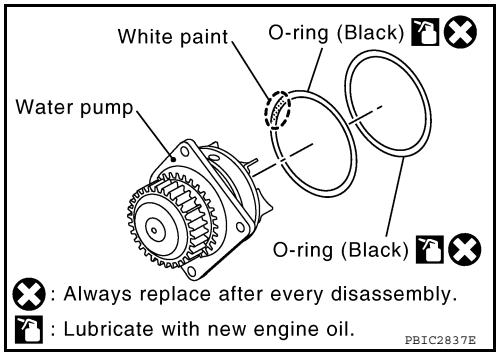


INSTALLATION

1. Install new O-rings to water pump.

NOTE:

- Apply engine oil to O-rings.
- Locate O-ring with white paint mark to engine front side.

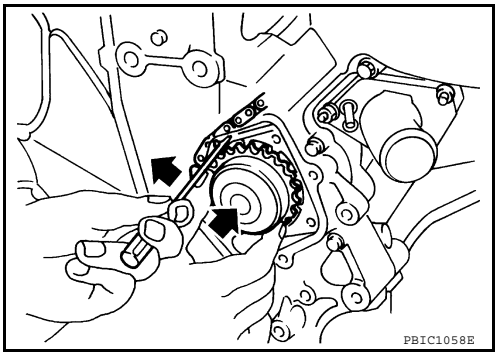


2. Install water pump.

CAUTION:

Do not allow timing chain case to pinch O-rings when installing water pump.

- Make sure that timing chain and water pump sprocket are engaged.
- Insert water pump by tightening bolts alternately and evenly.



3. Install timing chain tensioner (primary) as follows:

a. Remove dust and foreign material completely from backside of timing chain tensioner (primary) and from installation area of rear timing chain case.

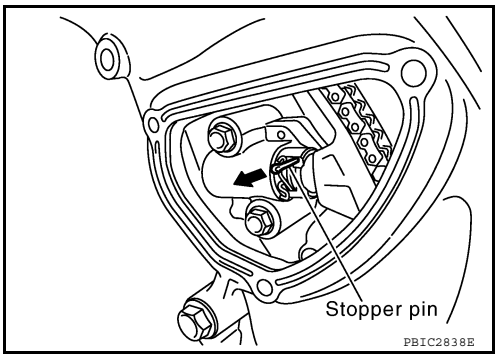
b. Turn crankshaft pulley clockwise so that timing chain on the timing chain tensioner (primary) side is loose.

c. Install timing chain tensioner (primary) with its stopper pin attached.

CAUTION:

Be careful not to drop bolts inside timing chain case.

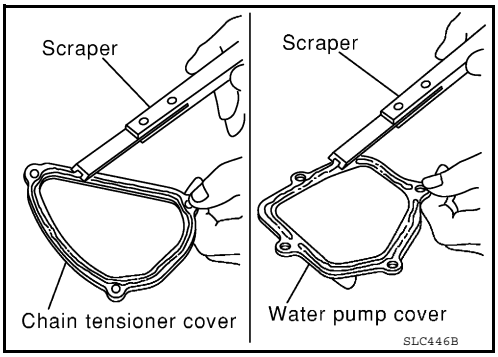
d. Remove stopper pin.



e. Make sure again that timing chain and water pump sprocket are engaged.

4. Install chain tensioner cover and water pump cover as follows:

a. Before installing, remove all traces of old liquid gasket from mating surface of water pump cover and chain tensioner cover using scraper. Also remove traces of old liquid gasket from the mating surface of front timing chain case.



b. Apply a continuous bead of liquid gasket, to mating surface of chain tensioner and water pump cover, using Tool.

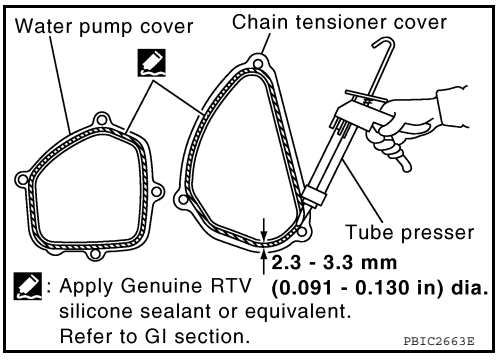
Tool number : WS39930000 (—)

Use Genuine RTV Silicone Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

CAUTION:

Attaching should be done within 5 minutes after coating.

c. Tighten bolts to specified torque. Refer to EM-164, "Exploded View".



5. Installation of the remaining components is in the reverse order of removal.
   - Refill engine coolant system. Refer to CO-39, "Changing Engine Coolant".
   - Apply liquid gasket to the thread of water drain plug (front).
     Use Genuine RTV Silicone Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".
   - **After starting engine, let idle for three minutes, then rev engine up to 3,000 rpm under no load to purge air from the high-pressure chamber of chain tensioner. Engine may produce a rattling noise. This indicates that air still remains in the chamber and is not a matter of concern.**

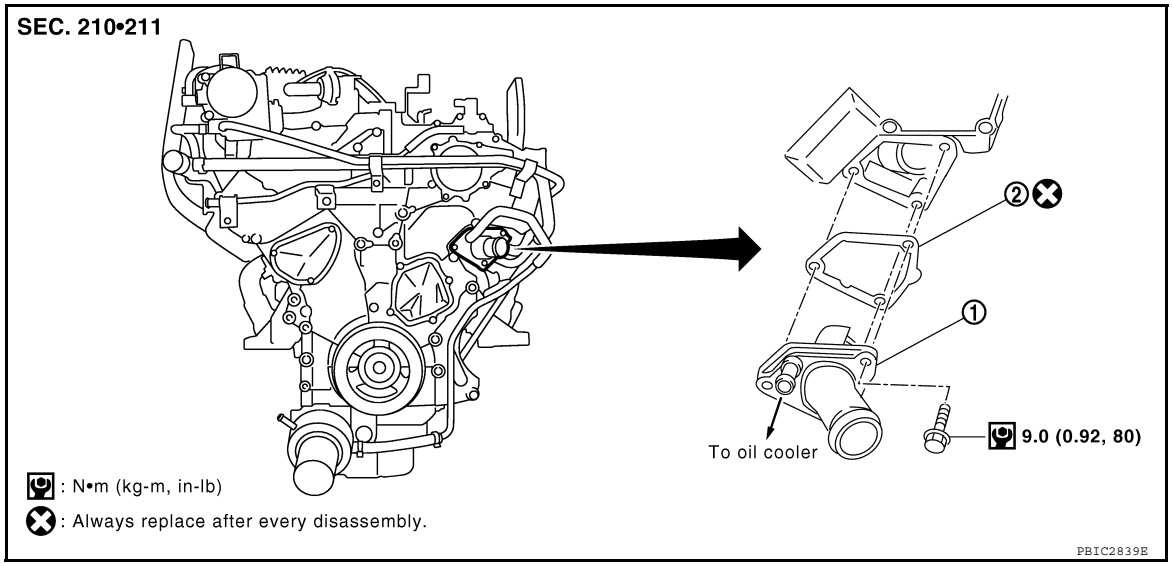
INSPECTION AFTER INSTALLATION

- Check for leaks of engine coolant. Refer to CO-38, "System Inspection".
- Start and warm up engine. Visually check there are no leaks of engine coolant.

WATER INLET AND THERMOSTAT ASSEMBLY

Exploded View

INFOID:0000000005276118



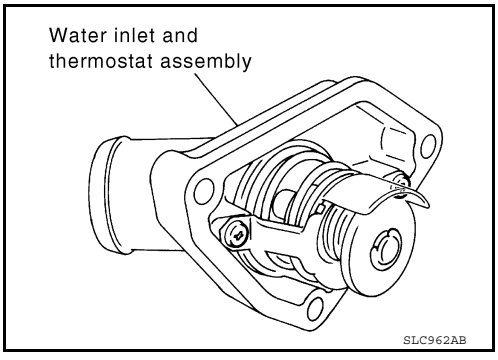
1. Water inlet and thermostat assembly 2. Gasket

Removal and Installation

INFOID:0000000005276119

REMOVAL

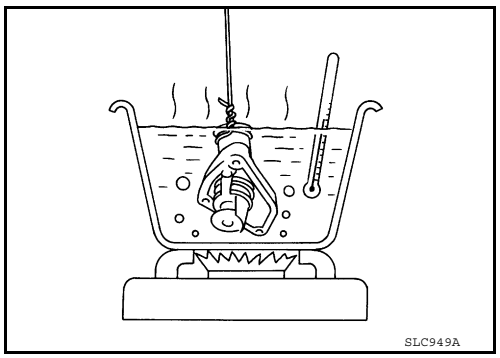
1. Remove the engine under cover. Refer to EM-138, "Removal and Installation".
2. Drain engine coolant from the radiator. Refer to CO-39, "Changing Engine Coolant".
   CAUTION:
   - **Perform this step when engine is cold.**
   - **Do not spill engine coolant on drive belts.**
3. Remove air duct and resonator assembly and air cleaner case (upper). Refer to EM-139, "Removal and Installation".
4. Remove the radiator hose (upper) from the radiator.
5. Remove the coolant reservoir hose from the radiator.
6. Remove the fan shroud (lower) and (upper). Refer to CO-43, "Exploded View".
7. Disconnect radiator hose (lower) and oil cooler hose from water inlet and thermostat assembly.
8. Remove water inlet and thermostat assembly.
   CAUTION:
   - **Do not disassemble water inlet and thermostat assembly.**
   - **Replace water inlet and thermostat assembly as a unit, if necessary.**



INSPECTION AFTER REMOVAL

1. Check valve seating condition at ordinary room temperatures. It should seat tightly.

2. Check valve operation.
   - Place a thread so that it is caught in the valve of the thermostat. Immerse fully in a container filled with water. Heat while stirring.
   - The valve opening temperature is the temperature at which the valve opens and falls from the thread.
   - Continue heating. Check the full-open lift amount.
   - After checking the full-open lift amount, lower the water temperature and check the valve closing temperature.



Thermostat	Standard
Valve opening temperature	80.5 - 83.5°C (177 - 182°F)
Full-open lift amount	8.6 mm / 95°C (0.339 in / 203°F)
Valve closing temperature	77°C (171°F)

- If valve seating at ordinary room temperature, or measured values are out of standard, replace water inlet and thermostat assembly.

INSTALLATION

Installation is in the reverse order of removal, paying attention to the following.

- **Do not spill engine coolant in engine room. Use rag to absorb engine coolant.**

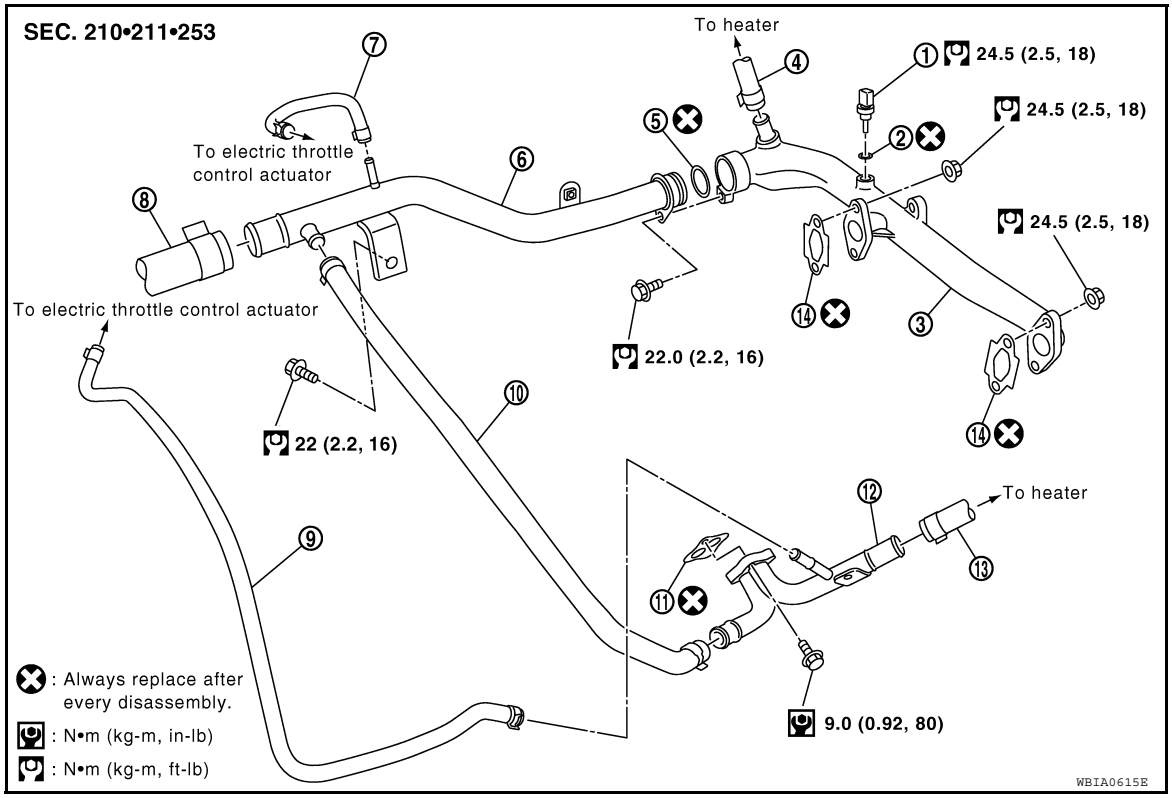
INSPECTION AFTER INSTALLATION

- Check for leaks of engine coolant. Refer to CO-38, "System Inspection".
- Start and warm up engine. Visually check for leaks of engine coolant.

WATER OUTLET AND WATER PIPING

Exploded View

INFOID:0000000005276120



1. Engine coolant temperature sensor
2. Washer
3. Water outlet
4. Heater hose
5. O-ring
6. Water pipe
7. Water hose
8. Radiator hose (upper)
9. Water hose
10. Water hose
11. Gasket
12. Heater pipe
13. Heater hose
14. Gasket

Removal and Installation

INFOID:0000000005276121

REMOVAL

1. Drain engine coolant from radiator. Refer to CO-39, "Changing Engine Coolant".
   CAUTION:
   - **Perform this step when engine is cold.**
   - **Do not spill engine coolant on drive belts.**
2. Remove the intake manifold collector. Refer to EM-140, "Removal and Installation".
3. Remove engine coolant temperature sensor as necessary.
   CAUTION:
   Be careful not to damage engine coolant temperature sensor.
4. Remove water outlet, heater pipe, water bypass hoses and water pipe.

INSTALLATION

Installation is in the reverse order of removal, paying attention to the following.
- Securely insert each hose, and install clamp at a position where it does not interfere with the pipe bulge.
- When inserting water pipe into water outlet, apply neutral detergent to O-ring.

INSPECTION AFTER INSTALLATION

- Check for leaks of engine coolant. Refer to CO-38, "System Inspection".
- Start and warm up engine. Visually check for leaks of engine coolant.

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

Standard and Limit

INFOID:0000000005276122

ENGINE COOLANT CAPACITY (APPROXIMATE)

Unit: ℓ (US qt, Imp qt)

Engine coolant capacity (With reservoir tank at “MAX” level)	10.2 (10-3/4, 9)

RADIATOR

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

Cap relief pressure	Standard	98 - 118 (1.0 - 1.2, 14 - 17)
Leakage testing pressure		137 (1.4, 20)

THERMOSTAT

Valve opening temperature	80.5 - 83.5°C (177 - 182°F)
Full-open lift amount	8.6 mm / 95°C (0.339 in / 203°F)
Valve closing temperature	77°C (171°F)