| | QUICK REFERENC | E INDEX | | |
|-----------------------------|-------------------------|--------------|--|-------|
| Edition: September 2005 | A GENERAL IN | FORMATION GI | General Information | Λ |
| Revision: February 2007 | B ENGINE | EM | Engine Mechanical | |
| Publication No. SM6E-1R51U1 | | LU | Engine Lubrication System | |
| | | CO | Engine Cooling System | B |
| | | EC | Engine Control System | Ī ——— |
| | | FL | Fuel System | C |
| | | EX | Exhaust System | |
| | | ACC | Accelerator Control System | |
| | C TRANSMISS TRANSAXL | | Automatic Transmission | D |
| | D DRIVELINE/ | AXLE TF | Transfer | |
| | | PR | Propeller Shaft | |
| | | FFD | Front Final Drive | |
| | | RFD | Rear Final Drive | |
| | | FAX | Front Axle | |
| INISSAN | | RAX | Rear Axle | G |
| | E SUSPENSIO | | Front Suspension | |
| PATHFINDER | | RSU | Rear Suspension | |
| | F BRAKES | WT | Road Wheels & Tires | |
| MODEL R51 SERIES | F BRAKES | BR | Brake System Parking Brake System | |
| | | PB BRC | Parking Brake System Brake Control System | |
| | G STEERING | PS | Power Steering System | |
| | H RESTRAINT | | Seat Belts | |
| | | SRS | Supplemental Restraint System (SRS) | J |
| | I BODY | BL | Body, Lock & Security System | |
| | | GW | Glasses, Window System & Mirrors | |
| | | RF | Roof | |
| | | El | Exterior & Interior | |
| | | IP | Instrument Panel | |
| | | SE | Seat | |
| | | AP | Adjustable Pedal | |
| | J AIR CONDIT | IONER ATC | Automatic Air Conditioner | |
| | | MTC | Manual Air Conditioner | |
| | K ELECTRICA | SC | Starting & Charging System | |
| | | LT | Lighting System | |
| | | DI | Driver Information System | |
| | | WW | Wiper, Washer & Horn | |
| | | BCS | Body Control System | |
| | | LAN | LAN System | |
| | | AV | Audio Visual, Navigation & Telephone System | |
| | | ACS | Auto Cruise Control System | |
| | | PG | Power Supply, Ground & Circuit Elements | |
| | L MAINTENAN | CE MA | Maintenance | |
| | M INDEX | IDX | Alphabetical Index | |
| | | | | |

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FOREWORD

This manual contains maintenance and repair procedures for the 2006 NISSAN PATHFINDER.

In order to assure your safety and the efficient functioning of the vehicle, this manual should be read thoroughly. It is especially important that the PRECAUTIONS in the GI section be completely understood before starting any repair task.

All information in this manual is based on the latest product information at the time of publication. The right is reserved to make changes in specifications and methods at any time without notice.

IMPORTANT SAFETY NOTICE

The proper performance of service is essential for both the safety of the technician and the efficient functioning of the vehicle. The service methods in this Service Manual are described in such a manner that the service may be performed safely and accurately. Service varies with the procedures used, the skills of the technician and the tools and parts available. Accordingly, anyone using service procedures, tools or parts which are not specifically recommended by NISSAN must first be completely satisfied that neither personal safety nor the vehicle's safety will be jeopardized by the service method selected.

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|--|--------------|
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| rage number(s) Note. Flease include a copy of each page, marked with your cl | Jiiiiieiiis. |
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| DATE: YOUR NAME: POSITION: | |
| DEALER: DEALER NO.: ADDRESS: | |
| CITY: STATE/PROV./COUNTRY: ZIP/POSTAL CODE: | |

QUICK REFERENCE CHART: PATHFINDER Engine Tune-Up Data

PFP:00000

2006

ELS002DQ

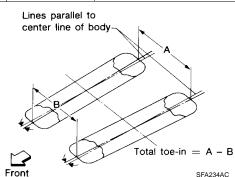
| Cylinder arrangemen | t | | | V | /-6 |
|------------------------|----------------------|--------------------------|--|---------------------------|-----------------------------------|
| Displacement | | | 3,954 cm ³ | (241.30 in ³) | |
| Bore and stroke | | | 95.5 	imes 92.0 mm | (3.76 × 3.622 in) | |
| Valve arrangement | | | | DC | OHC |
| Firing order | | | | 1-2-3 | -4-5-6 |
| Number of piston ring | 15 | Compression | | | 2 |
| | J O | Oil | | | 1 |
| Number of main bear | ings | | | | 4 |
| Compression ratio | | | | 9. | 7:1 |
| | | Standard | | 1,275 kPa (13.0 kg/c | m ² , 185 psi)/300 rpm |
| Compression pressu | re | Minimum | | 981 kPa (10.0 kg/cn | n ² , 142 psi)/300 rpm |
| | | Differential limit betwo | een cylinders | 98 kPa (1.0 kg/cm | ² , 14 psi)/300 rpm |
| | | | FRONT | SEM713A | |
| Valve timing | | DDC PBIC0187E | | | |
| (Intake valve timing c | ontrol - "OFF") | | 14 10 10 10 10 10 10 10 10 10 10 10 10 10 | | |
| | ontrol - "OFF") | | 14 10 10 10 10 10 10 10 10 10 10 10 10 10 | | |
| | ontrol - "OFF") b | c | 14 10 10 10 10 10 10 10 10 10 10 10 10 10 | | Unit: degree f |

| Drive Belt Deflection and Tension | | | | |
|--|-------------------|--|--|--|
| Tension of drive belts Auto adjustment by auto tensioner | | | | |
| Spark Plugs (Double Platinum Tipped) | | | | |
| Make | NGK | | | |
| Standard type | PLFR5A-11 | | | |
| Hot type | PLFR4A-11 | | | |
| Cold type | PLFR6A-11 | | | |
| Gap (nominal) | 1.1 mm (0.043 in) | | | |

Front Wheel Alignment (Unladen*1)*6

ELS002DR

| Drive type | | 2WD | 4WD |
|---|--------------|------------------------------------|--|
| | Minimum | -0° 30′ (-0.50°) | -0° 15′ (-0.25°) |
| Camber | Nominal | 0° 15′ (0.25°) | 0° 30′ (0.50°) |
| Degree minute (decimal degree) | Maximum | 1° 00′ (1.00°) | 1° 15′ (1.25°) |
| | Cross camber | $0^\circ~45'~(0.75^\circ)$ or less | $0^\circ~45^\prime~(0.75^\circ)$ or less |
| Caster Degree minute (decimal degree) | Minimum | 2° 15′ (2.25°) | 2° 00′ (2.00°) |
| | Nominal | 3° 0′ (3.00°) | 2° 45′ (2.75°) |
| | Maximum | 3° 45′ (3.75°) | 3° 30′ (3.50°) |
| | Cross caster | $0^\circ~45'~(0.75^\circ)$ or less | $0^\circ~45^\prime~(0.75^\circ)$ or less |
| Kingpin inclination Degree minute (decimal degree) | Nominal | 13° 0′ (13.00°) | 12° 45′ (12.75°) |



| | | | | 017/204/(0 | |
|---|-----------------|---|---|---|---|
| | | | Minimum | 2.1 mm (0.08 in) | 2.1 mm (0.08 in) |
| Distance (A | Distance (A – B |) | Nominal | 3.1 mm (0.12 in) | 3.1 mm (0.12 in) |
| Total tao in | | | Maximum | 4.1 mm (0.16 in) | 4.1 mm (0.16 in) |
| 0 (| | | Minimum | 0° 5′ (0.08°) | 0° 5′ (0.08°) |
| | 0 (| Angle (left wheel or right wheel) Degree minute (decimal degree) | | 0° 7′ (0.12°) | 0° 7′ (0.12°) |
| | Dogroominato | | | 0° 9′ (0.15°) | 0° 9′ (0.15°) |
| Wheel turning angle (full turn) Unside Unside Outside Degree minute (de | | cimal degree) | 33° 26′ – 35° 26′ * ² (33.43° – 35.43°) | 33° 33′ – 35° 33′ * ⁴ (33.60° – 35.60°) | |
| | | Outside Degree minute (de | cimal degree) | 29° 22′ – 31° 22′ * ³ (29.37° – 31.37°) | 29° 38′ – 31° 38′ * ⁵ (29.73° – 31.73°) |

*1: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.

*2: Target value 35° 26' (35.43°)

*3: Target value 31° 22′ (31.37°)

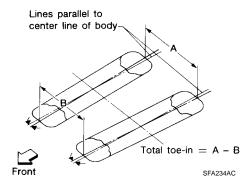
*4: Target value 35° 33' (35.55°)

*5: Target value 31° 38′ (31.63°)

*6: Some vehicles may be equipped with straight (non-adjustable) lower link bolts and washers. In order to adjust camber and caster on these vehicles, first replace the lower link bolts and washers with adjustable (cam) bolts and washers.

Rear Wheel Alignment (Unladen*¹)

| Minimum | - 0° 32′ (- 0.53°) |
|---------|--------------------|
| Nominal | - 0° 2′ (- 0.03°) |
| Maximum | 0° 28′ (0.47°) |



| Total toe-in | | Minimum | - 1.4 mm (- 0.055 in) |
|--------------|---|-----------|-------------------------|
| | | Nominal | 1.9 mm (0.075 in) |
| | Distance (A - B) | Maximum | 5.2 mm (0.205 in) |
| | | Cross toe | 0 ± 2 mm (0 ± 0.079 in) |
| | | Minimum | - 0° 3' (-0.05°) |
| | Angle (left, right) Degree minute (decimal degree) | Nominal | 0° 4' (0.07°) |
| | | Maximum | 0° 11' (0.18°) |

Brake

Camber

Degree minute (decimal degree)

ELS002DT

| Unit: | mm | (in) |
|-------|----|-------|
| Unit. | | (111) |

| Front brake | Brake model | CLZ33VB |
|-------------------------|--|---|
| | Rotor outer diameter × thickness | 296 × 28 (11.654 × 1.102) |
| | Pad Length × width × thickness | 111.0 × 73.5 × 10.0 (4.73 × 2.894 × 0.394) |
| | Cylinder bore diameter | 46.4 (1.83) |
| Rear brake | Brake model | CLZ14VB |
| | Rotor outer diameter × thickness | 308 × 18 (12.126 × 0.709) |
| | Pad Length \times width \times thickness | 83.0 × 33.0 × 11.0 (3.268 × 1.299 × 0.433) |
| | Cylinder bore diameter | 38.1 (1.50) |
| Control valve | Valve model | Electric brake force distribution |
| Brake booster | Booster model | C215T |
| Diaphragm diameter | | 215 (8.46) |
| Recommended brake fluid | | Genuine NISSAN Super Heavy Duty Brake Fluid or equivalent DOT 3 (US FMVSS No. 116) |

ELS002DS

Disc Brake - Repair Limits FRONT DISC BRAKE

ELS002DU

2006

| | Unit: mm (in) |
|---------|---------------|
| CLZ33VB | |

| Brake model | | CLZ33VB |
|---|--|----------------|
| Brake pad Standard thickness (new) Repair limit thickness | | 10.0 (0.394) |
| | | 2.0 (0.079) |
| | Standard thickness (new) | 28.0 (1.102) |
| Disc rotor | Repair limit thickness | 26.0 (1.024) |
| Disc Totol | Maximum uneven wear (measured at 8 positions) | 0.015 (0.0006) |
| | Runout limit (with it attached to the vehicle) | 0.05 (0.0020) |

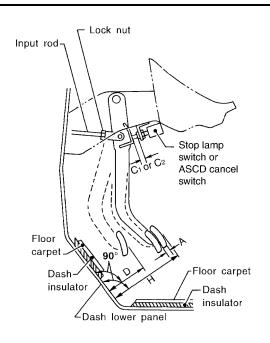
REAR DISC BRAKE

| | | Unit: mm (in) |
|-------------|--|----------------|
| Brake model | | CLZ14VB |
| Brake pad | Standard thickness (new) | 11.0 (0.433) |
| | Repair limit thickness | 2.0 (0.079) |
| Disc rotor | Standard thickness (new) | 18.0 (0.709) |
| | Repair limit thickness | 16.0 (0.630) |
| | Maximum uneven wear (measured at 8 positions) | 0.015 (0.0006) |
| | Runout limit (with it attached to the vehicle) | 0.07 (0.0028) |

Brake Pedal

ELS002DV

Unit: mm (in)



| WFIA0160E | | | | |
|---|-----------------------------|--|--|--|
| Free height "H" | 182.1 - 192.1 (7.17 - 7.56) | | | |
| Depressed pedal height ("D" [under a force of 490 N (50 kg, 110 lb) with engine running] | 105 - 115 (4.13 - 4.53) | | | |
| Clearance between pedal stopper and threaded end of stop lamp switch and ASCD switch "C1 " or "C2 " | 0.74 - 1.96 (0.029 - 0.077) | | | |
| Pedal play "A" | 3 - 11 (0.12 - 0.43) | | | |

Refill Capacities

2006 ELS002DW

| Description | Capacity (Approximate) | | | |
|-----------------------------------|---------------------------|-------------------------|-------------------------|-------------------------|
| Description | Metric | US measure | Imp measure | |
| Fuel | 80 l | 21 1/8 gal | 17 5/8 gal | |
| Engine oil | With oil filter change | 5.1 l | 5 3/8 qt | 4 1/2 qt |
| Drain and refill | Without oil filter change | 4.8 l | 5 1/8 qt | 4 1/4 qt |
| Dry engine (engine overhaul) | 6.3 l | 6 5/8 qt | 5 1/2 qt | |
| Cooling system | Without rear A/C | 10.2 <i>l</i> | 2 3/4 gal | 2 1/4 gal |
| (with reservoir at MAX level) | With rear A/C | 13.4 <i>l</i> | 3 1/2 gal | 3 gal |
| Automatic transmission fluid (ATF | 10.3 <i>l</i> | 10 7/8 qt | 9 1/8 qt | |
| Rear final drive oil | 1.4 l | 3 pt | 2 1/2 pt | |
| Transforduid | ATX14B | 3.0 l | 3 1/8 qt | 2 5/8 qt |
| Transfer fluid | TX15B | 2.0 l | 2 1/8 qt | 1 3/4 qt |
| Front final drive oil | 0.85 l | 1 3/4 pt | 1 1/2 pt | |
| Power steering fluid (PSF) | 1.0 l | 2 1/8 pt | 1 3/4 pt | |
| Windshield washer fluid | 4.5 l | 1 1/4 gal | 1 gal | |
| A/C quetem refrigerent | Without rear A/C | $0.70\pm0.05~\text{kg}$ | $1.54\pm0.11\text{ lb}$ | $1.54\pm0.11~\text{lb}$ |
| A/C system refrigerant | With rear A/C | $0.85\pm0.05~\text{kg}$ | $1.87\pm0.11~\text{lb}$ | $1.87\pm0.11~\text{lb}$ |
| A/C system oil | Without rear A/C | 180 m ℓ | 6.1 fl oz | 6.3 fl oz |
| | With rear A/C | 210 m ℓ | 7.1 fl oz | 7.4 fl oz |