SECTION CO
ENGINE COOLING SYSTEM

CONTENTS

PRECAUTION

PRECAUTIONS

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

INFOID:0000000004205436

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.**

Necessary for Steering Wheel Rotation After Battery Disconnect

INFOID:0000000004498153

NOTE:

- Before removing and installing any control units, first turn the push-button ignition switch to the LOCK position, then disconnect both battery cables.
- After finishing work, confirm that all control unit connectors are connected properly, then re-connect both battery cables.
- Always use CONSULT-III to perform self-diagnosis as a part of each function inspection after finishing work. If a DTC is detected, perform trouble diagnosis according to self-diagnosis results.

This vehicle is equipped with a push-button ignition switch and a steering lock unit.
If the battery is disconnected or discharged, the steering wheel will lock and cannot be turned.
If turning the steering wheel is required with the battery disconnected or discharged, follow the procedure below before starting the repair operation.

OPERATION PROCEDURE

1. Connect both battery cables.
   NOTE:
   Supply power using jumper cables if battery is discharged.
2. Carry the Intelligent Key or insert it to the key slot and turn the push-button ignition switch to ACC position. (At this time, the steering lock will be released.)
3. Disconnect both battery cables. The steering lock will remain released with both battery cables disconnected and the steering wheel can be turned.
4. Perform the necessary repair operation.
5. When the repair work is completed, re-connect both battery cables. With the brake pedal released, turn the push-button ignition switch from ACC position to ON position, then to LOCK position. (The steering wheel will lock when the push-button ignition switch is turned to LOCK position.)
6. Perform self-diagnosis check of all control units using CONSULT-III.

Precaution for Liquid Gasket

INFOID:0000000004205437

REMOVAL OF LIQUID GASKET SEALING

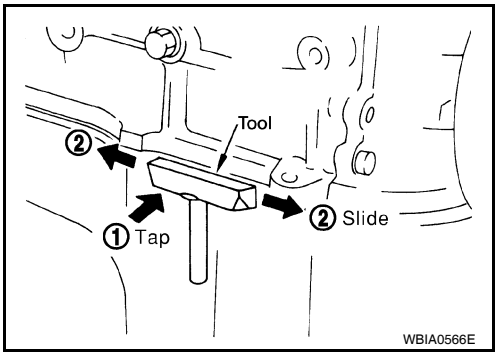
- After removing nuts and bolts, separate the mating surface, using Tool and remove old liquid gasket sealing.

Tool number : KV10111100 (J-37228)

CAUTION:
Be careful not to damage the mating surfaces.

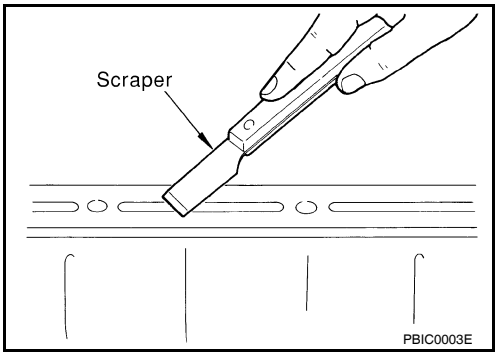
- Tap (1) Tool to insert it, and then slide it (2) by tapping on the side as shown.
- In areas where Tool is difficult to use, use plastic hammer to lightly tap the parts, to remove it.

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 old liquid gasket adhering to the liquid gasket application surface and the mating surface, Using scraper.
   - Remove 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 materials.

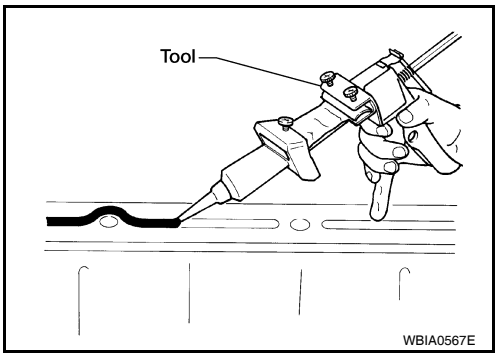


3. Attach liquid gasket tube to Tool.

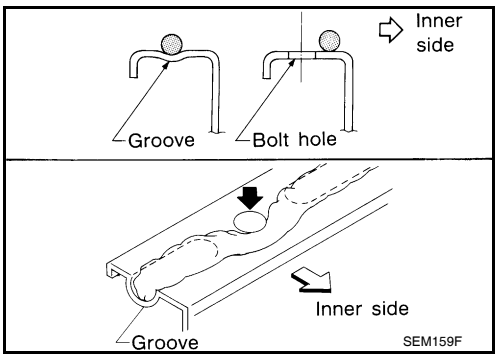
Tool number : WS39930000 (—)

Use Genuine RTV Silicone Sealant or equivalent. Refer to GI-15, "Recommended Chemical Products and Sealants".

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



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



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

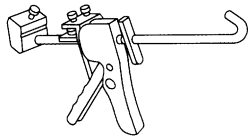
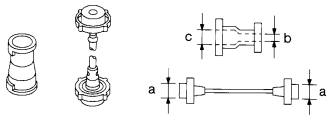
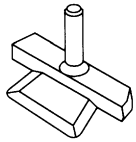
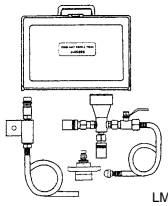
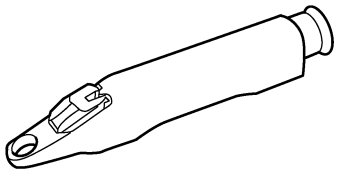
PREPARATION

PREPARATION

Special Service Tool

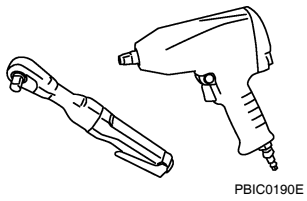
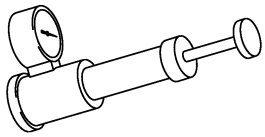
INFOID:0000000004205438

The actual shape of the Kent-Moore tools may differ from those tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
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)
KV10111100 (J-37228) Seal cutter  NT046	Removing chain tensioner cover and water pump cover
KV991J0070 (J-45695) Coolant Refill Tool  LMA053	Refilling engine cooling system
— (J-23688) Engine coolant refractometer  WBIA0539E	Checking concentration of ethylene glycol in engine coolant

Commercial Service Tool

INFOID:0000000004205439

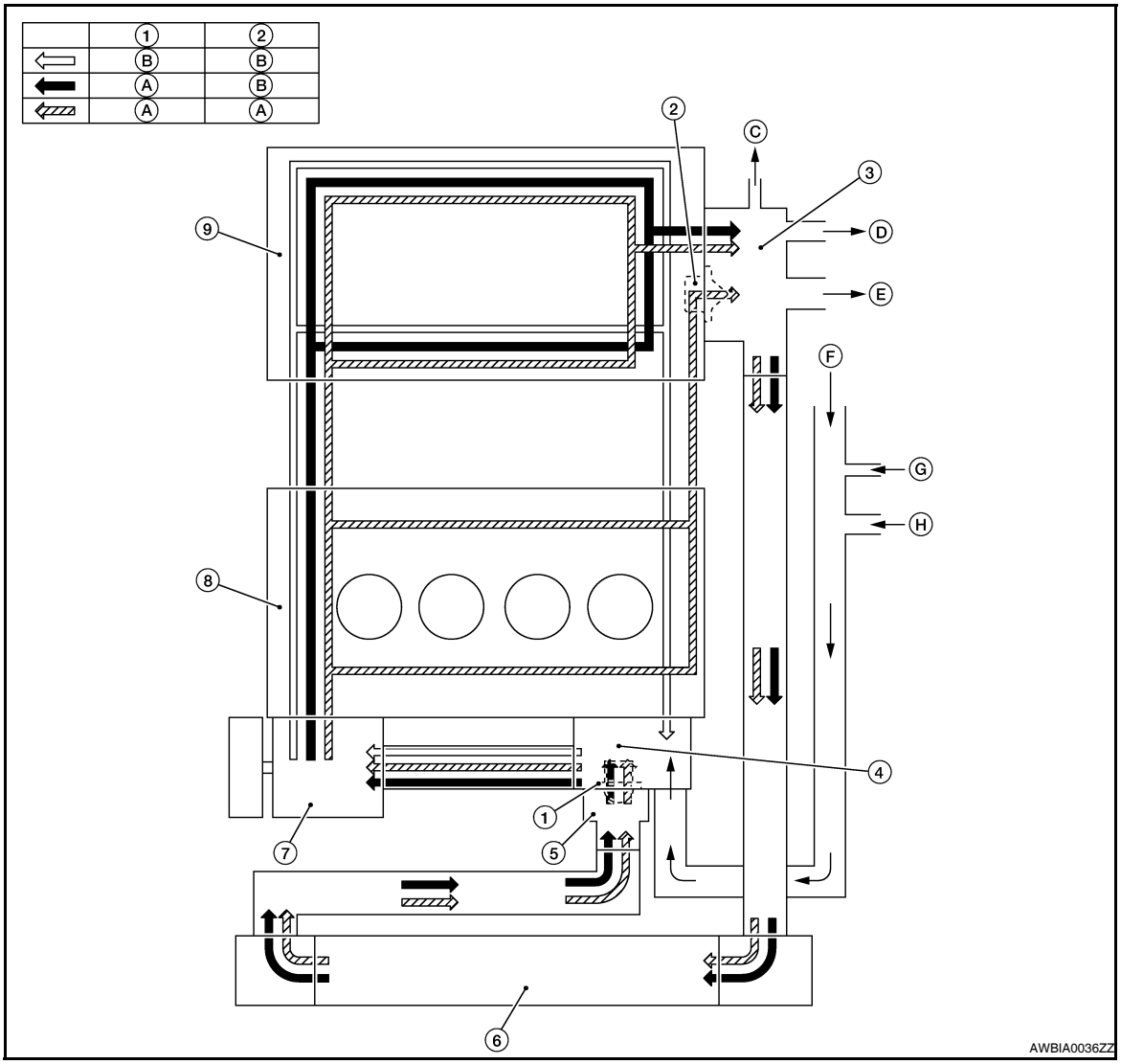
Tool name	Description
Power tool  PBIC0190E	Loosening bolts and nuts
Radiator cap tester  PBIC1982E	Testing radiator cap

FUNCTION DIAGNOSIS

COOLING SYSTEM

Cooling Circuit

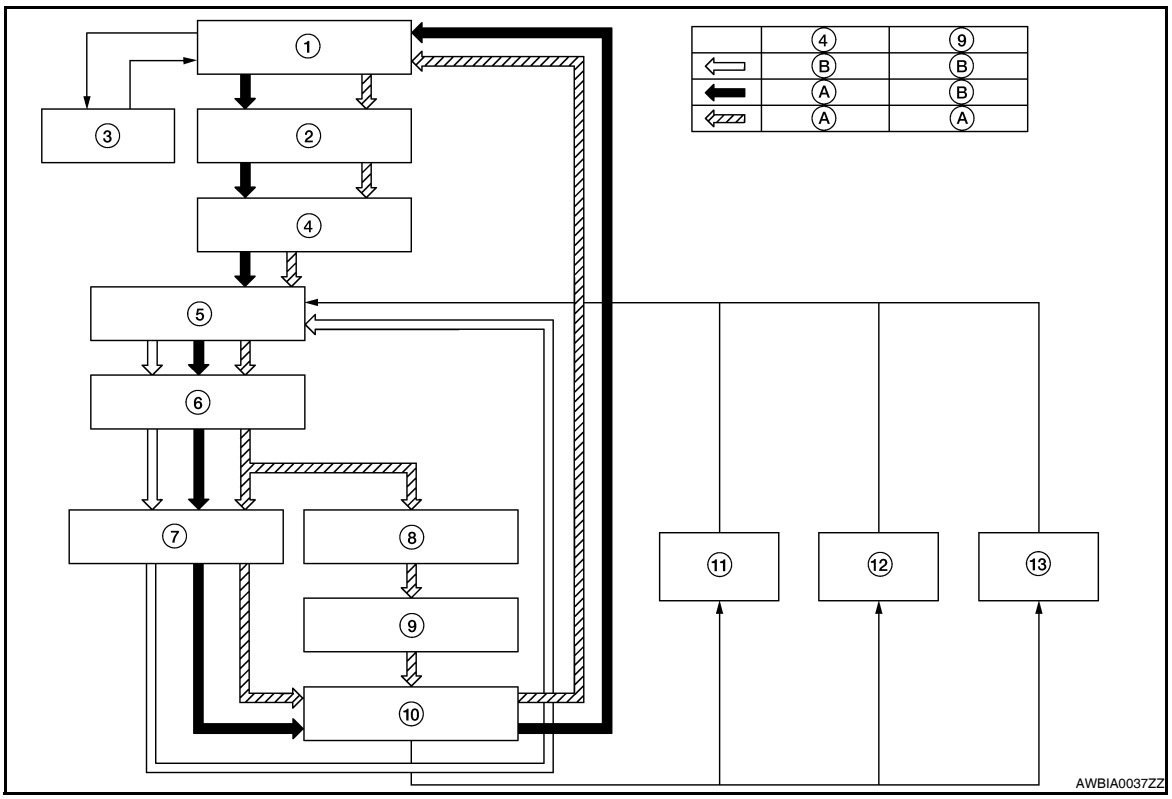
INFOID:0000000004205440



1. Thermostat
2. Water control valve
3. Water control valve housing (Water outlet)
4. Cylinder block (Thermostat housing)
5. Water inlet
6. Radiator
7. Water pump
8. Cylinder block
9. Cylinder head
A. Open
B. Closed
C. To electric throttle control
D. To oil cooler
E. To heater
F. From heater
G. From electric throttle control
H. From oil cooler

Schematic

INFOID:0000000004205441



1. Radiator
2. Water inlet
3. Reservoir tank
4. Thermostat
5. Thermostat housing
6. Water pump
7. Cylinder head
8. Cylinder block
9. Water control valve
10. Water control valve housing
11. Heater
12. Oil cooler
13. Electric throttle control
A. Open
B. Closed

OVERHEATING CAUSE ANALYSIS

Troubleshooting Chart

INFOID:0000000004205442

	Symptom		Check items	
Cooling system parts malfunction	Poor heat transfer	Water pump malfunction	Worn or loose drive belt	—
		Thermostat stuck closed	Coolant circulation	
		Damaged fins	Dust contamination or rock clogging	
			Mechanical damage	
		Clogged radiator cooling tube	Excess foreign material (rust, dirt, sand, etc.)	
	Reduced air flow	Cooling fan does not operate	Engine cooling fans	—
		High resistance to fan rotation		
		Damaged fan blades		
	Damaged radiator shroud	—	Radiator shroud—	—
	Improper coolant mixture ratio	—	Coolant viscosity	—
	Poor coolant quality	—	Periodic maintenance	—
	Insufficient coolant	Coolant leaks	Cooling hose	Loose clamp
				Cracked hose
			Water pump	Poor sealing
			Radiator cap	Loose
				Poor sealing
			Radiator	O-ring for damage, deterioration or improper fitting
				Cracked radiator tank
				Cracked radiator core
			Reservoir tank	Cracked reservoir tank
		Overflowing reservoir tank	Exhaust gas leaks into cooling system	Cylinder head deterioration
				Cylinder head gasket deterioration

	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 radiator grille	Installed car brassiere	—
		Blocked bumper	Mud contamination or paper clogging	
		Blocked radiator		
		Blocked condenser		
		Installed large fog lamp		

ON-VEHICLE MAINTENANCE

ENGINE COOLANT

System Inspection

INFOID:0000000004205443

WARNING:

- **Never remove the radiator cap when the engine is hot. Serious burns could occur from high pressure fluid escaping from the radiator.**
- **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.**

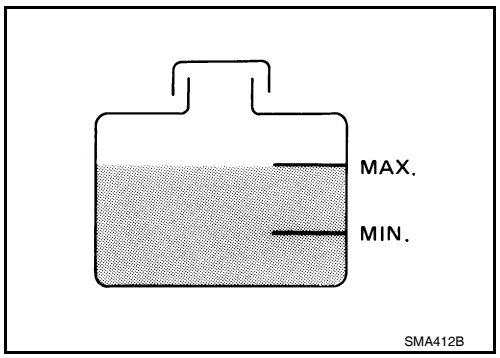
CHECKING COOLING SYSTEM HOSES

Check hoses for the following:

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

CHECKING RESERVOIR LEVEL

- Check if the reservoir tank coolant level is within MIN to MAX when the engine is cool.
- Adjust coolant level if it is too much or too little.

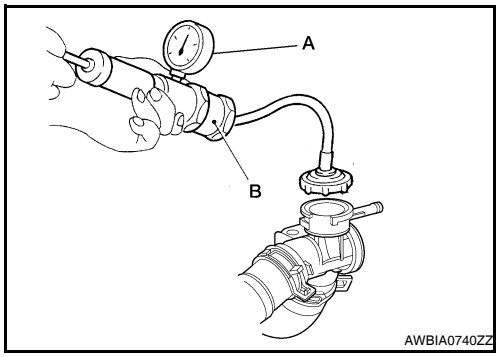


CHECKING COOLING SYSTEM FOR LEAKS

To check for leakage, apply pressure to the cooling system using suitable tool (A) and Tool (B).

Tool number : EG17650301 (J-33984-A)

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



WARNING:

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

CAUTION:

Higher pressure than specified may cause radiator damage.

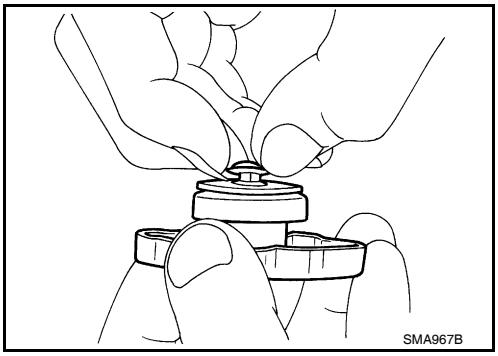
CHECKING RADIATOR CAP

1. Inspect the radiator 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 radiator 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 radiator cap negative-pressure valve.
   - Check that there are no abnormalities in the opening and closing conditions of the negative-pressure valve.



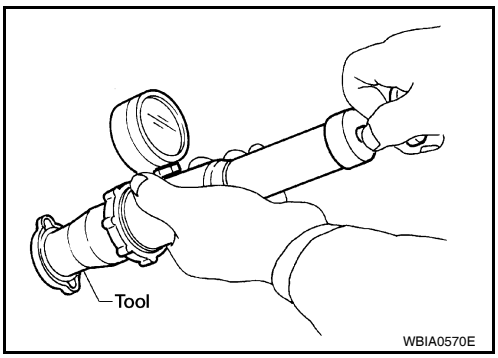
3. Check radiator cap relief pressure using suitable tool and Tool.

   Tool number : EG17650301 (J-33984-A)

   Standard: 122.3 – 151.7 kPa (1.2 – 1.5 kg/cm^2, 18 – 22 psi)

   Limit: 107 kPa (1.1 kg/cm^2, 16 psi)

   - When connecting the radiator cap to the tester, apply water or coolant to the cap seal surface.
   - Replace the radiator cap if there is an abnormality in the negative-pressure valve, or if the open-valve pressure is outside of the standard values.



CHECKING RADIATOR

Check radiator for mud or clogging. If necessary, clean radiator as follows.
- 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:0000000004205444

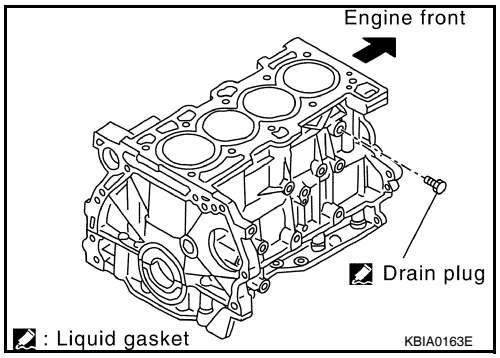
WARNING:
- **To avoid being scalded, never change the coolant when the engine is hot.**
- **Wrap a thick cloth around cap and carefully remove the cap. First, turn the cap a quarter of a turn to release built-up pressure. Then push down and turn the cap all the way to remove.**

DRAINING ENGINE COOLANT

1. Remove the engine undercover using power tool.
2. Open the radiator drain plug at the bottom of the radiator and remove the radiator filler 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.
3. 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.
4. When draining all of the coolant in the system, remove the reservoir tank and drain the coolant, then clean the reservoir tank before installation.

CAUTION:
Do not allow the coolant to contact the drive belts.

5. When draining all of the coolant in the system for engine removal or repair, open the drain plug on the cylinder block.



6. Check the drained coolant for contaminants such as rust, corrosion or discoloration.
If the coolant is contaminated, flush the engine cooling system.

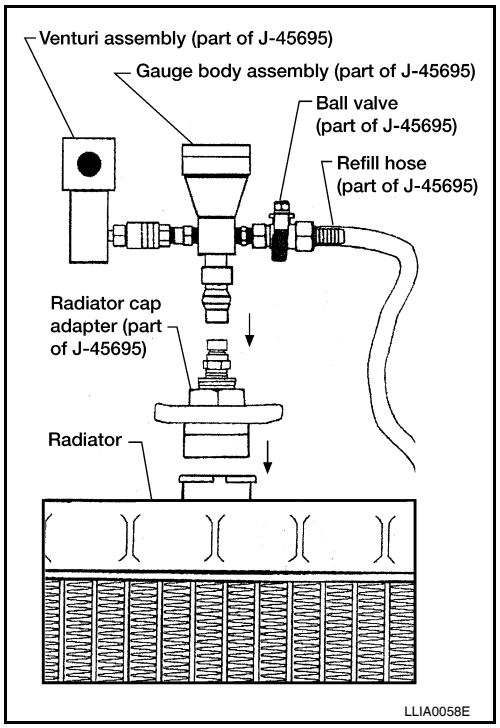
REFILLING ENGINE COOLANT

1. Install 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-15, "Recommended Chemical Products and Sealants".**

Radiator drain plug : Refer to CO-15, "Removal and Installation".
Cylinder block drain plug : Refer to EM-76, "Disassembly and Assembly".

2. If disconnected, reattach the upper radiator hose at the engine side.
3. 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.
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 Genuine NISSAN Engine Coolant or equivalent, mixed 50/50 with distilled water or demineralized water. Refer to** MA-12, "Engine Oil Recommendation".

Engine coolant capacity (with reservoir tank) : Refer to CO-25, "Capacity".

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

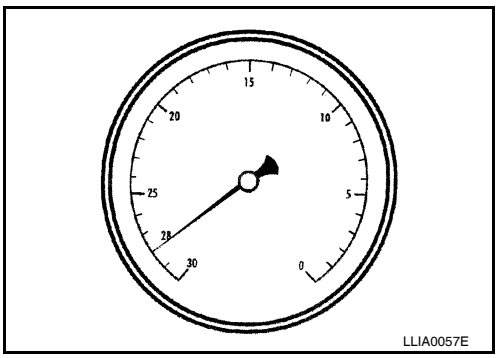
Compressed air supply pressure : 5.7 - 8.5 kPa (5.6 - 8.4 kg/cm^2, 80 - 120 psi)

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.
12. Fill the cooling system reservoir tank to the specified level and install the radiator cap. Run the engine to warm up the cooling system and top up the system as necessary.

FLUSHING COOLING SYSTEM

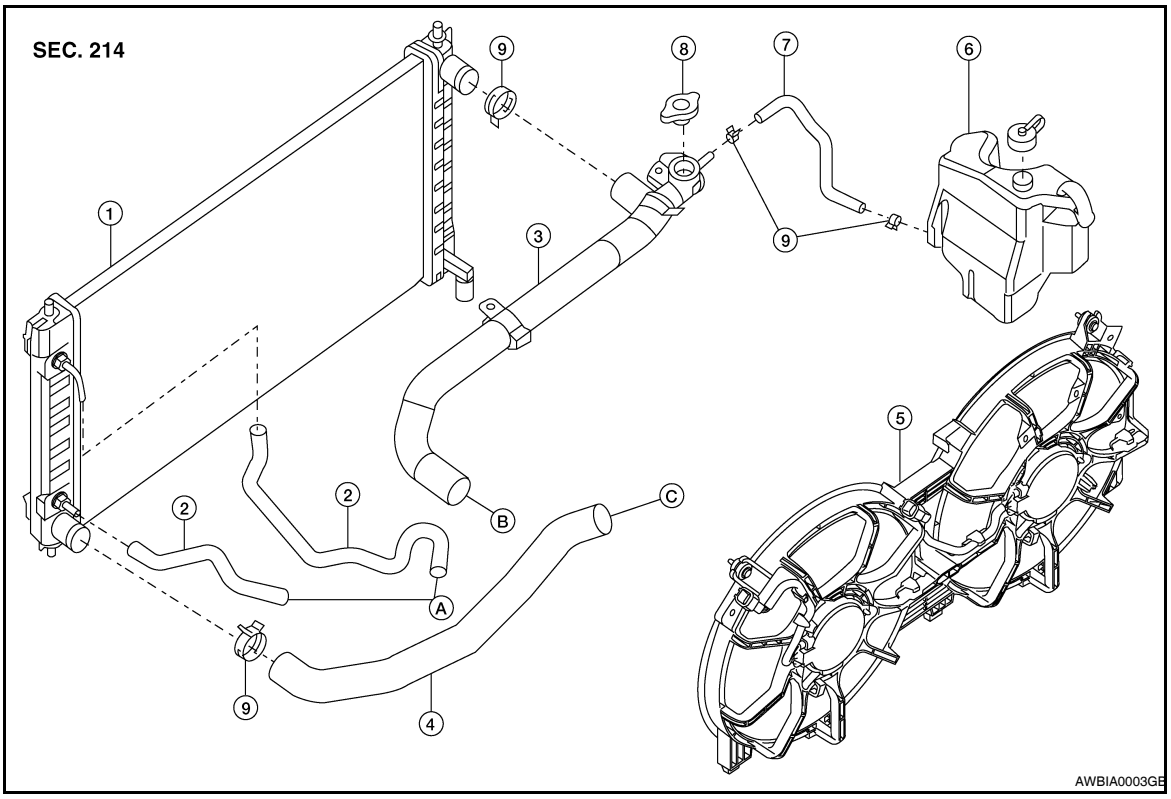
1. Fill the radiator from the filler neck above the radiator upper hose and reservoir tank with clean water and reinstall the radiator filler cap.
2. Run the engine until it reaches normal operating temperature.
3. Rev the engine two or three times under no-load.
4. Stop the engine and wait until it cools down.
5. Drain the water from the system. Refer to CO-12, "Changing Engine Coolant".
6. Repeat steps 1 through 5 until clear water begins to drain from the radiator.

ON-VEHICLE REPAIR

RADIATOR

Removal and Installation

INFOID:0000000004205445



1. Radiator	2. CVT oil cooler hose (if equipped)	3. Radiator hose (upper)
4. Radiator hose (lower)	5. Cooling fan	6. Reservoir tank
7. Reservoir hose	8. Radiator filler cap	9. Clamps
A. To CVT (if equipped)	B. To water outlet	C. To water inlet

WARNING:

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

REMOVAL

1. Drain engine coolant from the radiator. Refer to CO-12, "Changing Engine Coolant".
2. Remove front grille (Sedan only). Refer to EXT-38, "Removal and Installation".
3. Remove front bumper fascia (Coupe only). Refer to EXT-13, "Removal and Installation".
4. Remove engine undercover.
5. Remove front air duct. Refer to EM-25, "Removal and Installation".
6. Remove A/C condenser. Refer to HA-42, "Removal and Installation for Condenser".
7. Disconnect radiator upper and lower hose.
8. Disconnect the CVT oil cooler hoses, if equipped. Plug the hoses to prevent CVT oil loss.
9. Remove radiator.

CAUTION:

- **Do not damage or scratch the radiator core when removing.**

INSTALLATION

Installation is in the reverse order of removal.

INSPECTION

Radiator

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

a. Apply water by hose to the back side of the radiator core, point the hose vertically downward.

b. Apply water again to all radiator core surfaces once per minute.

c. Stop washing when no more dirt flows off the radiator.

d. Blow air into the back side of radiator core, point the air hose 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).

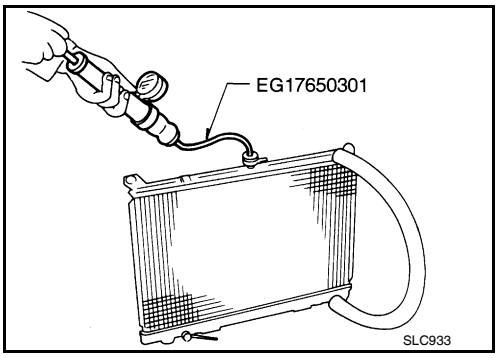
e. Blow air again into all the radiator core surfaces once per minute until no water sprays out.

2. Inspect radiator for leaks as follows:

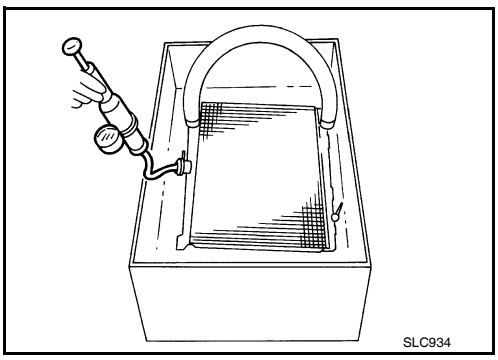
a. Apply pressure using Tool.

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

WARNING:
To prevent the risk of the hose coming undone while under pressure, securely fasten it down with a hose clamp.
Attach a hose to the oil cooler as well (CVT model only).



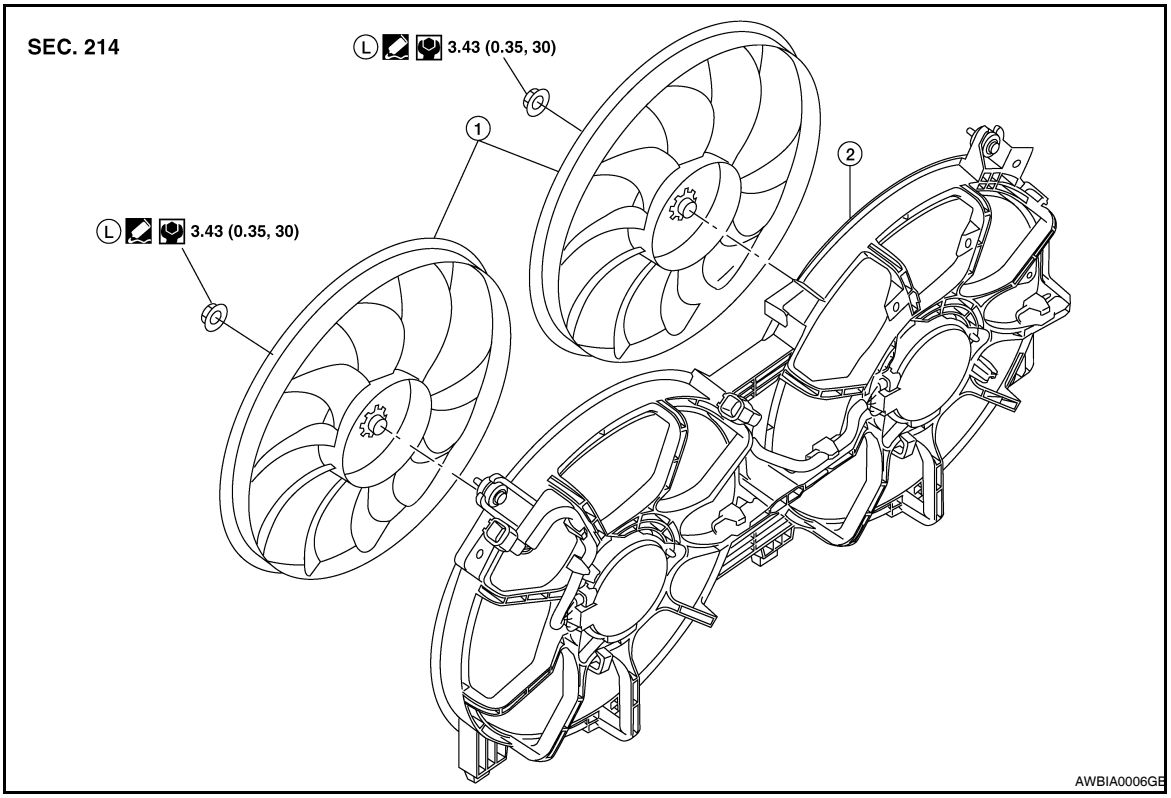
b. Check for leakage.



COOLING FAN

Removal and Installation

INFOID:0000000004205446



1. Fan blade
2. Fan shroud and motor assembly

REMOVAL

1. Drain engine coolant from the radiator. Refer to CO-12, "Changing Engine Coolant".
   CAUTION:
   Perform when engine is cold.
2. Remove air cleaner duct assembly. Refer to EM-25, "Removal and Installation".
3. Disconnect radiator upper hose.
4. Disconnect fan motor connectors.
5. Remove radiator cooling fan assembly.

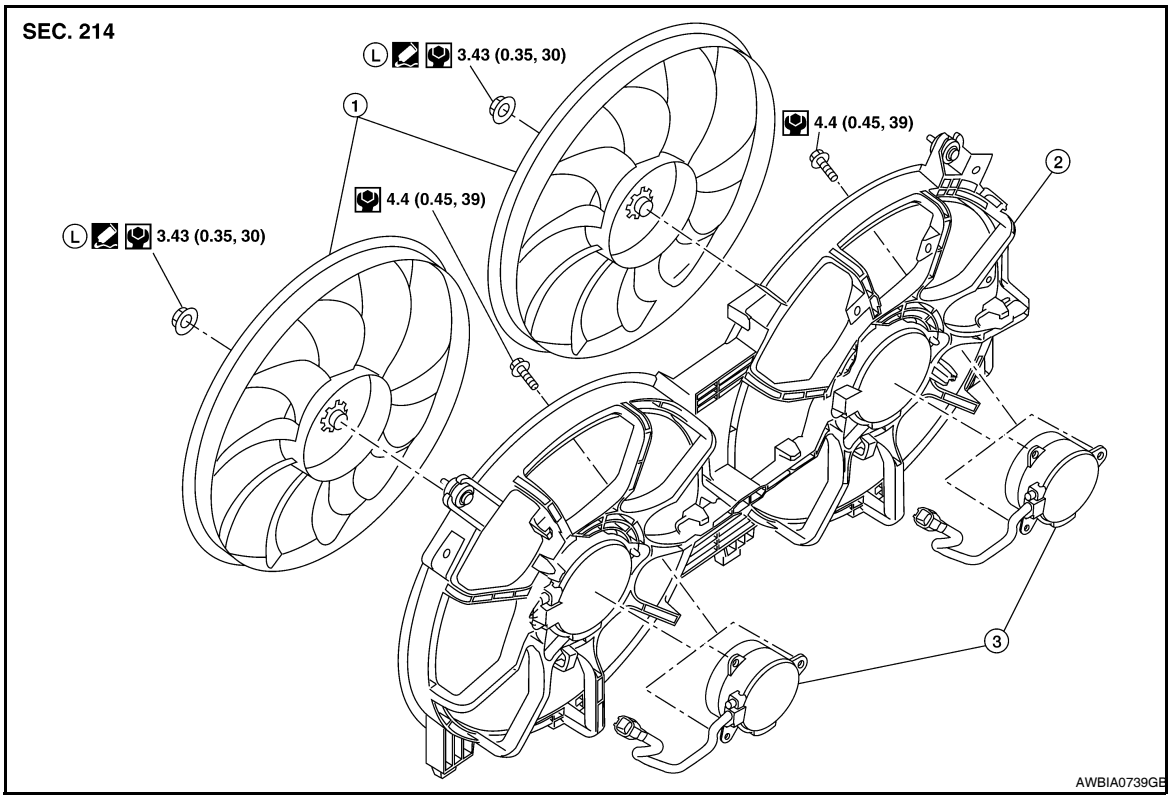
INSTALLATION

Installation is in the reverse order of removal.

- After installation refill engine coolant and check for leaks. Refer to CO-12, "Changing Engine Coolant" and CO-11, "System Inspection".
  CAUTION:
  Do not spill coolant in engine compartment. Use a shop cloth to absorb coolant.
- Cooling fan is controlled by ECM. For details, refer to EC-613, "System Description".

Disassembly and Assembly of Cooling Fan

INFOID:0000000004498335



1. Fan blade
2. Fan shroud
3. Fan motor

DISASSEMBLY

1. Remove fan blade nut.
2. Remove fan blade from fan motor.
3. Remove fan motor bolts and remove fan motor from fan shroud.

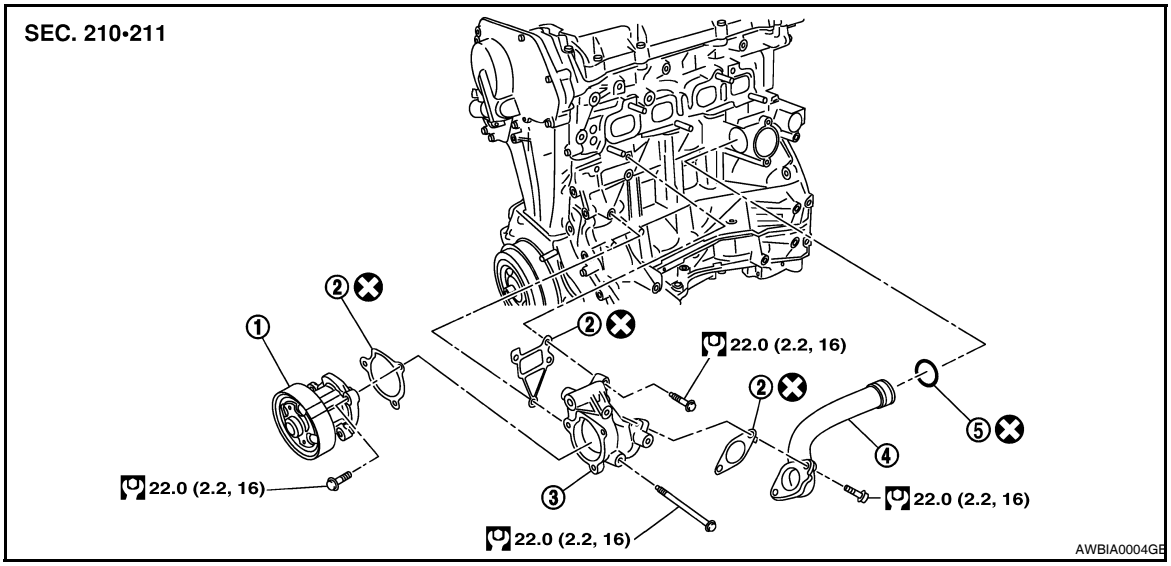
ASSEMBLY

Assembly is in the reverse order of disassembly.

WATER PUMP

Removal and Installation

INFOID:0000000004205448



1. Water pump
2. Gaskets
3. Water pump housing
4. Water pipe
5. O-ring

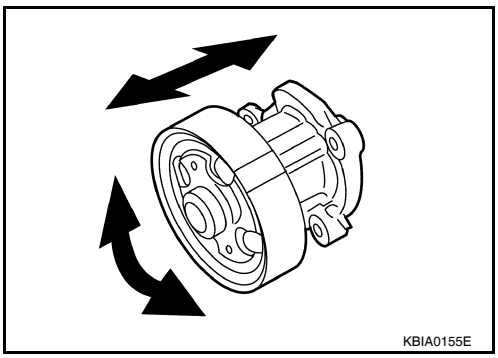
WARNING:
Never remove the radiator cap when the engine is hot. Serious burns could occur from high pressure coolant escaping from the radiator.
CAUTION:
- **When removing water pump assembly, be careful not to get coolant on drive belt.**
- **Water pump cannot be disassembled and should be replaced as a unit.**
- **After installing water pump, connect hose and clamp securely, then check for leaks using radiator cap tester.**

REMOVAL

1. Drain engine coolant from the radiator. Refer to CO-12, "Changing Engine Coolant".
   CAUTION:
   Perform when the engine is cold.
2. Remove drive belt. Refer to EM-16, "Removal and Installation".
3. Remove engine cover using power tools.
4. Remove generator. Refer to CHG-27, "Removal and Installation".
5. Remove RH wheel and tire assembly. Refer to WT-66, "Adjustment".
6. Remove fender protector RH. Refer to EXT-19, "Removal and Installation" (Coupe models) or EXT-40, "Removal and Installation" (Sedan models).
7. Remove engine ground strap.
8. Remove the water pump.
   CAUTION:
   - **Handle the water pump vane so that it does not contact any other parts.**
   - **Water pump cannot be disassembled and should be replaced as an assembly.**
   NOTE:
   If it is necessary to remove the water pipe, the exhaust manifold and three way catalyst assembly must be removed. Refer to EM-30, "Removal and Installation".

INSPECTION AFTER REMOVAL

- Visually check that there is no significant dirt or rusting on the water pump body and vane.
- Check that there is no looseness in the vane shaft, and that it turns smoothly when rotated by hand.
- If the water pump does not perform properly, replace the water pump assembly.



INSTALLATION

Installation is in the reverse order of removal.

- When inserting water pipe end to cylinder block, apply a neutral detergent to O-ring. Then insert it immediately.

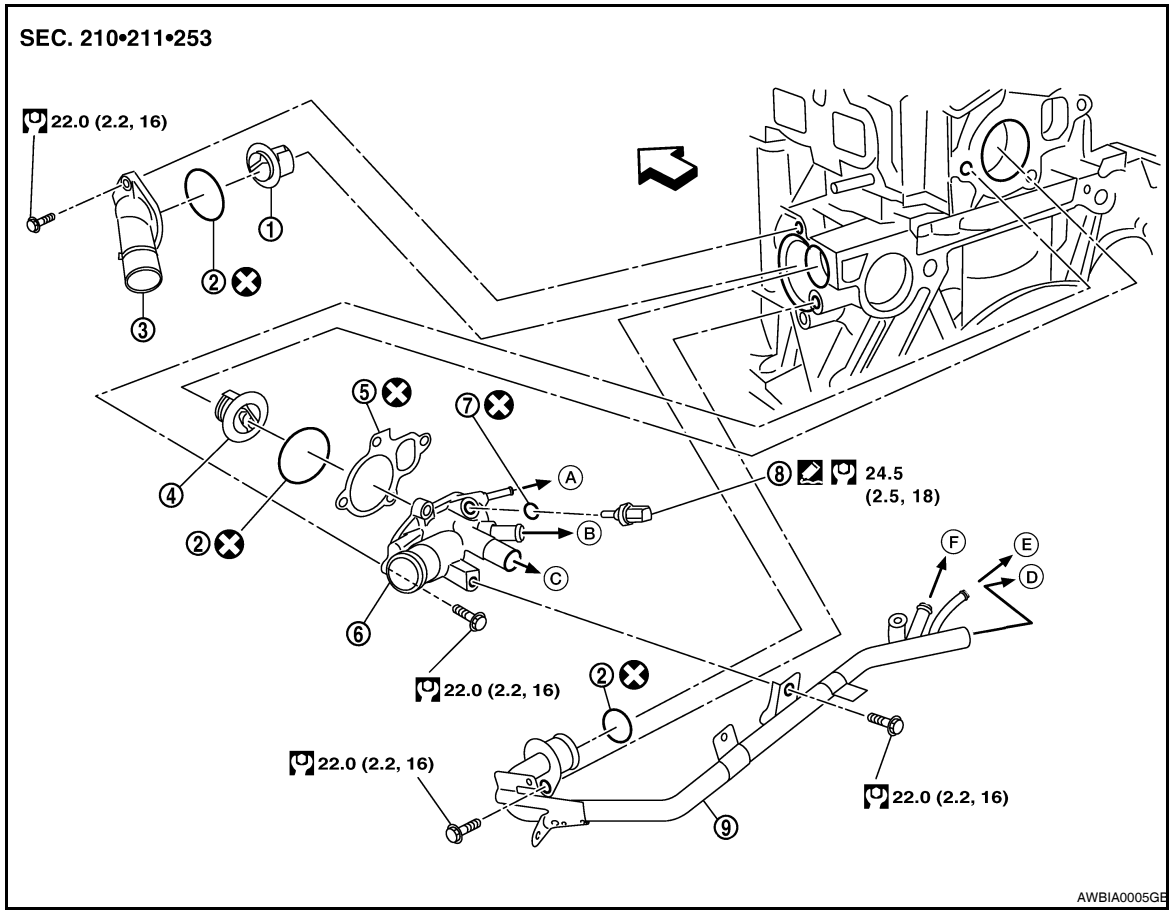
INSPECTION AFTER INSTALLATION

- After installation refill engine coolant and check for leaks. Refer to CO-12, "Changing Engine Coolant" and CO-11, "System Inspection".

THERMOSTAT AND THERMOSTAT HOUSING

Removal and Installation

INFOID:0000000004205449



1. Thermostat	2. O-ring	3. Engine coolant inlet
4. Water control valve	5. Gasket	6. Engine coolant outlet
7. Copper washer	8. Engine coolant temperature sensor	9. Heater pipe
A. To electric throttle control	B. To oil cooler	C. To heater
D. To heater	E. To electric throttle control	F. To oil cooler
⇦ Engine front		

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

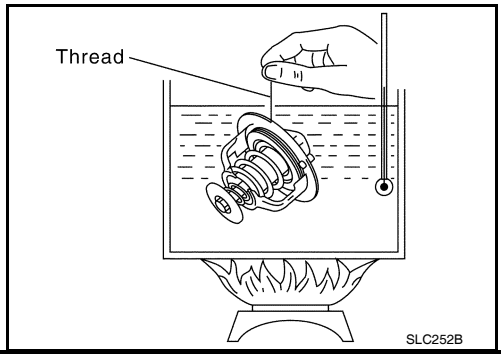
REMOVAL

CAUTION:
Perform when the engine is cold.

1. Drain engine coolant from the radiator. Refer to CO-12, "Changing Engine Coolant".
2. Remove the air duct. Refer to EM-25, "Removal and Installation".
3. Remove radiator lower hose from the engine coolant inlet side.
4. Remove engine coolant inlet and thermostat.

INSPECTION AFTER REMOVAL

- Place a thread so that it is caught in the valves 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 the falls from the thread.
- Continue heating. Check the full-open lift amount.
  NOTE:
  The full-open lift amount standard temperature for the thermostat is the reference value.
- After checking the full-open lift amount, lower the water temperature and check the valve closing temperature.

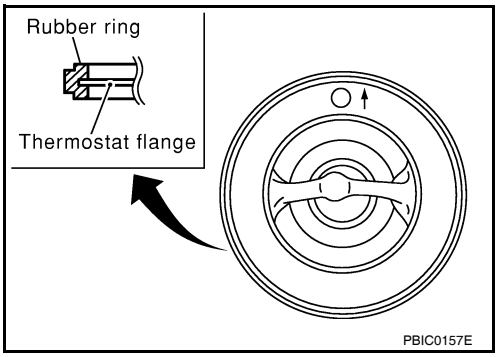


Thermostat	Standard Values
Valve opening temperature	80.5 – 83.5°C (177 – 182°F)
Full-open lift amount	More than 8 mm / 95°C (0.315 in / 203°F)
Valve closing temperature	77°C (171°F) or higher

INSTALLATION

Installation is in the reverse order of removal.

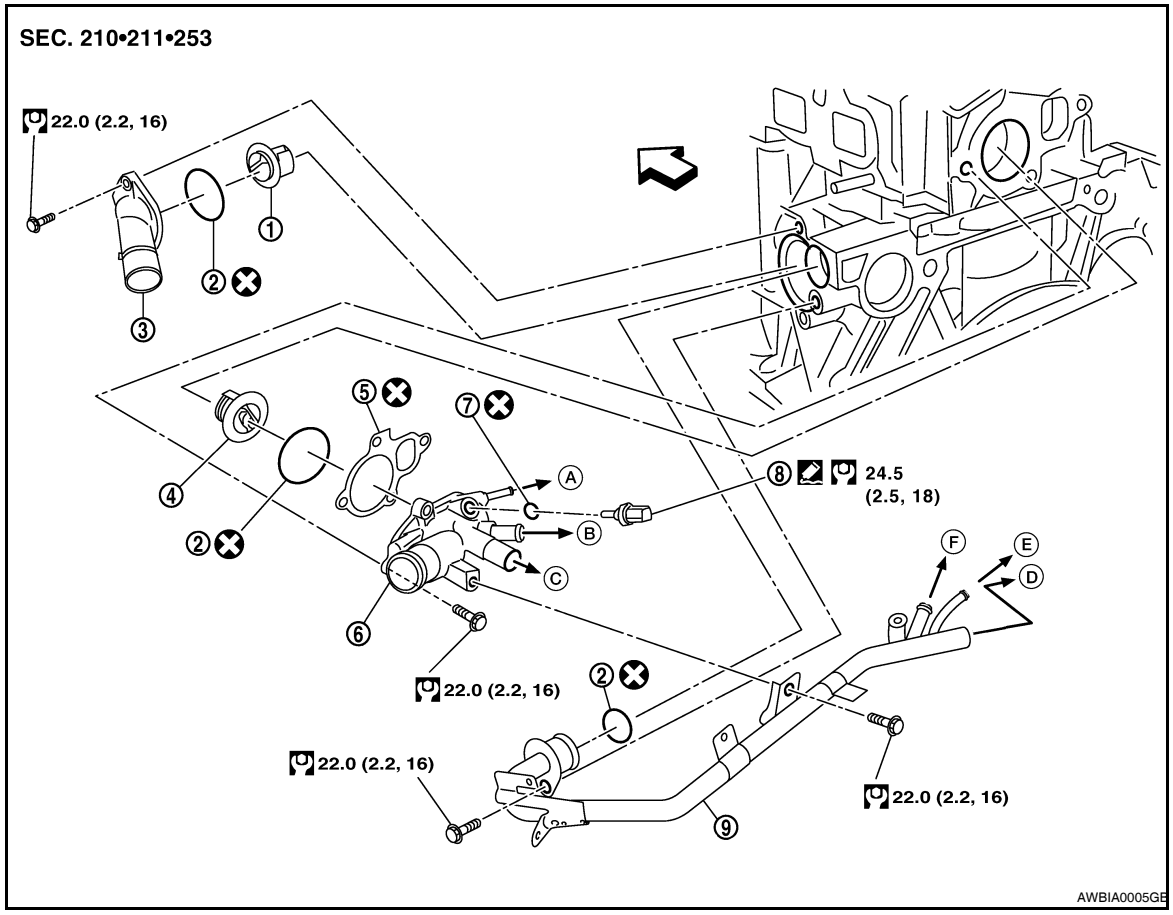
- Install the engine coolant temperature sensor.
  Use Genuine RTV Silicone Sealant or equivalent. Refer to GI-15, "Recommended Chemical Products and Sealants".
- Install the thermostat with the whole circumference of the flange part fitting securely inside the rubber ring.
- Install the thermostat with the jiggle valve facing upwards. The position deviation may be within the range of ±10°.
- If necessary, to install the heater pipe, first apply a mild detergent to the O-ring and then quickly insert the pipe into the housing.



WATER CONTROL VALVE

Removal and Installation

INFOID:0000000004205450



1. Thermostat	2. O-ring	3. Engine coolant inlet
4. Water control valve	5. Gasket	6. Engine coolant outlet
7. Copper washer	8. Engine coolant temperature sensor	9. Heater pipe
A. To electric throttle control	B. To oil cooler	C. To heater
D. To heater	E. To electric throttle control	F. To oil cooler
⇦ Engine front		

WARNING:

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

REMOVAL

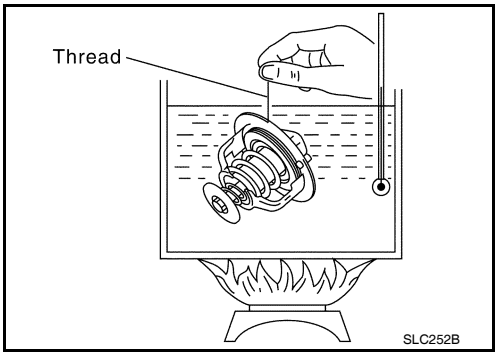
CAUTION:

Perform when the engine cold.

1. Drain engine coolant from the radiator. Refer to CO-12, "Changing Engine Coolant".
2. Remove the engine room cover using power tool.
3. Remove the air cleaner and air duct assembly. Refer to EM-25, "Removal and Installation".
4. Remove the upper radiator hose, heater pipe, electric throttle control actuator inlet hose, and heater hose.
5. Remove the engine coolant outlet.
6. Remove the water control valve.

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.

- Install the engine coolant temperature sensor.
  Use Genuine RTV Silicone Sealant or equivalent. Refer to GI-15, "Recommended Chemical Products and Sealants".
- Install the water control valve with the whole circumference of the flange part fitting securely inside the rubber ring.
- Install the water control valve with the up-mark facing up and the frame center part facing upwards. The position deviation may be within the range of ±10°.

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

Capacity

INFOID:0000000004205451

ℓ (US qt, Imp qt)

Coolant capacity (With reservoir tank at MAX level)	7.6 (8, 6-3/4)

Thermostat

INFOID:0000000004205452

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

Water Control Valve

INFOID:0000000004205453

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

Radiator

INFOID:0000000004205454

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

Cap relief pressure	Standard	122.3 - 151.7 (1.2 - 1.5, 18 - 22)
	Limit	107 (1.1, 16)
Leakage test pressure		157 (1.6, 23)

PRECAUTION

PRECAUTIONS

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

INFOID:0000000004205455

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.**

Necessary for Steering Wheel Rotation After Battery Disconnect

INFOID:0000000004498154

NOTE:

- Before removing and installing any control units, first turn the push-button ignition switch to the LOCK position, then disconnect both battery cables.
- After finishing work, confirm that all control unit connectors are connected properly, then re-connect both battery cables.
- Always use CONSULT-III to perform self-diagnosis as a part of each function inspection after finishing work. If a DTC is detected, perform trouble diagnosis according to self-diagnosis results.

This vehicle is equipped with a push-button ignition switch and a steering lock unit.
If the battery is disconnected or discharged, the steering wheel will lock and cannot be turned.
If turning the steering wheel is required with the battery disconnected or discharged, follow the procedure below before starting the repair operation.

OPERATION PROCEDURE

1. Connect both battery cables.
   NOTE:
   Supply power using jumper cables if battery is discharged.
2. Carry the Intelligent Key or insert it to the key slot and turn the push-button ignition switch to ACC position. (At this time, the steering lock will be released.)
3. Disconnect both battery cables. The steering lock will remain released with both battery cables disconnected and the steering wheel can be turned.
4. Perform the necessary repair operation.
5. When the repair work is completed, re-connect both battery cables. With the brake pedal released, turn the push-button ignition switch from ACC position to ON position, then to LOCK position. (The steering wheel will lock when the push-button ignition switch is turned to LOCK position.)
6. Perform self-diagnosis check of all control units using CONSULT-III.

Precaution for Liquid Gasket

INFOID:0000000004205456

REMOVAL OF LIQUID GASKET SEALING

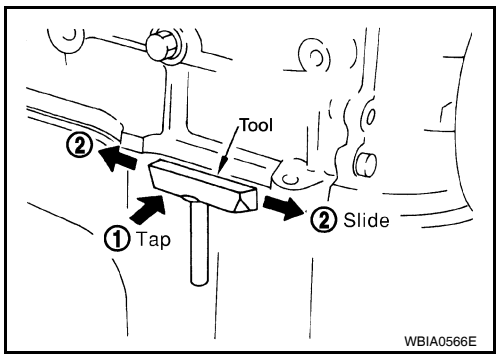
- After removing nuts and bolts, separate the mating surface, using Tool and remove old liquid gasket sealing.

Tool number : KV10111100 (J-37228)

CAUTION:
Be careful not to damage the mating surfaces.

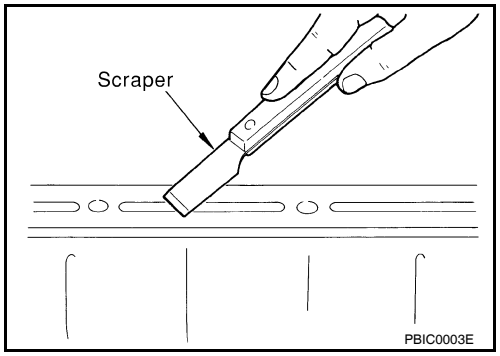
- Tap (1) Tool to insert it, and then slide it (2) by tapping on the side as shown.
- In areas where Tool is difficult to use, use plastic hammer to lightly tap the parts, to remove it.

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

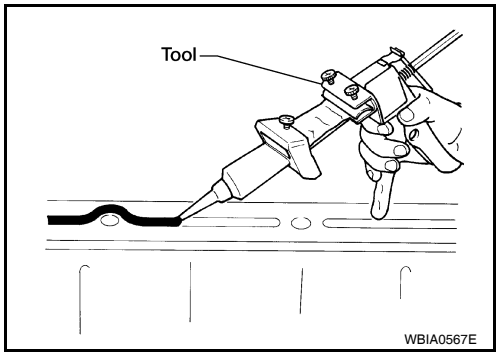
1. Remove old liquid gasket adhering to the liquid gasket application surface and the mating surface, Using scraper.
   - Remove liquid gasket completely from the groove of the liquid gasket application surface, bolts, and bolt holes.
2. Thoroughly clean the mating surfaces and remove adhering moisture,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



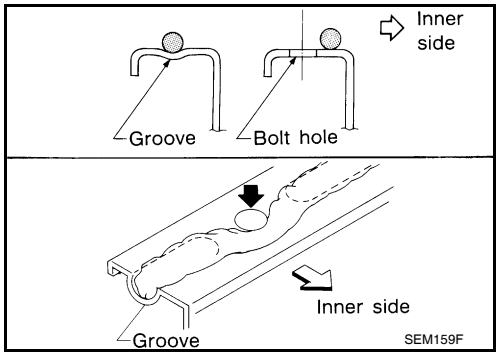
3. Attach liquid gasket tube to Tool.

Tool number : WS39930000 (—)

Use Genuine RTV Silicone Sealant or equivalent. Refer to GI-15, "Recommended Chemical Products and Sealants".



4. Apply liquid gasket without breaks to the specified location with the specified dimensions.
   - If there is a groove for the liquid gasket application, apply liquid gasket to the groove.
   - As for the bolt holes, normally apply liquid gasket inside the holes. Occasionally, it should be applied outside the holes. Make sure to read the text of service manual.
   - Within five minutes of liquid gasket application, install the mating component.
   - If liquid gasket protrudes, wipe it off immediately.
   - Do not retighten nuts or bolts after the installation.
   - After 30 minutes or more have passed from the installation, fill engine oil and engine coolant.



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

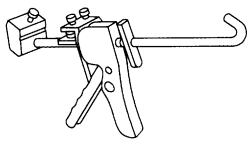
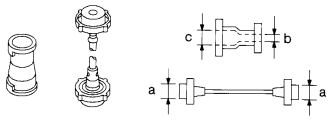
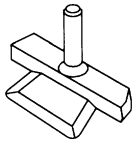
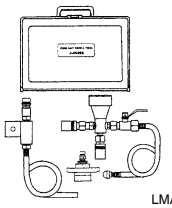
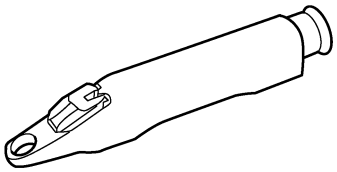
PREPARATION

PREPARATION

Special Service Tool

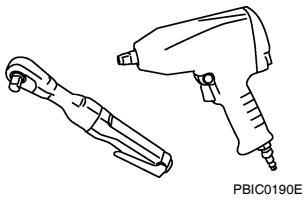
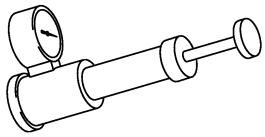
INFOID:0000000004205457

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

Tool number (Kent-Moore No.) Tool name	Description
WS39930000 (—) Tube pressure  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)
KV10111100 (J-37228) Seal cutter  NT046	Removing chain tensioner cover and water pump cover
KV991J0070 (J-45695) Coolant Refill Tool  LMA053	Refilling engine cooling system
— (J-23688) Engine coolant refractometer  WBIA0539E	Checking concentration of ethylene glycol in engine coolant

Commercial Service Tool

INFOID:0000000004205458

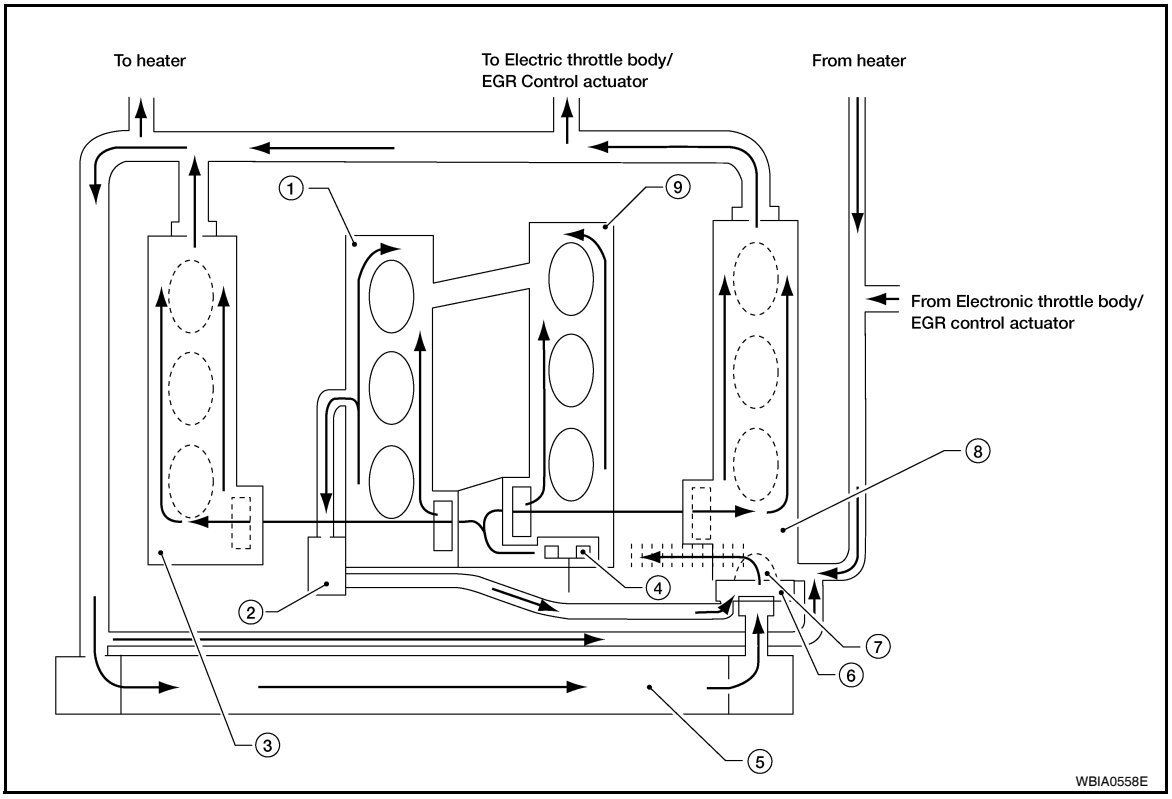
Tool name	Description
Power tool  PBIC0190E	Loosening bolts and nuts
Radiator cap tester  PBIC1982E	Testing radiator cap

FUNCTION DIAGNOSIS

COOLING SYSTEM

Cooling Circuit

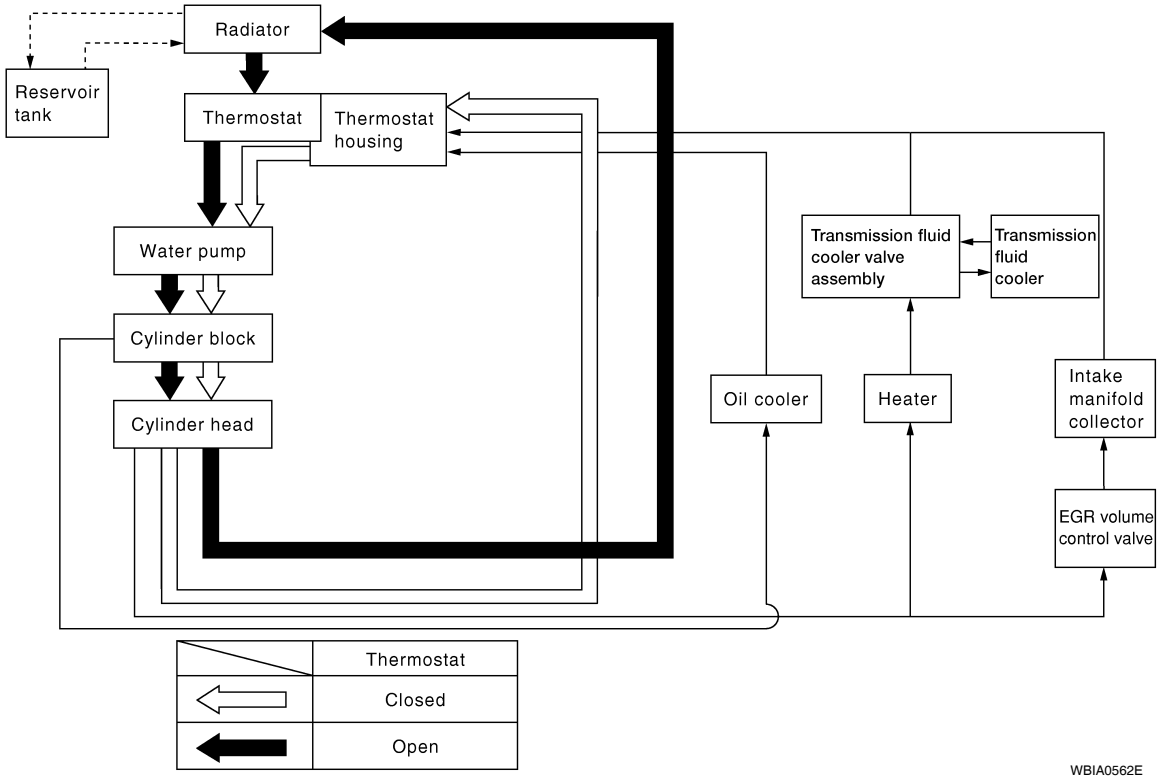
INFOID:0000000004205460



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. Cylinder block (LH)

Schematic

INFOID:0000000004205461



OVERHEATING CAUSE ANALYSIS

Troubleshooting Chart

INFOID:0000000004205459

	Symptom		Check items	
Cooling system parts malfunction	Poor heat transfer	Water pump malfunction	Worn or loose drive belt	—
		Thermostat stuck closed	—	
		Damaged fins	Dust contamination or paper clogging	
			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 coolant mixture ratio	—	Coolant viscosity	—
	Poor coolant quality	—		—
	Insufficient coolant	Coolant leaks	Cooling hose	Loose clamp
				Cracked hose
			Water pump	Poor sealing
			Radiator cap	Loose
				Poor sealing
			Radiator	O-ring for damage, deterioration or improper fitting
				Cracked radiator tank
				Cracked radiator core
			Reservoir tank	Cracked reservoir tank
		Overflowing reservoir tank	Exhaust gas leaks into cooling system	Cylinder head deterioration
				Cylinder head gasket deterioration

	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	Blocked air flow	—
		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:0000000004205462

WARNING:

- **Never remove the radiator cap when the engine is hot. Serious burns could occur from high pressure coolant escaping from the radiator.**
- **Wrap a thick cloth around the cap. Slowly 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.**

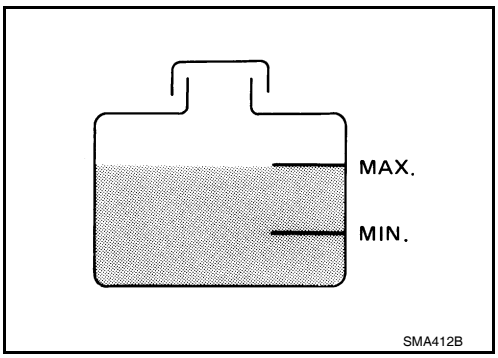
CHECKING COOLING SYSTEM HOSES

Check hoses for the following:

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

CHECKING RESERVOIR LEVEL

- Check if the reservoir tank coolant level is within MIN to MAX range when the engine is cool.
- Adjust coolant level if it is too much or too little.

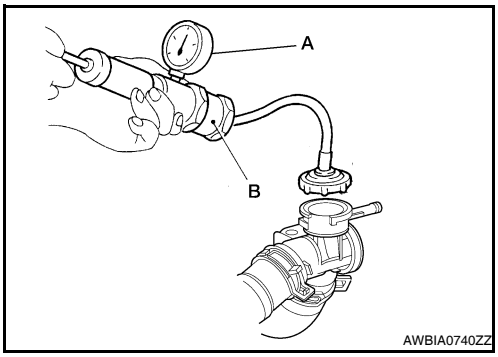


CHECKING COOLING SYSTEM FOR LEAKS

To check for leaks, apply pressure to the cooling system using suitable tool (A) and Tool (B).

Tool number : EG17650301 (J-33984-A)

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



WARNING:

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

CAUTION:

Higher pressure than specified may cause radiator damage.

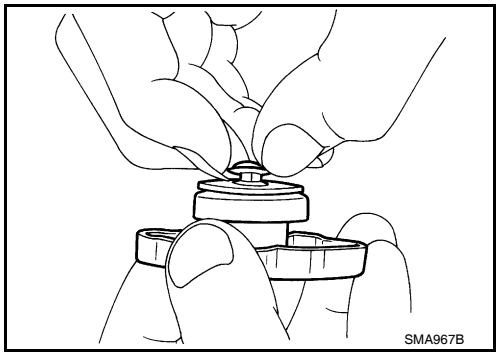
CHECKING RADIATOR CAP

1. Inspect the radiator 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 radiator 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 radiator cap negative-pressure valve.
   - Check that there are no abnormalities in the opening and closing conditions of the negative-pressure valve.



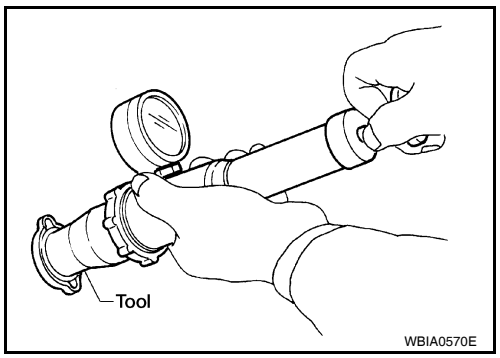
3. Check radiator cap relief pressure using suitable tool and Tool.

   Tool number : EG17650301 (J-33984-A)

   Standard: 122.3 – 151.7 kPa (1.2 – 1.5 kg/cm^2, 18 – 22 psi)

   Limit: 107 kPa (1.1 kg/cm^2, 16 psi)

   - When connecting the radiator cap to the tester, apply water or coolant to the cap seal surface.
   - Replace the radiator cap if there is an abnormality in the negative-pressure valve, or if the open-valve pressure is outside of the standard values.



CHECKING RADIATOR

Check radiator for sludge or clogging. If necessary, clean radiator as follows:
- Be careful not to bend or damage the radiator fins.
- When radiator is cleaned without removing, 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 dirt no longer rinse 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:0000000004205463

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

DRAINING ENGINE COOLANT

1. Remove the engine undercover using power tool.
2. Open the radiator drain plug at the bottom of the radiator and remove the radiator filler 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.
3. 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.
4. When draining all of the coolant in the system, remove the reservoir tank and drain the coolant, then clean the reservoir tank before installation.
   CAUTION:

Do not allow the coolant to contact the drive belts.

5. When draining all of the coolant in the system for engine removal or repair, open the drain plug on the cylinder block.
6. Check the drained coolant for contaminants such as rust, corrosion or discoloration.
   If the coolant is contaminated, flush the engine cooling system.

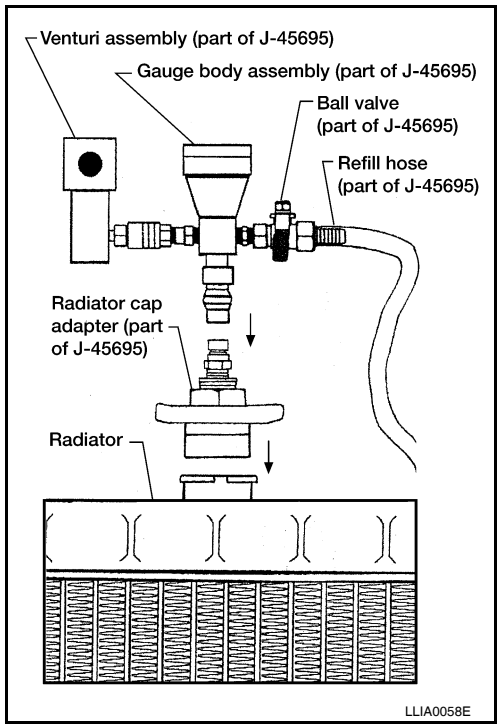
REFILLING ENGINE COOLANT

1. Install the radiator drain plug. If the cooling system was drained completely, install the reservoir tank and the cylinder block drain plugs.
   - 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-15, "Recommended Chemical Products and Sealants".

Radiator drain plug	**: Refer to CO-38, "Removal and Installation".**
Cylinder block front drain plug	**: Refer to EM-76, "Disassembly and Assembly".**
Cylinder block RH drain plug	**: Refer to EM-76, "Disassembly and Assembly".**

2. If disconnected, reattach the upper radiator hose at the engine side.
3. 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.
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 Genuine NISSAN Engine Coolant or equivalent, mixed 50/50 with distilled water or demineralized water.
     Refer to MA-12, "Engine Oil Recommendation".

Engine coolant capacity (with reservoir tank) : Refer to CO-50, "Capacity".

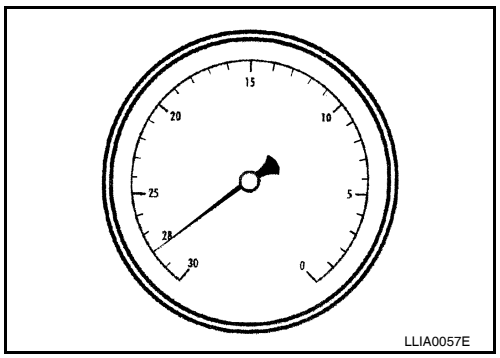
6. Install an air hose to the venturi assembly, the air pressure must be within specification.

Compressed air supply pressure : 5.7 - 8.5 kPa (5.6 - 8.4 kg/cm^2, 80 - 120 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.
12. Fill the cooling system reservoir tank to the specified level and install the radiator cap. Run the engine to warm up the cooling system and top up the system as necessary.

FLUSHING COOLING SYSTEM

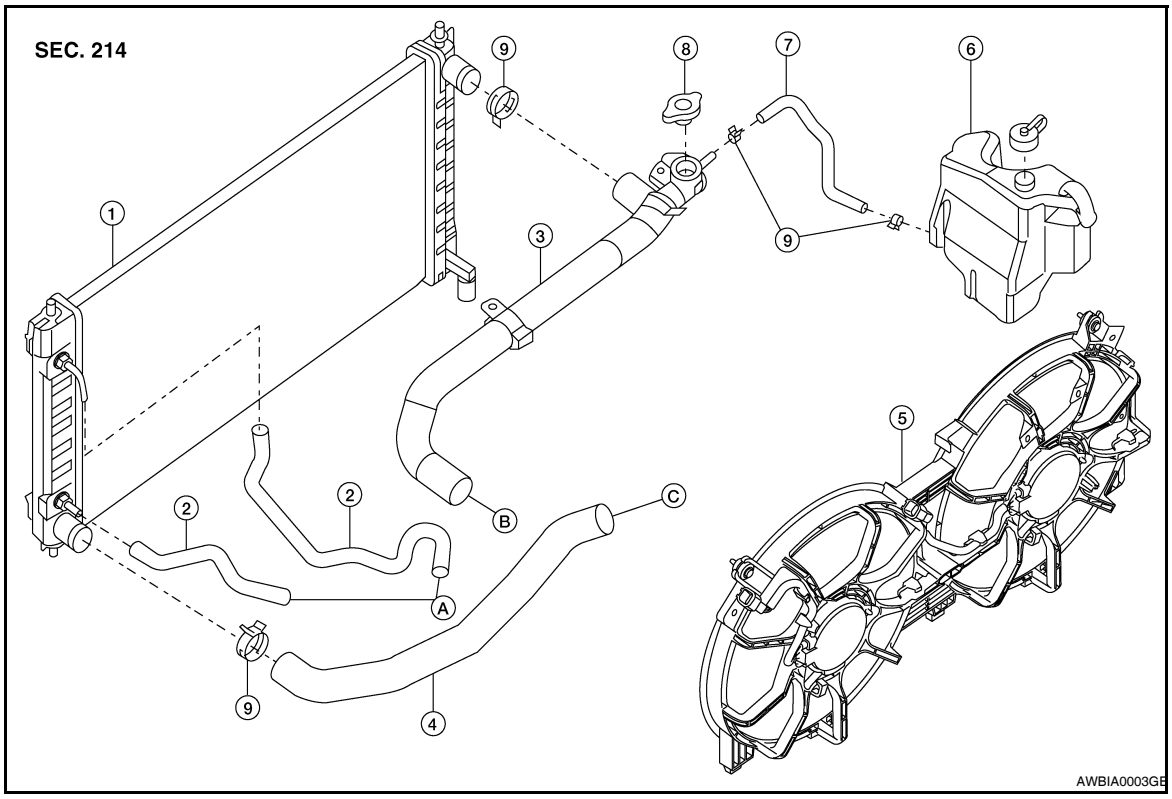
1. Fill the radiator from the filler neck above the radiator upper hose and reservoir tank with clean water and reinstall radiator filler cap.
2. Run the engine until it reaches normal operating temperature.
3. Rev the engine two or three times under no-load.
4. Stop the engine and wait until it cools down.
5. Drain the water from the system. Refer to CO-35, "Changing Engine Coolant".
6. Repeat steps 1 through 5 until clear water begins to drain from the radiator.

ON-VEHICLE REPAIR

RADIATOR

Removal and Installation

INFOID:0000000004205464



1. Radiator	2. CVT oil cooler hose (if equipped)	3. Radiator hose (upper)
4. Radiator hose (lower)	5. Cooling fan	6. Reservoir tank
7. Reservoir hose	8. Radiator filler cap	9. Clamps
A. To CVT (if equipped)	B. To water outlet	C. To water inlet

WARNING:

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

REMOVAL

1. Drain engine coolant from the radiator. Refer to CO-12, "Changing Engine Coolant".
2. Remove front grille (Sedan only). Refer to EXT-38, "Removal and Installation".
3. Remove front bumper fascia (Coupe only). Refer to EXT-13, "Removal and Installation".
4. Remove engine undercover.
5. Remove front air duct. Refer to EM-129, "Removal and Installation".
6. Remove A/C condenser. Refer to HA-42, "Removal and Installation for Condenser".
7. Disconnect radiator upper and lower hoses.
8. Disconnect the CVT oil cooler hoses, if equipped. Plug the hoses to prevent CVT oil loss.
9. Remove radiator.

CAUTION:

- **Do not damage or scratch the radiator core when removing.**

INSTALLATION

Installation is in the reverse order of removal.

INSPECTION

Radiator

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

a. Apply water by hose to the back side of the radiator core, point the hose vertically downward.

b. Apply water again to all radiator core surfaces once per minute.

c. Stop washing when no more dirt flows off the radiator.

d. Blow air into the back side of radiator core, point the air hose 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).

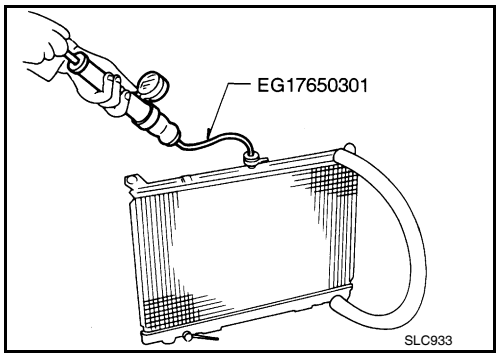
e. Blow air again into all the radiator core surfaces once per minute until no water sprays out.

2. Inspect radiator for leaks as follows:

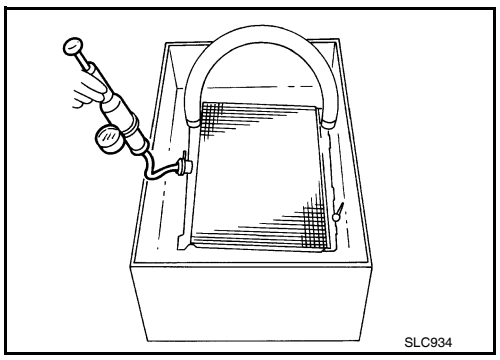
a. Apply pressure using Tool.

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

WARNING:
To prevent the risk of the hose coming undone while under pressure, securely fasten it down with a hose clamp.
Attach a hose to the oil cooler as well (CVT model only).



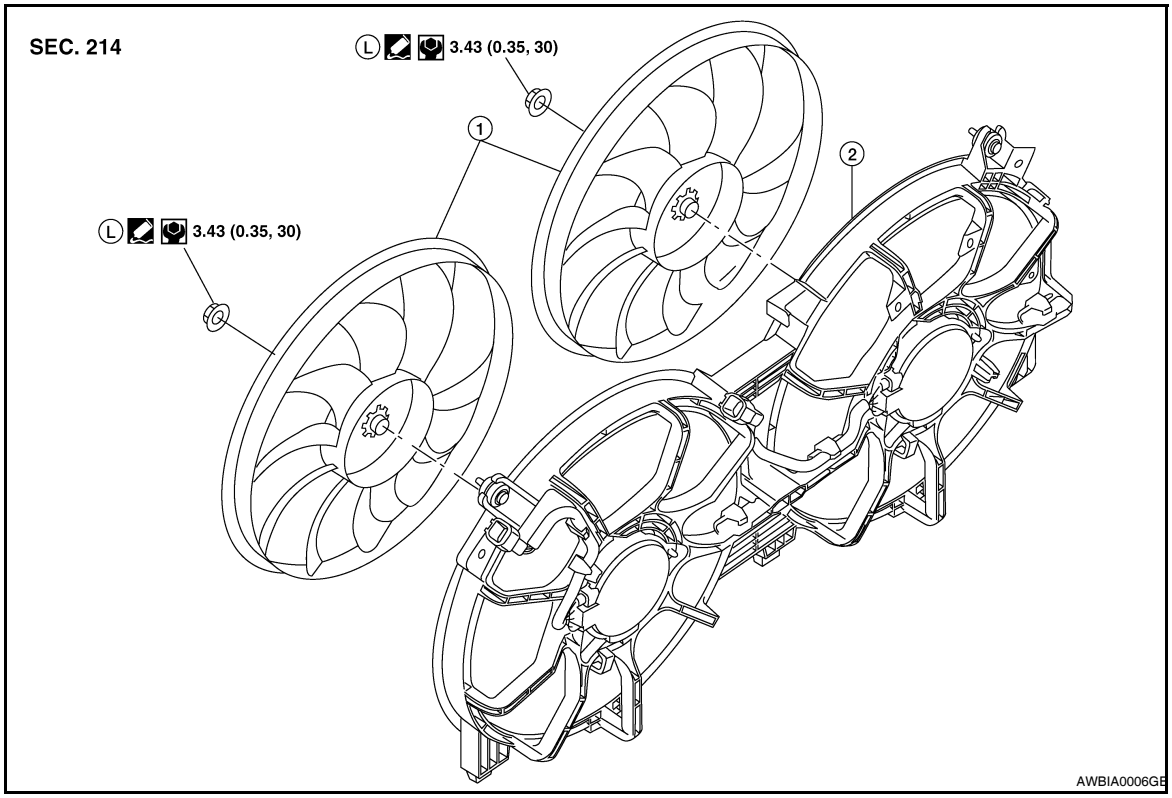
b. Check for leakage.



COOLING FAN

Removal and Installation

INFOID:0000000004205466



1. Fan blade
2. Fan shroud and motor assembly

REMOVAL

1. Drain engine coolant from the radiator. Refer to CO-35, "Changing Engine Coolant".
   CAUTION:
   Perform when engine is cold.
2. Remove CVT control module (if equipped). Refer to TM-430, "Removal and Installation".
3. Remove battery tray. Refer to PG-139, "Removal and Installation".
4. Disconnect radiator upper hose.
5. Disconnect fan motor connectors.
6. Remove radiator cooling fan assembly.

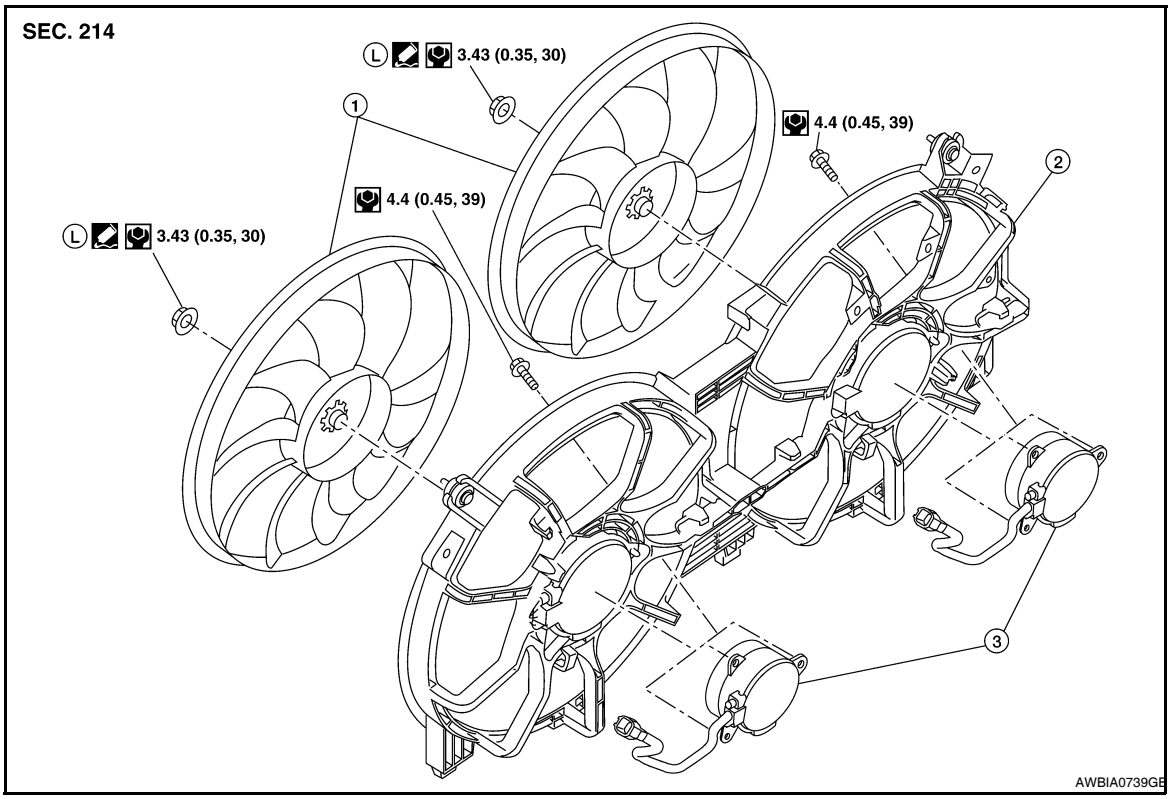
INSTALLATION

Installation is in the reverse order of removal.

- After installation refill engine coolant and check for leaks. Refer to CO-35, "Changing Engine Coolant" and CO-34, "System Inspection".
  CAUTION:
  Do not spill coolant in engine compartment. Use a shop cloth to absorb coolant.
- Cooling fans are controlled by ECM. For details, refer to EC-1099, "System Description".

Disassembly and Assembly of Cooling Fan

INFOID:0000000004498336



1. Fan blade
2. Fan shroud
3. Fan motor

DISASSEMBLY

1. Remove fan blade nut.
2. Remove fan blade from fan motor.
3. Remove fan motor bolts and remove fan motor from fan shroud.

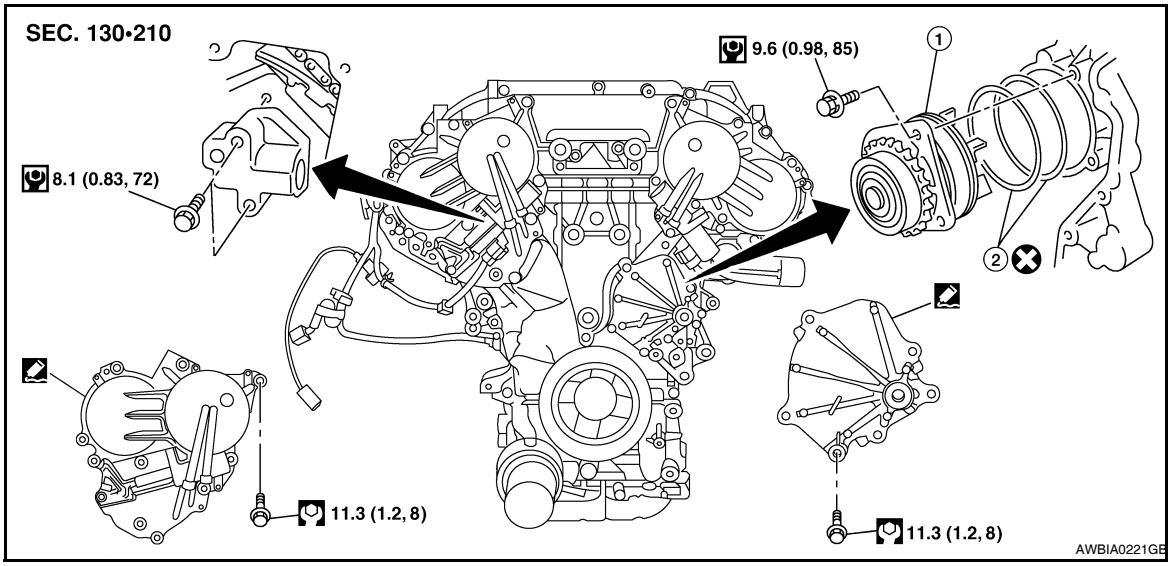
ASSEMBLY

Assembly is in the reverse order of disassembly.

WATER PUMP

Removal and Installation

INFOID:0000000004205468



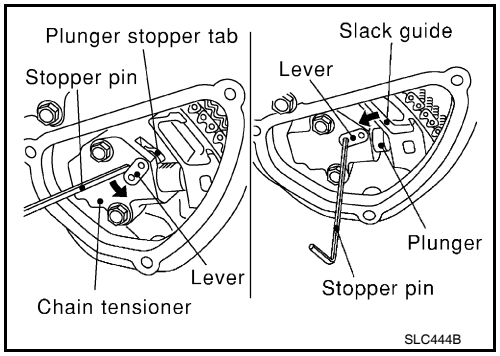
1. Water pump
2. O-rings

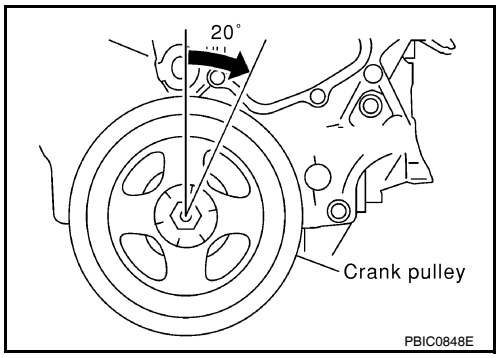
WARNING:
Never remove the radiator cap when the engine is hot. Serious burns could occur from high pressure coolant escaping from the radiator.
CAUTION:
- **When removing water pump assembly, be careful not to get coolant on drive belt.**
- **Water pump cannot be disassembled and should be replaced as a unit.**
- **After installing water pump, connect hose and clamp securely, then check for leaks using radiator cap tester.**

REMOVAL

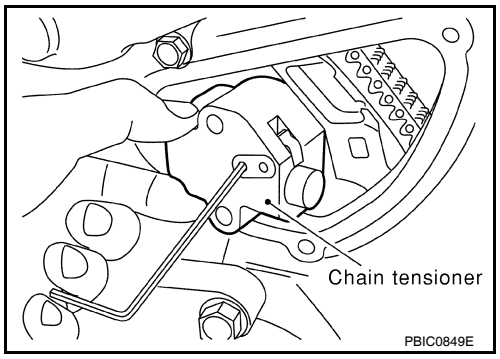
1. Drain engine coolant from the radiator. Refer to CO-35, "Changing Engine Coolant".
   CAUTION:
   Perform when the engine is cold.
2. Remove engine coolant reservoir tank. Refer to CO-38, "Removal and Installation".
3. Remove RH wheel and tire. Refer to WT-66, "Adjustment".
4. Remove the fender protector (RH). Refer to EXT-19, "Removal and Installation" (Coupe models) or EXT-40, "Removal and Installation" (Sedan models).
5. Remove drive belts.
6. Remove the drive belt auto tensioner and the idler pulley. Refer to EM-122, "Removal and Installation of Drive Belt Auto-tensioner".
7. Support engine and remove the front engine insulator and bracket. Refer to EM-202, "Removal and Installation".
8. Remove water drain plug on water pump side of cylinder block.
9. Remove IVT control valve cover and water pump cover.
10. Remove the timing chain tensioner assembly.

a. Pull the lever down to release the plunger stopper tab.
b. Insert the stopper pin into the tensioner body hole to hold the lever and keep the plunger stopper tab released.
NOTE:
An allen wrench [(1.2 mm (0.047 in)] is used for a stopper pin as an example.
c. Insert the plunger stopper tab into the tensioner body by pressing the slack guide.
d. Keep the slack guide pressed and hold the plunger stopper tab in by pushing the stopper pin deeper through the lever and into the chain tensioner body hole.
e. Make a gap between water pump gear and timing chain, by turning the crankshaft pulley approximately 20° clockwise.

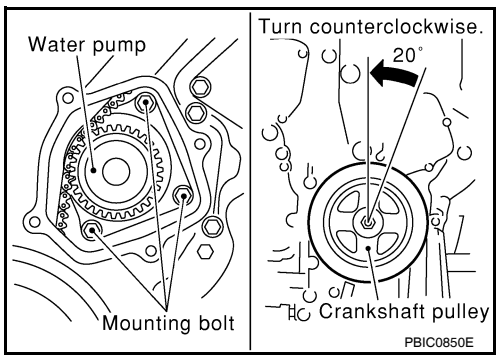




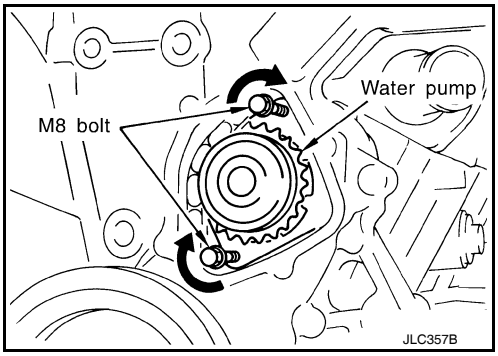
11. Remove chain tensioner.
CAUTION:
Be careful not to drop bolts inside chain case.



12. Remove the three water pump bolts. Make a gap between water pump gear and timing chain, by turning crankshaft pulley counterclockwise until timing chain loosens on water pump sprocket.



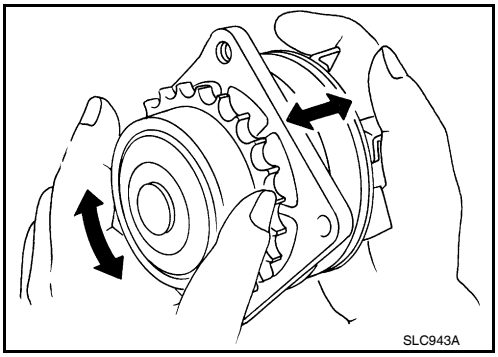
13. Screw M8 bolts [pitch: 1.25 mm (0.49 in) length: approx. 50 mm (1.97 in)] into water pumps upper and lower bolt holes until they reach the timing chain case. Then, alternately tighten each bolt for a half turn, and pull out the water pump.
CAUTION:
- **Pull straight out while preventing vane from contacting socket in installation area.**
- **Remove water pump without causing sprocket to contact timing chain.**



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

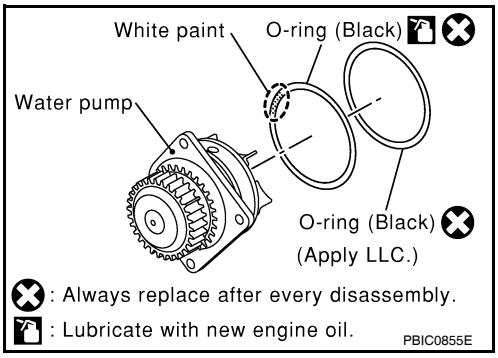
INSPECTION AFTER REMOVAL

- Visually check that there is no significant dirt or rusting on the water pump body and vane.
- Check that there is no looseness in the vane shaft, and that it turns smoothly when rotated by hand.
- If the water pump does not perform properly, replace the water pump assembly.

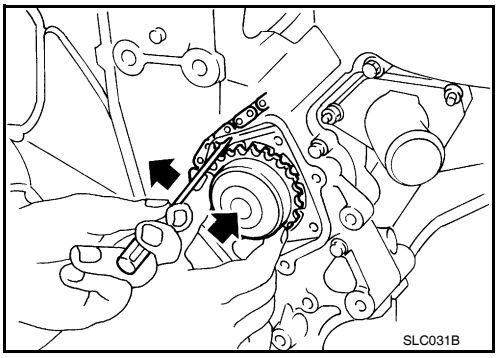


INSTALLATION

1. Install new O-rings to water pump.
2. Apply engine oil and coolant to the O-rings as shown.
   - Locate the O-ring with white paint mark to engine front side.

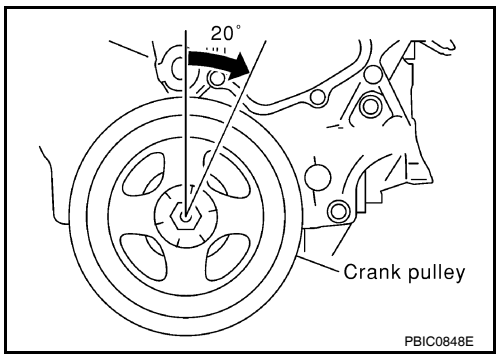


3. Install the water pump.
CAUTION:
Do not allow cylinder block to interfere with the O-rings when installing the water pump.
   - Check that timing chain and water pump sprocket are engaged.
   - Insert water pump by tightening bolts alternately and evenly.

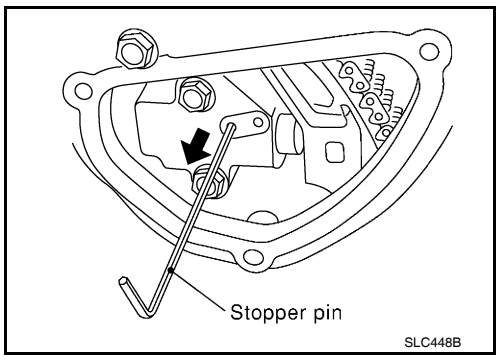


4. Remove dust and foreign material completely from backside of chain tensioner and from installation area of rear timing chain case.

5. Turn the crankshaft pulley approximately 20° clockwise so that the timing chain on the timing chain tensioner side is loose.
NOTE:
When installing the timing chain tensioner, engine oil should be applied to the oil hole and tensioner.



6. Install the timing chain tensioner.
7. Remove the stopper pin.



8. Install IVT control valve cover and water pump cover.

a. Before installing, remove all traces of sealant from mating surface of water pump cover and IVT control valve cover using a scraper.
Also remove traces of sealant from the mating surface of the front cover.

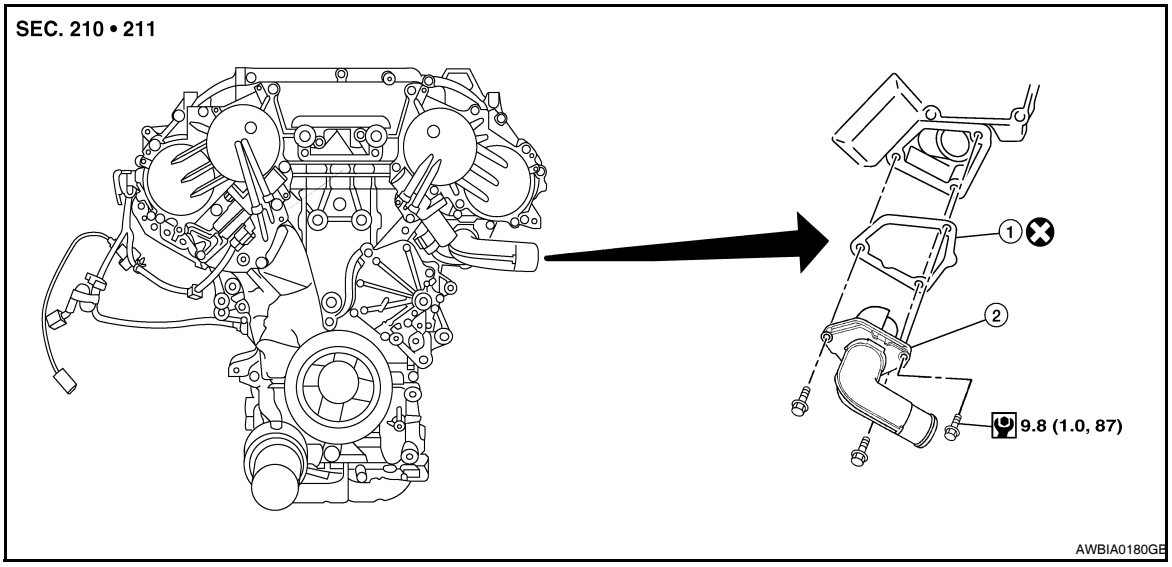
b. Apply a continuous bead of RTV Silicone Sealant or equivalent, to mating surface of IVT control valve cover and water pump cover. Refer to GI-15, "Recommended Chemical Products and Sealants".

9. Install water drain plug on water pump side of cylinder block. Refer to CO-35, "Changing Engine Coolant".
10. Install idler pulley. Refer to EM-122, "Removal and Installation of Drive Belt Auto-tensioner".
11. Installation of remaining components is in the reverse order of removal.
- After installation refill engine coolant and check for leaks. Refer to CO-35, "Changing Engine Coolant" and CO-34, "System Inspection".
CAUTION:
Do not spill coolant in engine compartment. Use a shop cloth to absorb coolant.
- 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 the chain tensioner. The engine may produce a rattling noise. This indicates that air still remains in the chamber and is not a matter of concern.

THERMOSTAT AND THERMOSTAT HOUSING

Removal and Installation

INFOID:0000000004205469



1. Gasket
2. Thermostat assembly

WARNING:

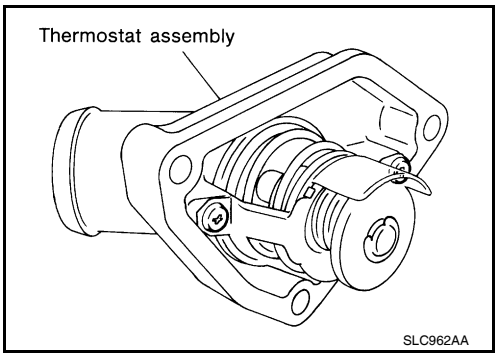
Never remove the radiator cap when the engine is hot. Serious burns could occur from high pressure coolant escaping from the radiator.

REMOVAL

CAUTION:

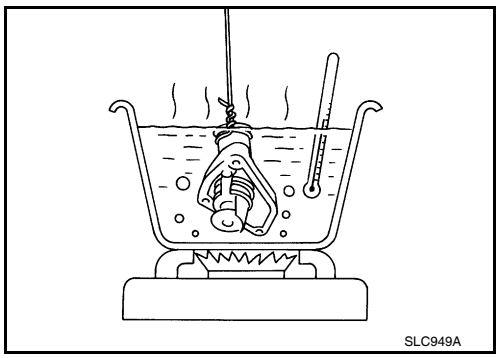
Perform when engine is cool.

1. Drain engine coolant from the radiator. Refer to CO-35, "Changing Engine Coolant".
2. Remove drive belts. Refer to EM-121, "Removal and Installation".
3. Remove water drain plug on water pump side of the engine. Refer to EM-206, "Disassembly and Assembly".
4. Disconnect lower radiator hose.
5. Remove engine coolant inlet and thermostat assembly.
   - **Do not disassemble engine coolant inlet and thermostat. Replace them as a unit, if necessary.**



INSPECTION AFTER REMOVAL

- Place a thread so that it is caught in the valves 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 the falls from the thread.
- Continue heating. Check the full-open lift amount.
  NOTE:
  The full-open lift amount standard temperature for the thermostat is the reference value.
- After checking the full-open lift amount, lower the water temperature and check the valve closing temperature.

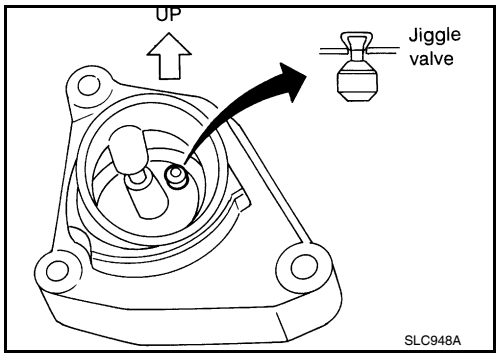


Thermostat	Standard Values
Valve opening temperature	82°C (180°F)
Full-open lift amount	8.6 mm / 95°C (0.339 in / 203°F)
Valve closing temperature	77°C (171°F)

INSTALLATION

Installation is in the reverse order of removal.

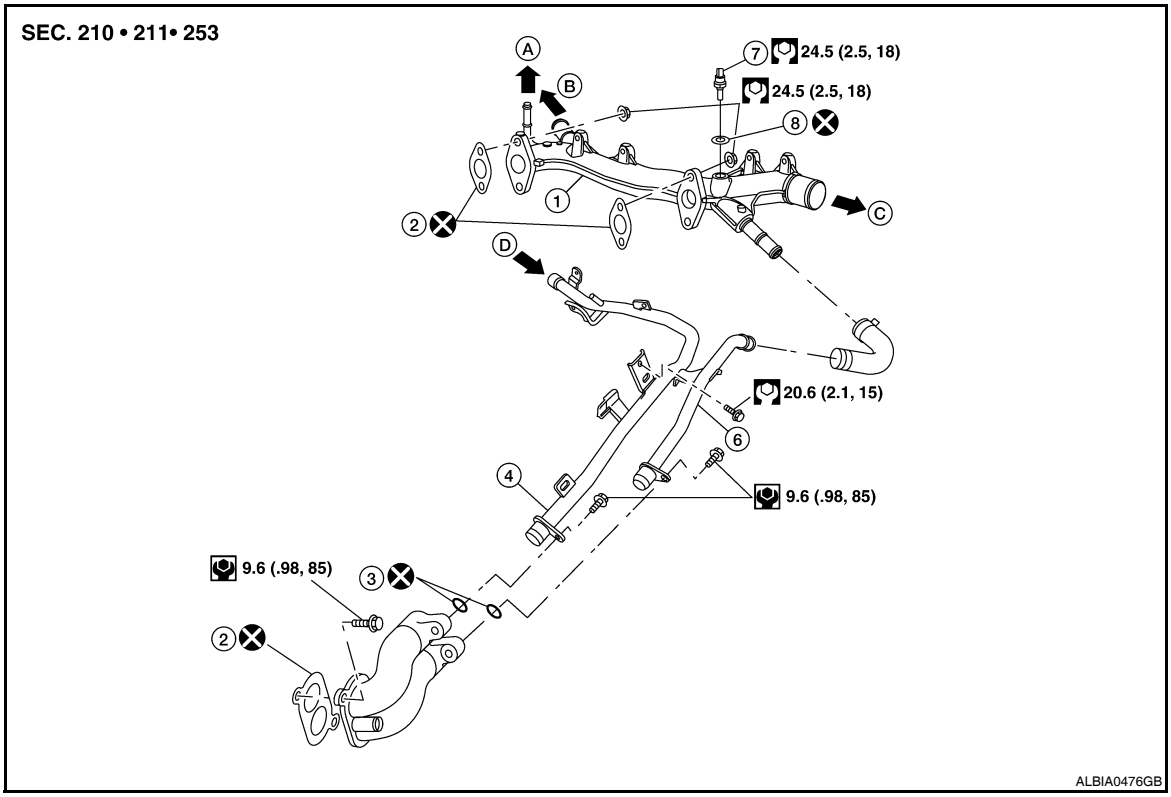
- Install thermostat with jiggle valve facing upward.
- After installation refill engine coolant and check for leaks. Refer to CO-35, "Changing Engine Coolant" and CO-34, "System Inspection".
  CAUTION:
  Do not spill coolant in engine compartment. Use a shop cloth to absorb coolant.



WATER OUTLET AND WATER PIPING

Removal and Installation

INFOID:0000000004205470



1. Water outlet
2. Gasket
3. O-ring
4. Heater pipe
5. Water connector
6. Water bypass pipe
7. Engine coolant temperature sensor
8. Washer
A. To electric throttle control actuator
B. To heater
C. To radiator
D. From heater or transmission oil cooler (if equipped)

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 is cold.

1. Drain engine coolant from drain plugs on radiator and both sides of cylinder block. Refer to CO-35, "Changing Engine Coolant".
2. Remove engine cover using power tool.
3. Remove air duct and air cleaner case assembly. Refer to EM-129, "Removal and Installation".
4. Remove radiator upper hose and heater hose.
5. Remove connector(s) from heater pipe.
6. Disconnect engine coolant temperature sensor electrical connector on water outlet.
7. Remove water outlet, heater pipe, water connector, and water bypass pipe nuts and bolts.

INSTALLATION

1. Installation is in the reverse order of removal.
   - Securely insert each hose, and install a clamp at a position where it does not interfere with the pipe bulge.
   - When inserting heater pipe and water bypass pipe into water connector, apply neutral detergent to new O-rings.

   CAUTION:

Use new O-rings for installation

- After installation refill engine coolant and check for leaks. Refer to CO-35, "Changing Engine Coolant" and CO-34, "System Inspection".

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

Capacity

INFOID:0000000004205471

ℓ (US qt, Imp qt)

Coolant capacity (With reservoir tank at MAX level)	8.2 (8-5/8, 7-1/4)

Thermostat

INFOID:0000000004205472

Valve opening temperature	82°C (180°F)
Full-open lift amount	8.6 mm / 95°C (0.339 in / 203°F)
Valve closing temperature	77°C (171°F)

Radiator

INFOID:0000000004205473

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

Cap relief pressure	Standard	122.3 - 151.7 (1.2 - 1.5, 18 - 22)
	Limit	107 (1.1, 16)
Leakage test pressure		157 (1.6, 23)