	OHI	CK REFERENCE INDEX		
Edition: October 2003		GENERAL INFORMATION	GI	General Information
Revision: February 2004		ENGINE	EM	Engine Mechanical
Publication No. SM4E-1D22U1	В	ENGINE	LU	Engine Lubrication System
			CO	Engine Cooling System
			EC	Engine Cooling System
			FL	Fuel System
			EX	Exhaust System
			ACC	Accelerator Control System
	С	TRANSMISSION/	CL	Clutch
	C	TRANSAXLE	MT	Manual Transmission
			AT	Automatic Transmission
		DRIVELINE/AXLE	TF	Transfer
			PR	Propeller Shaft
			FFD	Front Final Drive
			RFD	Rear Final Drive
			FAX	Front Axle
			RAX	Rear Axle
	E SUSPENSION	FSU	Front Suspension	
		RSU	Rear Suspension	
			WT	Road Wheels & Tires
NISSAN	F BRAKES	BR	Brake System	
IVIJJAIV		PB	Parking Brake System	
FRONTIER			BRC	Brake Control System
MODEL D22 SERIES	G	STEERING	PS	Power Steering System
MODEL D22 SEKIES	Н	RESTRAINTS	SB	Seat Belts
			SRS	Supplemental Restraint System (SRS)
	$\overline{}$	BODY	BL	Body, Lock & Security System
			GW	Glasses, Window System & Mirrors
			RF	Roof
			El	Exterior & Interior
			IP	Instrument Panel
			SE	Seat
	J	AIR CONDITIONER	MTC	Manual Air Conditioner
	K	ELECTRICAL	SC	Starting & Charging System
			LT	Lighting System
			DI	Driver Information System
			ww	Wiper, Washer & Horn
			BCS	Body Control System
			AV	Audio Visual & Telephone System
			ACS	Auto Cruise Control System
			PG	Power Supply, Ground & Circuit Elements
	L	MAINTENANCE	MA	Maintenance

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M INDEX

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IDX

Alphabetical Index

FOREWORD

This manual contains maintenance and repair procedures for the 2004 NISSAN FRONTIER.

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.





PLEASE HELP MAKE THIS SERVICE MANUAL BETTER!

Your comments are important to NISSAN and will help us to improve our Service Manuals. Use this form to report any issues or comments you may have regarding our Service Manuals. Please print this form and type or write your comments below. Mail or fax to:

Nissan North America, Inc. Technical Service Information 39001 Sunrise Drive, P.O. Box 9200 Farmington Hills, MI USA 48331 FAX: (248) 488-3910

SERVICE MANUAL: Model: ______ Year: _____ PUBLICATION NO. (Refer to Quick Reference Index): _____ Please describe any Service Manual issues or problems in detail: Page number(s) ______ Note: Please include a copy of each page, marked with your comments. Are the trouble diagnosis procedures logical and easy to use? (circle your answer) NO If no, what page number(s)?_____Note: Please include a copy of each page, marked with your comments. Please describe the issue or problem in detail: Is the organization of the manual clear and easy to follow? (circle your answer) YES NO Please comment: What information should be included in NISSAN Service Manuals to better support you in servicing or repairing customer vehicles? DATE: _____ YOUR NAME: _____ _____ POSITION: _____ DEALER: _____ DEALER NO.: ____ ADDRESS: ___ _____ STATE/PROV./COUNTRY: _____ ZIP/POSTAL CODE: ____

2004

QUICK REFERENCE CHART: FRONTIER EQUIPPED WITH KA24DE ENGINE

Engine Tune-Up Data

ELS000OU

PFP:00027

875 or more

20°±2° BTDC

Engine		KA24DE
Classification		Gasoline
Cylinder arrangement		In-line 4
Displacement		2,389 cm ³ (145.78 cu in)
Bore and stroke		89 x 96 mm (3.50 x 3.78 in)
Valve arrangement		DOHC
Firing order		1-3-4-2
Number of nieton rings	Compression	2
Number of piston rings	Oil	1
Number of main bearings		5
Compression ratio		9.2
Cap relief pressure	Standard kPa (kg/cm ² , psi)	78 - 98 (0.8 - 1.0, 11 - 14)
	Limit kPa (kg/cm² , psi)	59 (0.6, 9)
Leakage test pressure kPa (kg/cm²	² , psi)	157 (1.6, 23)
Oil drain plug tightening specification		29.4 - 39.2 N·m (3.0 - 4.0 kg-m, 21.69 - 28.91 lb-ft)
dle Speed and Ignition Tim	ing	·
Base idle speed*1 rpm	No-load*3 (in "P" or "N" position)	750±50
Target idle speed*2 rpm	No-load*3 (in "P" or "N" position)	800±50

^{*1:} Throttle position sensor harness connector disconnected or using CONSULT-II "WORK SUPPORT" mode

In "P" or "N" position

In "P" or "N" position

• Air conditioner switch: OFF

Air conditioner: ON rpm

Ignition timing*1

• Electrical load: OFF (Lights, heater fan & rear window defogger)

• Steering wheel: Kept in straight-ahead position

Drive Belt Deflection and Tension

	Deflection adjustment Unit: mm (in)			Tension adjustment *1 Unit: N (kg, lb)			
	Used belt		New belt	Used belt		New belt	
	Limit	After adjustment	new beit	Limit	After adjustment	New Delt	
Generator	17 (0.67)	10 - 12 (0.39 - 0.47)	8 - 10 (0.31 - 0.39)	222.4 (22.7, 50)	355.8 - 444.8 (36.3 - 45.4, 80 - 100)	489.3 - 578.2 (49.9 - 59.0, 110 - 130)	
Air conditioner compressor	16 (0.63)	10 - 12 (0.39 - 0.47)	8 - 10 (0.31 - 0.39)	200.2 (20.4, 45)	355.8 - 444.8 (36.3 - 45.4, 80 - 100)	489.3 - 578.2 (49.9 - 59.0, 110 - 130)	
Power steering oil pump	17 (0.67)	10 - 13 (0.39 - 0.51)	8 - 10 (0.31 - 0.39)	222.4 (22.7, 50)	355.8 - 444.8 (36.3 - 45.4, 80 - 100)	489.3 - 578.2 (49.9 - 59.0, 110 - 130)	
Applied pushing force	98 N (10 kg, 22 lb)				_		

^{*1:} If belt tension gauge cannot be installed at check point shown, check belt tension at a different location on the belt.

^{*2:} Throttle position sensor harness connector connected

^{*3:} Under the following conditions:

Spark Plugs (Double Platinum Tipped)

Make	NGK
Standard type	PFR5G-11
Cold type	PFR6G-11
Plug gap	Nominal 1.1 mm (0.043 in)
Spark plug tightening specification	20 - 29 N·m (2.0 - 3.0 kg-m, 14 - 22 ft-lb)

Wheel Bearing (Front)

ELS000Q

Wheel bearing axial end play mm (in	n)	0 (0)	
Wheel bearing look put	Tightening torque N·m (kg-m, ft-lb)	34 - 39 (3.5 - 4.0, 25 - 29) 45° - 60°	
Wheel bearing lock nut	Return angle degree		
Wheel bearing starting torque	At wheel hub bolt With new grease seal N (kg, lb)	9.8 - 28.4 (1.0 - 2.9, 2.2 - 6.4)	
	With used grease seal N (kg, lb)	9.8 - 23.5 (1.0 - 2.4, 2.2 - 5.3)	

Clutch Pedal

ELS000QC

Unit: mm (in)

Clearance between pedal stopper bracket and clutch interlock	
switch (with clutch pedal fully depressed.)	

0.1 - 1.0 (0.004 - 0.039)

Front Wheel Alignment (Unladen*1)

ELS000Q7

Camber Degree minute (Decimal degree)		Minimum		-0°05′ (-0.08°)		
		Nominal		0°25′ (0.42°)		
		Maximum		0°55′ (0.92°)		
			Left and righ	t difference	45' (0.75°) or less	
	_		Minimum		0°06′ (0.10°)	
Caster			Nominal		0°36′ (0.60°)	
Degree minut	te (Decimal deg	gree)	Maximum		1°06′ (1.10°)	
			Left and righ	t difference	45' (0.75°) or less	
			Minimum		8°35′ (8.58°)	
Kingpin inclin	ation te (Decimal dec	uree)	Nominal		9°05′ (9.08°)	
Dogree mind	to (Doominal dog	<i>j.00)</i>	Maximum		9°35′ (9.58°)	
		Distance mm (in)		Minimum	2 (0.08)	
	Distance mm			Nominal	3 (0.12)	
Total toe-in Angle Degr				Maximum	4 (0.16)	
	Angle (left pl	Angle (left plus right) Degree minute (Decimal		Minimum	11′ (0.18°)	
	Degree minu			Nominal	16′ (0.27°)	
	degree)			Maximum	20′ (0.33°)	
		Inside			P225/70R15	
		Degree minute	Minimum		31°48′ (31.80°)	
		(Decimal	Nominal		33°48′ (33.80°)	
Wheel turn- ing angle	Full turn*2	degree)	Maximum		33°48′ (33.80°)	
ing angle		Outside	Minimum		28°36′ (28.60°)	
		Degree minute (Decimal	Nominal		30°36′ (30.60°)	
		degree)			30°36′ (30.60°)	
Vehicle pos- ture	Lower arm pivot height mm (in)		115 - 119 (4.53 - 4.69)			

^{*:} Measured from surface of dash lower panel to pedal pad.

QUICK REFERENCE CHART: FRONTIER EQUIPPED WITH KA24DE ENGINE

2004

Rear Wheel Alignment (Unladen*)

ELS000Q8

Camber Degree minute (decimal degree)		Minimum	-1°45′ (-1.75°)	
		Nominal	-1°00′ (-1.00°)	
9 (g,	Maximum	-0°15′ (-0.25°)	
		Minimum	-3 (-0.12)	
	Distance mm (in)	Nominal	1 (0.04)	
Total toe-in	(,	Maximum	5 (0.20)	
Total toe-in		Minimum	-16′ (-0.27°)	
	Angle (left plus right) Degree minute (decimal degree)	Nominal	5′30″ (0.09°)	
	Dog. coa.c (abolitici dogreto)	Maximum	26′ (0.43°)	

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

Brake

ELS000P4

Unit: mm (in)

		Offic. Hilli (III)
	Brake model	CL28VD
	Cylinder bore diameter × number of pistons	42.8 (1.685) x 2
Front brake	Pad	146.6 x 48.5 x 10
	$Length \times width \times thickness$	(5.77 x 1.909 x 0.39)
	Rotor outer diameter × thickness	260 x 26 (10.2 x 1.02)
	Brake model	LT26B
Rear brake	Cylinder bore diameter	22.22 (7/8)
near brake	$ Lining \ length \times width \times thickness $	249.6 x 40 x 5.5 (9.83 x 1.57 x 0.217
	Drum inner diameter	260.0 (10.23)
Master cylinder	Bore diameter	25.40 (1)
	Booster model	M195T
Brake booster	Diaphragm diameter	Pri: 205 (8.07)
	Diaphragm diameter	Sec: 180 (7.09)
Recommended brak	ke fluid	DOT 3

Disc Brake - Repair Limits

Unit: mm (in)

Brake model		CL28VD	
Pad	Wear limit minimum thickness	2.0 (0.079)	
rau	Standard pad thickness	10 (0.39)	
Rotor repair limit	Minimum thickness	24.0 (0.945)	
Rotor runout	Maximum	0.07 (0.0028)	
Rotor thickness variation	Maximum	0.02 (0.0008)	

Drum Brake - Repair Limits

Unit: mm (in)

Brake model		LT26B
P 1	Minimum thickness	1.5 (0.059)
Lining wear limit	Standard thickness	1.5 (0.059) less 5.5 (0.217) diameter 261.5 (10.30)
Drum ropoir limit	Maximum inner diameter	261.5 (10.30)
Drum repair limit	Out-of-round limit	0.03 (0.0012)

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

^{*2:} Wheel turning force (at circumference of steering wheel) of 98 to 147 N (10 to 15 kg, 22 to 33 lb) with engine idle.

QUICK REFERENCE CHART: FRONTIER EQUIPPED WITH KA24DE ENGINE

2004

Refill Cap	acities				ELS000P
			Сар	acity (Approxin	nate)
			US measure	Imp mea- sure	Liter
	Drain and Refill	With oil filter	3-3/4 qt	3-1/8 qt	3.5
Engine oil	Dialit alla nellii	Without oil filter	3-1/2 qt	2-7/8 qt	3.3
•	Dry engine (Engine overha	ul)	4-1/2 qt	3-3/4 qt	4.1
Cooling system	Cooling system (With reservoir)		7-3/4 qt	6-3/8 qt	7.3
Cooling system	(will reservoir)	AT	7-1/2 qt	6-1/4 qt	7.1
Manual transmi	ission gear oil (FS5W71C)	,	4-1/4 pt	3-1/2 pt	2.0
Differential carrier gear oil		C200	2-3/8 pt	2-1/4 pt	1.3
Automatic trans	smission fluid	-	8-3/8 qt	7 qt	7.9
Power steering fluid		30.4-33.8 fl oz	31.7-35.2 fl oz	0.9-1.0	

QUICK REFERENCE CHART: FRONTIER EQUIPPED WITH VG33E/VG33ER **ENGINES**

2004

Engine Tune-Up Data

ELS000OP

Engine		VG33E/VG33ER	
Classification		Gasoline	
Cylinder arrangement		V-6	
Displacement		3,275 cm ³ (199.84 cu in)	
Bore and stroke		91.5 x 83 mm (3.602 x 3.27 in)	
Valve arrangement		OHC	
Firing order		1-2-3-4-5-6	
Number of pieton rings	Compression		
Number of piston rings	Oil	1	
Number of main bearings	1	4	
Compression ratio	VG33E	8.9:1	
·	VG33ER	8.3:1	
Cap relief pressure	Standard kPa (kg/cm², psi)	78 - 98 (0.8 - 1.0, 11 - 14)	
Limit kPa (kg/cm², psi)		59 (0.6, 9)	
Leakage test pressure kPa (kg/d	cm ² , psi)	157 (1.6, 23)	
Oil drain plug tightening specification		29 - 39 N·m (3.0 - 4.0 kg-m, 22 - 29 lb-ft)	

Idle Speed and Ignition Timing - VG33E

Base idle speed*1	No-load*4 (in "P" or N" position)	700±50 rpm
Target idle speed*2	No-load*4 (in "P" or N" position)	750±50 rpm
Air conditioner: ON	In "P" or N" position	850 rpm or more
Ignition timing*3	In "P" or N" position	10°±2° BTDC
Throttle position sensor idle position		0.15 - 0.85V

^{*1:} Throttle position sensor harness connector disconnected or using CONSULT-II "WORK SUPPORT" mode

- Air conditioner switch: OFF
- Electric load: OFF (Lights, heater fan & rear window defogger)
- Steering wheel: Kept in straight-ahead position

Idle Speed and Ignition Timing - VG33ER

Base idle speed*1	No-load*4 (in "P" or N" position)	700±50 rpm
Target idle speed*2	No-load*4 (in "P" or N" position)	750±50 rpm
Air conditioner: ON	In "P" or N" position	850 rpm or more
Ignition timing*3	In "P" or N" position	10°±2° BTDC
Throttle position sensor idle position		0.15 - 0.85V

^{*1:} Throttle position sensor harness connector disconnected or using CONSULT-II "WORK SUPPORT" mode

- Air conditioner switch: OFF
- Electric load: OFF (Lights, heater fan & rear window defogger)
- Steering wheel: Kept in straight-ahead position

^{*2:} Throttle position sensor harness connector connected

^{*3:} Throttle position sensor harness connector disconnected

^{*4:} Under the following conditions:

^{*2:} Throttle position sensor harness connector connected

^{*3:} Throttle position sensor harness connector disconnected

^{*4:} Under the following conditions:

Drive Belt Deflection and Tension

	Deflecti	on adjustment Unit	: mm (in)	Tension adjustment *1 Unit: N (kg, lb)		
	Used belt		New belt	Used belt		New belt
	Limit	After adjustment	New Delt	Limit	After adjustment	New Deit
Generator	11 (0.43)	7 - 8 (0.24 - 0.31)	6 - 7 (0.24 - 0.28)	226 (23, 51)	554.1 - 642.4 (56.5 - 65.5, 124.6 - 144.4)	671.8 - 760.0 (68.5 - 77.5, 151.0 - 170.9)
Air conditioner compressor - VG33E	18 (0.71)	12 - 13 (0.47 - 0.51)	10.5 - 11.5 (0.413 - 0.453)	196 (20, 44)	495.3 - 583.5 (50.5 - 59.5, 111.4 - 131.2)	603.1 - 691.4 (61.5 -70.5, 135.6 - 155.5)
Air conditioner compressor and supercharger - VG33ER	16.5 (0.65)	9.5 - 10.5 (0.374 - 0.413)	8.5-9.5 (0.33 - 0.37)	294 (30 , 66)	730 - 818 (75.5 - 83.5, 166.5 - 184.1)	838 - 926 (85.5 - 94.5, 188.5 - 208.4)
Power steering oil pump	15 (0.59)	9.5 - 10.5 (0.374 - 0.413)	8 - 9 (0.31 - 0.35)	275 (28, 62)	554.1 - 642.4 (56.5 - 65.5, 124.6 - 144.4)	671.8 - 760.0 (68.5 - 77.5, 151.0 - 170.9)
Applied pushing force	98 N (10 kg, 22 lb)				_	

^{*1:} If belt tension gauge cannot be installed at check point shown, check belt tension at a different location on the belt.

Spark plug (VG33E):

Description	NGK (Double Platinum Tipped)
Hot type	PFR4G-11
Standard type	PFR5G-11
Cold type	PFR6G-11
Plug gap	Nominal 1.1 mm (0.043 in)
Spark plug tightening specification	20 - 29 N·m (2.0 - 3.0 kg-m, 14 - 22 ft-lb)

Spark plug (VG33ER):

Description	NGK (Double Platinum Tipped)
Hot type	PFR5G-11
Standard type	PFR6G-11
Cold type	PFR7G-11
Plug gap	Nominal 1.1 mm (0.043 in)
Spark plug tightening specification	20 - 29 N·m (2.0 - 3.0 kg-m, 14 - 22 ft-lb)

Wheel Bearing (Front) 2WD MODELS

ELS000QD

Wheel bearing axial end play mm (in)	0 (0)		
Wheel bearing lock nut	Tightening torque N·m (kg-m, ft-lb)	34 - 39 (3.5 - 4.0, 25 - 29)	
wheel bearing lock hut	Return angle degree	45° - 60°	
Wheel bearing starting torque	At wheel hub bolt With new grease seal N (kg, lb)	9.8 - 28.4 (1.0 - 2.9, 2.2 - 6.4)	
	With used grease seal N (kg, lb)	9.8 - 23.5 (1.0 - 2.4, 2.2 - 5.3)	

4WD MODELS			
	Tightening torque N·m (kg-m, ft-lb)	78 - 98 (8 - 10, 58 - 72)	
	Retightening torque after loosening wheel bearing lock nut N·m (kg-m, ft-lb)	0.5 - 1.5 (0.05 - 0.15, 0.4 - 1.1)	
Wheel bearing lock nut	Axial end play mm (in)	0 (0)	
	Starting force at wheel hub bolt N (kg, lb)	A	
	Turning angle degree	15° - 30°	
	Starting force at wheel hub bolt N (kg, lb)	В	
Wheel bearing preload at wheel hub bolt N (kg, lb)	B – A	7.06 - 20.99 (0.72 - 2.14, 1.59 - 4.72)	

Clutch Pedal

Unit: mm (in)

Clearance between pedal stopper bracket and clutch interlock switch (with clutch pedal fully depressed.)	0.1 - 1.0 (0.004 - 0.039)
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^{*:} Measured from surface of dash lower panel to pedal pad.

Front Wheel Alignment (Unladen*1) 2WD MODELS

ELS000PR

Camber Degree minute (Decimal degree)		Minimum		0°03′ ((0.05°)	
		Nominal		0°33′ (0.55°)		
		Maximum		1°03′ (1°03′ (1.05°)	
		Left and right	difference	45′ (0.75	45' (0.75°) or less	
		Minimum		2°04′ (2°04′ (2.07°)	
Caster			Nominal		2°34′ ((2.57°)
Degree minut	e (Decimal deg	ree)	Maximum		3°04′ ((3.07°)
			Left and right	difference	45′ (0.75	°) or less
			Minimum		10°23′ ((10.38°)
Kingpin inclina	ation e (Decimal deg	roo)	Nominal		10°53′ ((10.88°)
Degree minut	e (Decimal deg	166)	Maximum		11°23′ ((11.38°)
				Minimum	3 (0.12)	
	Distance (A – mm (in)	- B)	Radial tire	Nominal	4 (0.16)	
T. 111	111111 (111)	11111 (111)		Maximum	5 (0.20)	
Total toe-in				Minimum	15′ (0.25°)	
	Angle (left plu		Radial tire	Nominal	20′ (0).33°)
	Bogree minu	Degree minute (Decimal degree)		Maximum	25′ (0.42°)	
		Inside			VG33E	VG33ER
		Degree minute	Minimum		31°00′ (31.00°)	30°48′ (30.80°)
		(Decimal	Nominal		33°00′ (33.00°)	32°48′ (32.80°)
Wheel turn- ing angle	Full turn*2	degree)	Maximum		33°00′ (33.00°)	32°48′ (32.80°)
ing angle		Outside	Minimum		29°00′ (29.00°)	28°42′ (28.70°)
		Degree minute (Decimal	Nominal		31°00′ (31.00°)	30°42′ (30.70°)
		degree)	Maximum		31°00′ (31.00°)	30°42′ (30.70°)
Vehicle pos- ture	Lower arm pivot height (H) mm (in)			37.7 - 41.7 (1	.484 - 1.642)	

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

^{*2:} Wheel turning force (at circumference of steering wheel) of 98 to 147 N (10 to 15 kg, 22 to 33 lb) with engine idle.

QUICK REFERENCE CHART: FRONTIER EQUIPPED WITH VG33E/ VG33ER ENGINES

2004

		VG33E	VG33ER
	Minimum	0°06′ (0.10°)	0°03′ (0.05°)
Camber	Nominal	0°36′ (0.60°)	0°33′ (0.55°)

		Minimum		0°06′ (0.10°)	0°03′ (0.05°)		
Camber			Nominal		0°36′ (0.60°)	0°33′ (0.55°)	
Degree minute	e (Decimal degr	ree)	Maximum		1°06′ (1.10°)	1°03′ (1.05°)	
			Left and righ	t difference	45′ (0.75°)	or less	
		Minimum		1°40′ (1.67°)	2°04′ (2.07°)		
Caster			Nominal		2°10′ (2.17°)	2°34′ (2.57°)	
Degree minute	e (Decimal degr	ree)	Maximum		2°40′ (2.67°)	3°04′ (3.07°)	
			Left and righ	t difference	45′ (0.75°)	45' (0.75°) or less	
			Minimum		10°18′ (10	0.30°)	
Kingpin inclina Degree minute	tion e (Decimal degr	ree)	Nominal		10°48′ (10.80°)		
209.00	, (200a. aog.		Maximum		11°18′ (11.30°)		
				Minimum	3 (0.12)		
	Distance (A - mm (in)	Distance (A – B)		Nominal	4 (0.16)		
Total toe-in	()			Maximum	5 (0.20)		
TOTAL TOE-III		Angle (left plus right) Degree minute (Decimal degree)		Minimum	15′ (0.25°)		
	•			Nominal	20′ (0.3	3°)	
	209.00	10 (200a. aug.00)		Maximum	25′ (0.4	2°)	
		Inside	Minimum		31°00′ (31.00°)	30°48′ (30.80°)	
		Degree minute	Nominal		33°00′ (33.00°)	32°48′ (32.80°)	
Wheel turn-	Full turn*2	(Decimal degree)	Maximum		33°00′ (33.00°)	32°48′ (32.80°)	
ing angle	Full tuffi 2	Outside	Minimum		29°00′ (29.00°)	28°42′ (28.70°)	
		Degree minute	Nominal		31°00′ (31.00°)	30°42′ (30.70°)	
	(Decimal degree)		Maximum		31°00′ (31.00°)	30°42′ (30.70°)	
Vehicle pos- ture	Lower arm pi	pivot height (H) mm (in)		45.5 - 49.5 (1.791 - 1.949)	37.7 - 41.7 (1.484 - 1.642)		

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

Rear Wheel Alignment (Unladen*)

4WD MODEL

ELS000OR

Camber Degree minute (decimal degree)		Minimum	-1°45′ (-1.75°)
		Nominal	-1°00′ (-1.00°)
		Maximum	-0°15′ (-0.25°)
Total toe-in	Distance mm (in)	Minimum	-3 (-0.12)
		Nominal	1 (0.04)
		Maximum	5 (0.20)
	Angle (left plus right) Degree minute (decimal degree)	Minimum	-16′ (-0.27°)
		Nominal	5′30″ (0.09°)
		Maximum	26′ (0.43°)

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

^{*2:} Wheel turning force (at circumference of steering wheel) of 98 to 147 N (10 to 15 kg, 22 to 33 lb) with engine idle.

QUICK REFERENCE CHART: FRONTIER EQUIPPED WITH VG33E/ VG33ER ENGINES

2004

Brake		ELS000QS
		Unit: mm (in)
	Brake model	CL33VD
Front brake	Cylinder bore diameter × number of pistons	46.4 (1.827) x 2
	Pad Length × width × thickness	132.0 x 52.5 x 11 (5.20 x 2.067 x 0.43)
	Rotor outer diameter × thickness	283 x 28 (11.4 x 1.10)
Rear brake	Brake model	LT30A
	Cylinder bore diameter	22.22 (7/8)
	Lining length \times width \times thickness	296 × 50 × 6.1 (11.65 × 1.97 × 0.240)
	Drum inner diameter	295.0 (11.61)
Master cylinder	Bore diameter	25.40 (1)
Brake booster	Booster model	M230t
	Diaphragm diameter	Pri: 230 (9.06) Sec: 230 (9.06)
Recommended brake fluid	1	DOT 3

Disc Brake - Repair Limits

Unit: mm (in)

Brake model		CL33VD	
Pad	Wear limit minimum thickness	2.0 (0.079)	
Pau	Standard pad thickness	10 (0.39)	
Rotor repair limit	Minimum thickness	26.0 (1.024)	
Rotor runout	Maximum	0.07 (0.0028)	
Rotor thickness variation	Maximum	0.02 (0.0008)	

Drum Brake - Repair Limits

Unit: mm (in)

Brake model		LT30A
Lining was limit	Minimum thickness	1.5 (0.059)
Lining wear limit	Standard thickness	5.8 (0.228)
During ramain limit	Maximum inner diameter	296.5 (11.67)
Drum repair limit	Out-of-round limit	0.03 (0.0012)

Refill Capacities

ELS000QA

			Capacity (Approximate)		
			US measure	Imp measure	Liter
	Drain and refill	With oil filter	3-1/2 qt	2-7/8 qt	3.3
Engine oil		Without oil filter	3-1/8 qt	2-5/8 qt	3.0
	Dry engine (Engine overhaul)		4 qt	3-3/8 qt	3.8
Cooling system (With reservoir)		11-5/8 qt	9-5/8 qt	10.95	
14 (FOEDOOA)		2WD	5-7/8 pt	4-7/8 pt	2.8
Manual transmission gear oil (FS5R30A)		4WD	10-3/4 pt	9 pt	5.1
Transfer fluid (TX10A)		2-3/8 qt	2 qt	2.2	
Differential corrier goar oil	Front (4WD) R200A		3-3/4 pt	3-1/8 pt	1.75
Differential carrier gear oil	Rear H233B		5-7/8 pt	4-7/8 pt	2.8

QUICK REFERENCE CHART: FRONTIER EQUIPPED WITH VG33E/ VG33ER ENGINES

2004

		Cal	Capacity (Approximate)		
		US measure	Imp measure	Liter	
Automatic transmission fluid	2WD	8-3/4 qt	7-1/4 qt	8.3	
Automatic transmission iluid	4WD	9 qt	7-1/2 qt	8.5	
Power steering fluid	'	33.8-37.2 fl oz	35.2-38.7 fl oz	1.0-1.1	