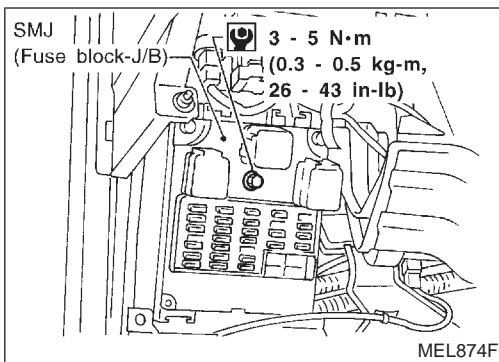


# SUPER MULTIPLE JUNCTION (SMJ)

Installation

NAEL0448



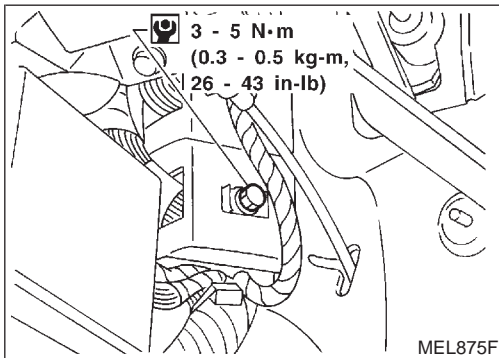
## Installation

To install SMJ, tighten bolts until orange “fulltight” mark appears and then retighten to specified torque as required.

 : 3 - 5 N·m  
(0.3 - 0.5 kg-m, 26 - 43 in-lb)

### CAUTION:

Do not overtighten bolts, otherwise, they may be damaged.



# SUPER MULTIPLE JUNCTION (SMJ)

Terminal Arrangement

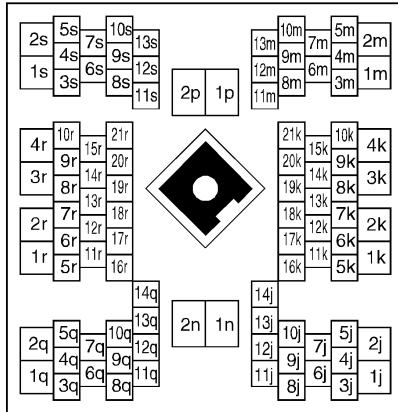
## Terminal Arrangement

NAEL0449

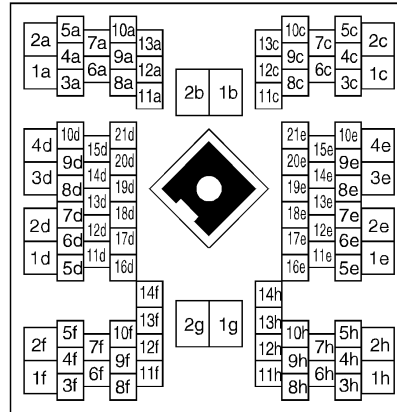
MAIN HARNESS



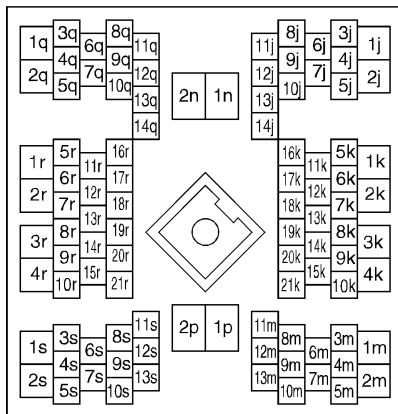
M1



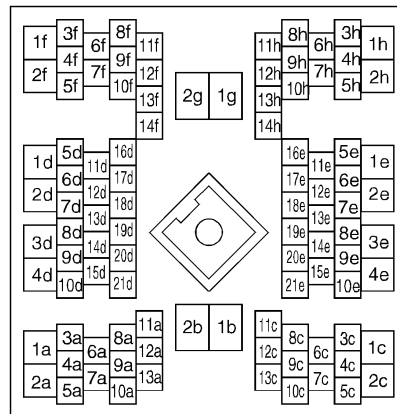
M2



E1



B1



ENGINE ROOM HARNESS

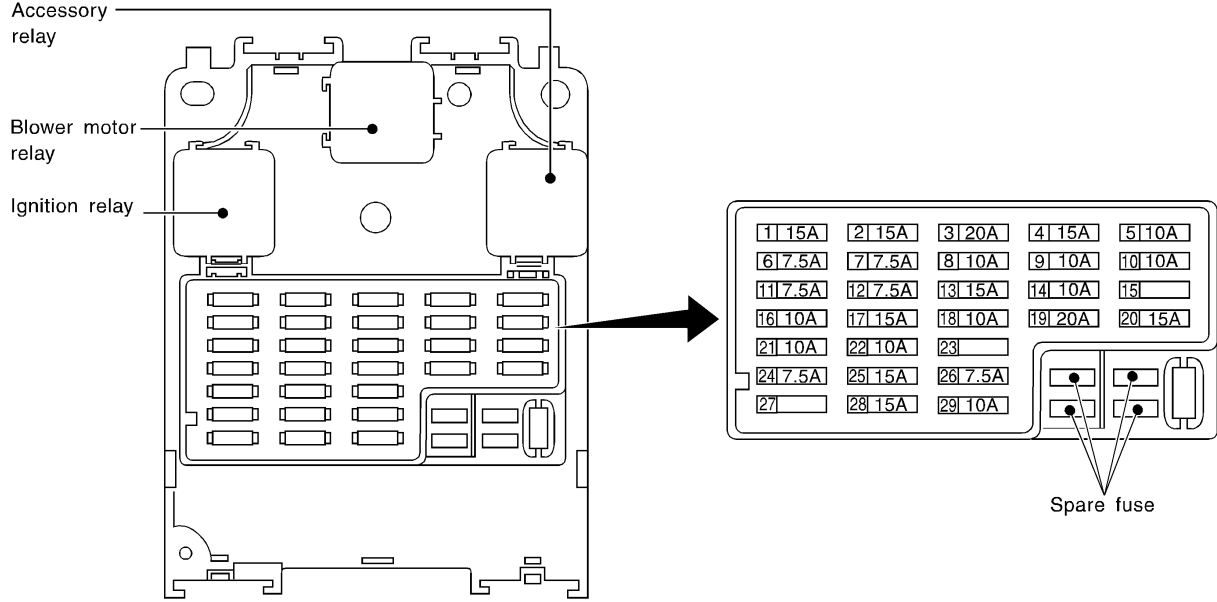
BODY HARNESS

# FUSE BLOCK — JUNCTION BOX (J/B)

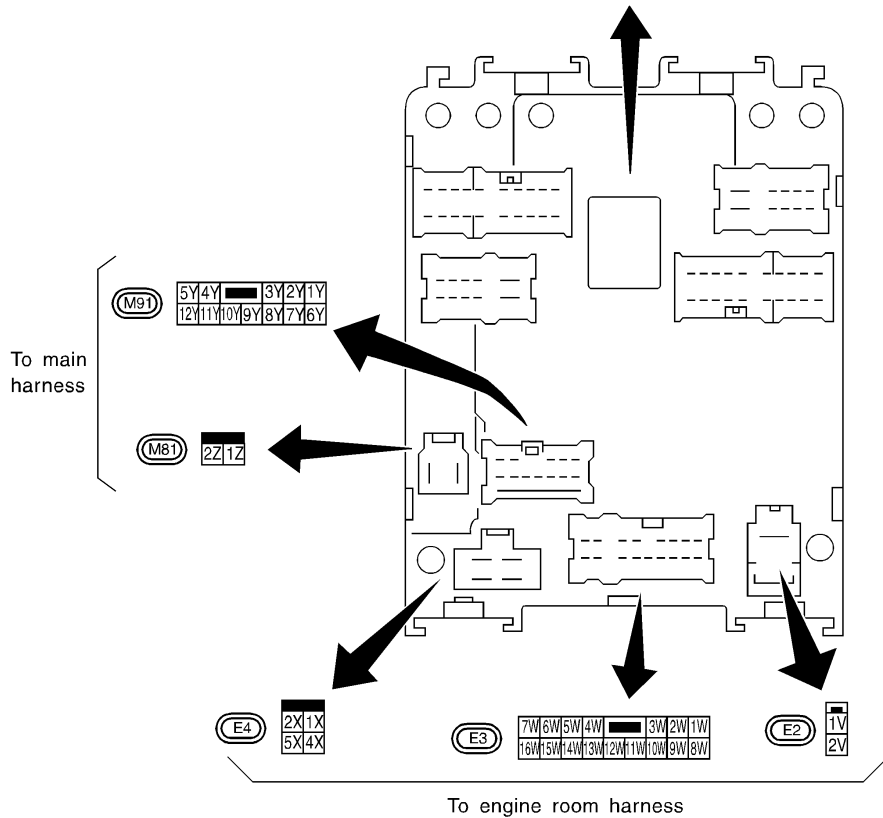
Terminal Arrangement

## Terminal Arrangement

NAEL0450



To main harness (M10)

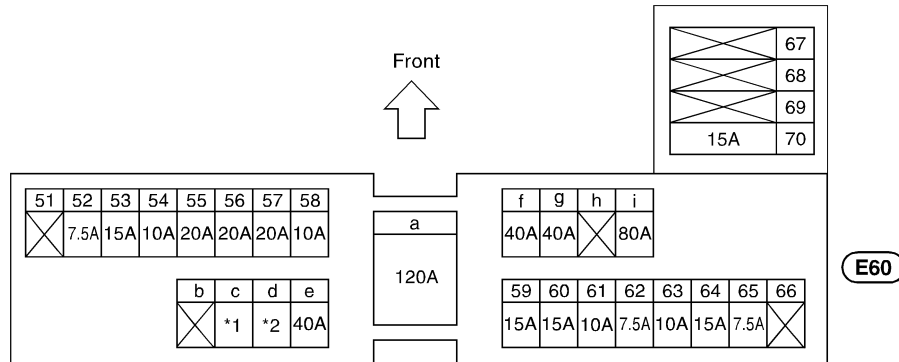


# FUSE AND FUSIBLE LINK BOX

Terminal Arrangement

## Terminal Arrangement

NAEL0451



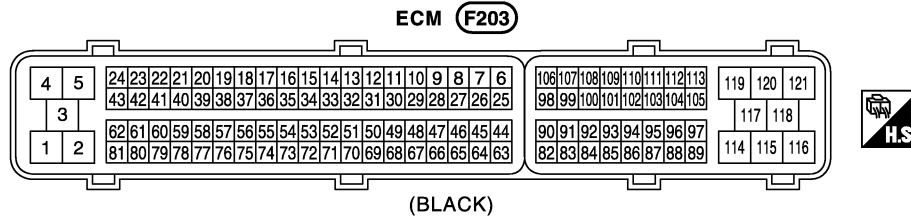
No. 51 - 70: FUSE      a - i: FUSIBLE LINK

- \*1 40A: **AB**
- 50A: **VD**
- \*2 40A: **AB**
- 30A: **VD**

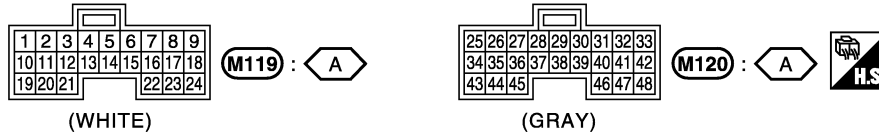
- AB** : With ABS
- VD** : With VDC

MEL067Q

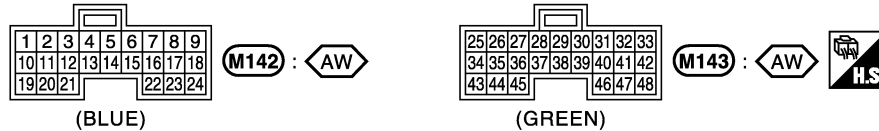
## Terminal Arrangement



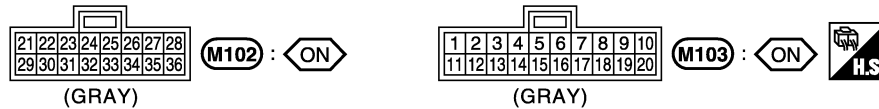
### TCM (TRANSMISSION CONTROL MODULE)



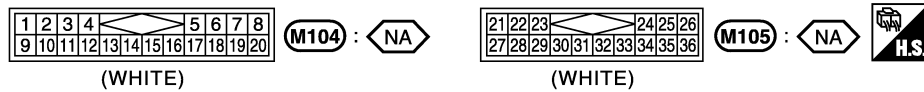
### TRANSFER CONTROL UNIT



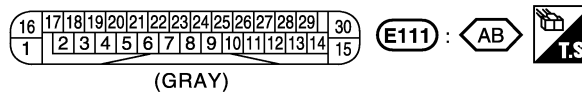
### A/C AUTO AMP.



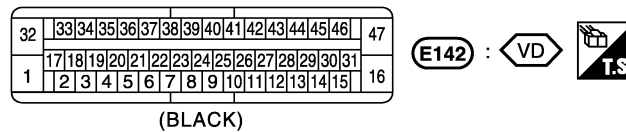
### A/C AUTO AMP.



### ABS ACTUATOR AND ELECTRIC UNIT

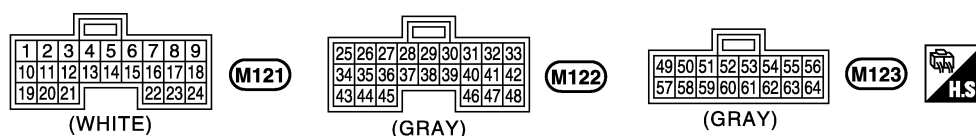


### ABS ACTUATOR AND ELECTRIC UNIT



- : With A/T
- : With all-mode 4-wheel drive
- : With ABS
- : With VDC
- : With NAVI
- : Without NAVI

### SMART ENTRANCE CONTROL UNIT

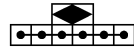


# JOINT CONNECTOR (J/C)

Terminal Arrangement

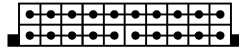
## Terminal Arrangement

NAEL0484



1 1 1 1 1 J/C **M94**

(Gray)



1 1 1 1 2 2 2 2 J/C **F204**  
3 3 3 3 3 3 3 3

(Pink)

## ENGINE TUNE-UP DATA

Engine model	VQ35DE		
Firing order	1-2-3-4-5-6		
Idle speed rpm	M/T	750±50	
	A/T (in "N" position)	750±50	
Ignition timing (degree BTDC at idle speed)	15°±5°		
CO% at idle	Idle mixture screw is preset and sealed at factory.		
Drive belt deflection (Cold) mm (in)	Used belt		
	Limit	Deflection after adjustment	Deflection of new belt
Alternator Power steering oil pump Fan	7 (0.28)	4 - 5 (0.16 - 0.20)	3.5 - 4.5 (0.138 - 0.177)
Air conditioner compressor	12 (0.472)	9 - 10 (0.354 - 0.394)	8 - 9 (0.31 - 0.35)
Applied pressed force N (kg, lb)	98 (10, 22)		
Drive belt tension adjustment (Cold) N (kg, lb)	Used belt		
	Limit	After adjustment	New belt
Alternator Power steering pump Fan	294 (30, 66)	730 - 818 (74.4 - 83.5, 164 - 184)	838 - 926 (85.4 - 94.5, 188 - 208)
Air conditioner compressor	196 (20, 44)	348 - 436 (35.5 - 44.5, 78 - 98)	470 - 559 (47.9 - 57.0, 106 - 126)
Radiator cap relief pressure kPa (kg/cm <sup>2</sup> , psi)	78 - 98 (0.8 - 1.0, 11 - 14)		
Cooling system leakage testing pressure kPa (kg/cm <sup>2</sup> , psi)	157 (1.6, 23)		
Compression pressure kPa (kg/cm <sup>2</sup> , psi)/rpm	Standard	1,275 (13.0, 185)/300	
	Minimum	981 (10.0, 142)/300	
Spark plug	Standard	PLFR5A-11	
	Cold	PLFR6A-11	
	Hot	PLFR4A-11	

## CLUTCH PEDAL

	Unit: mm (in)
Pedal height	186 - 196 (7.32 - 7.72)
Pedal free play	9 - 16 (0.35 - 0.63)

## WHEEL ALIGNMENT (Unladen\*)

Camber	Minimum	-0°35' (-0.58°)
	Nominal	0°10' (0.17°)
	Maximum	0°55' (0.92°)
Degree minute (Decimal degree)	Left and right difference	45' (0.75°) or less
Caster	Minimum	2°15' (2.25°)
	Nominal	3°00' (3.00°)
	Maximum	3°45' (3.75°)
Degree minute (Decimal degree)	Left and right difference	45' (0.75°) or less
Kingpin inclination	Minimum	13°35' (13.58°)
	Nominal	14°20' (14.33°)
	Maximum	15°05' (15.08°)
Degree minute (Decimal degree)		
Total toe-in	Minimum	1 (0.04)
	Nominal	2 (0.08)
	Maximum	3 (0.12)
Distance (A - B) mm (in)		
Angle (left plus right)	Minimum	5' (0.08°)
	Nominal	10' (0.17°)
	Maximum	15' (0.25°)
Degree minute (Decimal degree)		
Wheel turning angle (Full turn)	Minimum	30°00' (30.00°)
	Nominal	33°00' (33.00°)
	Maximum	34°00' (34.00°)
Degree minute (Decimal degree)		
Inside	Minimum	28°00' (28.00°)
	Nominal	31°00' (31.00°)
	Maximum	32°00' (32.00°)
Degree minute (Decimal degree)		
Outside	Minimum	28°00' (28.00°)
	Nominal	31°00' (31.00°)
	Maximum	32°00' (32.00°)
Degree minute (Decimal degree)		

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

## BRAKE

	Unit: mm (in)	
Front brake	Pad wear limit	2.0 (0.079)
	Rotor repair limit	26.0 (1.024)
Rear brake	Lining wear limit	1.5 (0.059)
	Drum repair limit	296.5 (11.67)
Pedal free height	M/T	165 - 175 (6.50 - 6.89)
	A/T	175 - 185 (6.89 - 7.28)
Pedal depressed height*1	M/T	65 (2.56)
	A/T	70 (2.76)
Parking brake	Number of notches*2	6 - 8

\*1 Under force of 490 N (50 kg, 110 lb) with engine running

\*2 At pulling force: 196 N (20 kg, 44 lb)

## REFILL CAPACITIES

	Unit	Liter	US measure
Coolant with reservoir		9.2	9-3/4 qt
Engine*	With oil filter	5.0	5-1/4 qt
	Without oil filter	4.8	5-1/8 qt
	Dry engine (engine overhaul)	6.8	7-1/4 qt
Transmission	M/T	4WD	5.1
	A/T	2WD	8.5
		4WD	
Transfer	Part-time 4WD	2.2	2-3/8 qt
	All-mode 4WD	3.0	3-1/8 qt
Differential carrier	Front	1.85	3-7/8 pt
	Rear	2.8	5-7/8 pt
Power steering system		0.9	1 qt
Air conditioning system	Refrigerant	0.45 kg	0.99 lb
	Compressor oil	0.18	6.3 fl oz

\* For further details, see "Changing Engine Oil" in MA section.

## FRONT WHEEL BEARING

Preload (At hub bolt) N (kg, lb)	Wheel bearing lock nut	
	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, in-lb)	0.5 - 1.5 (0.05 - 0.15, 4.3 - 13.0)
	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)	B
	Wheel bearing preload at wheel hub bolt B - A N (kg, lb)	7.06 - 20.99 (0.72 - 2.14, 1.59 - 4.72)

## NOTES