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EXHAUST SYSTEM

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# PRECAUTIONS

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## PRECAUTION

### PRECAUTIONS

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

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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.

# PREPARATION

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## PREPARATION

### PREPARATION

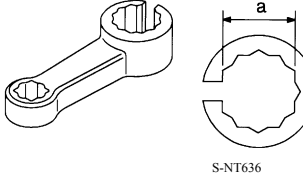
#### Special Service Tools

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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
KV10114400 (J-38365) Heated oxygen sensor wrench  	Loosening or tightening heated oxygen sensor 2 <b>a: 22 mm (0.87 in)</b>


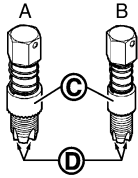
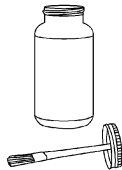
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#### Commercial Service Tools

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(Kent-Moore No.) Tool name	Description
( — ) Power tool  	Loosening nuts, screws and bolts
(J-43897-18) (J-43897-12) Heated oxygen sensor thread cleaner  	Reconditioning the exhaust system threads before installing a new heated oxygen sensor (Use with anti-seize lubricant shown below.) <b>A: For zirconia heated oxygen sensor [18 mm (0.71 in) dia.]</b> <b>B: For titania heated oxygen sensor [12 mm (0.47 in) dia.]</b> <b>C: Mating surface shave cylinder</b> <b>D: Flutes</b>
( — ) Anti-seize lubricant (Permatex 133AR or equivalent meeting MIL specification MIL-A-907)  	Lubricating heated oxygen sensor thread cleaner when reconditioning exhaust system threads

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# EXHAUST SYSTEM

< PERIODIC MAINTENANCE >

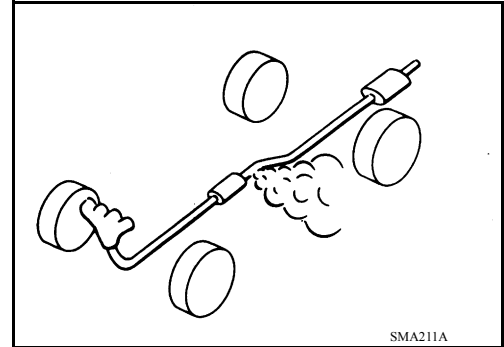
## PERIODIC MAINTENANCE

### EXHAUST SYSTEM

#### Inspection

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Check exhaust pipes, muffler, and mounting for improper attachment, leaks, cracks, damage or deterioration. Repair or replace as necessary.



# EXHAUST SYSTEM

< REMOVAL AND INSTALLATION >

## REMOVAL AND INSTALLATION

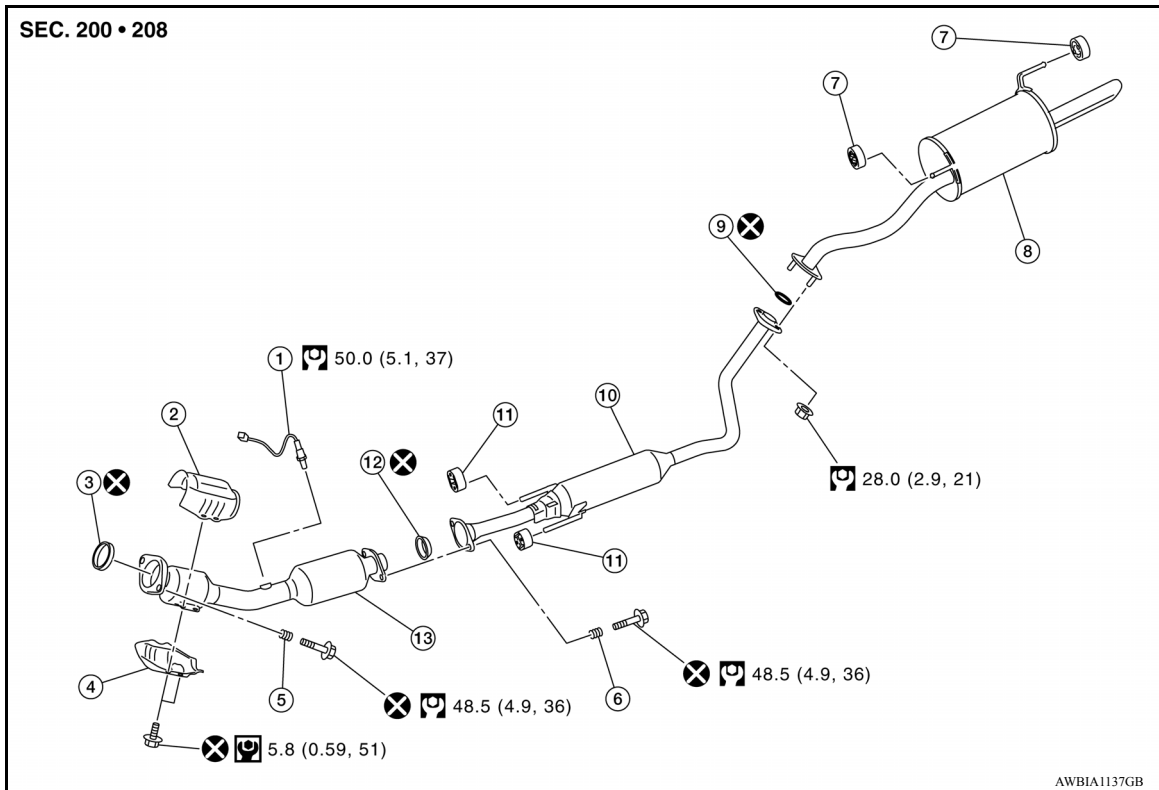
### EXHAUST SYSTEM

Exploded View

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|---------------------------|---------------------------|------------------|
| 1. Heated oxygen sensor 2 | 2. Catalyst cover (upper) | 3. Seal bearing  |
| 4. Catalyst cover (lower) | 5. Spring                 | 6. Spring        |
| 7. Mounting rubber        | 8. Main muffler           | 9. Ring gasket   |
| 10. Center muffler        | 11. Mounting rubber       | 12. Seal bearing |
| 13. Exhaust front tube    |                           |                  |

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### Removal and Installation

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#### WARNING:

- Perform the operation with the exhaust system fully cooled. The system will be hot just after engine stops.
- Be careful not to cut your hand on the heat insulator edge.

#### CAUTION:

Be sure to use genuine exhaust system parts or equivalents because they are designed for heat resistance, corrosion resistance, proper fit, and shape

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#### REMOVAL

- Remove the exhaust system components using power tools.
- Disconnect each joint and mounting as necessary.

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# EXHAUST SYSTEM

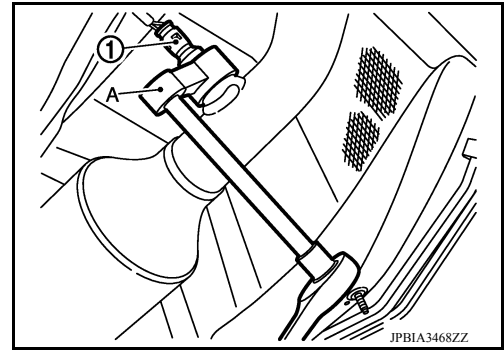
## < REMOVAL AND INSTALLATION >

- Remove heated oxygen sensor 2 (1) as needed using Tool (A).

**Tool number** : KV10114400 (J-38365)

**CAUTION:**

Be careful not to damage heated oxygen sensor.



## INSTALLATION

Installation is in the reverse order of removal.

**CAUTION:**

- Always replace seal bearings and ring gaskets with new ones when reassembling.
- Temporarily tighten nuts and bolts. Check each part for unusual interference and mounting rubber interference, and then tighten them to the specified torque.
- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; replace with a new one.
- Before installing a new heated oxygen sensor 2, clean exhaust system threads using the heated oxygen sensor thread cleaner and apply anti-seize lubricant.

**Oxygen sensor thread cleaner** : — (J-43897-18)

**Oxygen sensor thread cleaner** : — (J-43897-12)

- Do not over-tighten heated oxygen sensor 2. Doing so may cause damage to the heated oxygen sensor 2, resulting in the MIL coming on.
- Prevent rust preventives from adhering to the sensor body.
- If heat insulator is badly deformed, repair or replace it. If deposits such as mud pile up on the heat insulator, clean and inspect them.
- When installing heat insulator avoid large gaps or interference between heat insulator and each exhaust pipe.
- Remove deposits from the sealing surface of each connection. Connect them securely to avoid exhaust leaks.
- Avoid twisting or deforming the mounting rubbers when installing them.

### Exhaust Manifold to Exhaust Front Tube

- When installing the seal bearing (2), insert it into the exhaust manifold (1) in the direction shown.
- When installing the spring (3) and bolt (4), ensure the following:
  - Make sure the spring (3) sits properly on the flange surface by aligning it to the locator dimples (A).
  - Make sure the bolt (4) does not contact the inside of the flange bolt hole.

(5) : Exhaust front tube

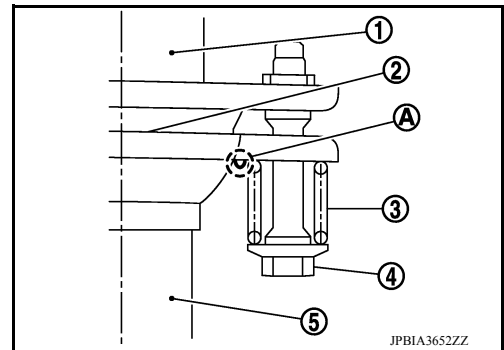
**CAUTION:**

Be careful not to damage seal bearing surface when installing.

- Tighten bolt with spring.

**CAUTION:**

- Ensure springs are seated correctly on the flange and not sitting on (A).
- Assemble the seal bearing so that the bolt is located in the center of the flare flange hole without contact with the flange.



### Exhaust Front Tube to Center Muffler

## EXHAUST SYSTEM

### < REMOVAL AND INSTALLATION >

- When installing the seal bearing (2), insert it into the exhaust manifold (1) in the direction shown.
- When installing the spring (3) and bolt (4), ensure the following:
  - Make sure the spring (3) sits properly on the flange surface by aligning it to the locator dimples (A).
  - Make sure the bolt (4) does not contact the inside of the flange bolt hole.

(5) : Exhaust front tube

#### **CAUTION:**

**Be careful not to damage seal bearing surface when installing.**

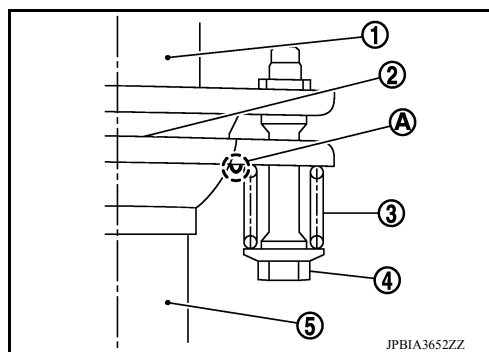
- Tighten bolt with spring.

#### **CAUTION:**

- **Ensure springs are seated correctly on the flange and not sitting on (A).**
- **Assemble the seal bearing so that the bolt is located in the center of the flare flange hole without contact with the flange.**

### INSPECTION AFTER INSTALLATION

- Ensure the clearance between the tail tube and rear bumper is evenly spaced.
- Check exhaust tube joints for exhaust leaks and unusual noises with the engine running.
- Ensure the mounting brackets and mounting rubbers are installed properly and free from undue stress.
- Improper installation could result in excessive noise and vibration.



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