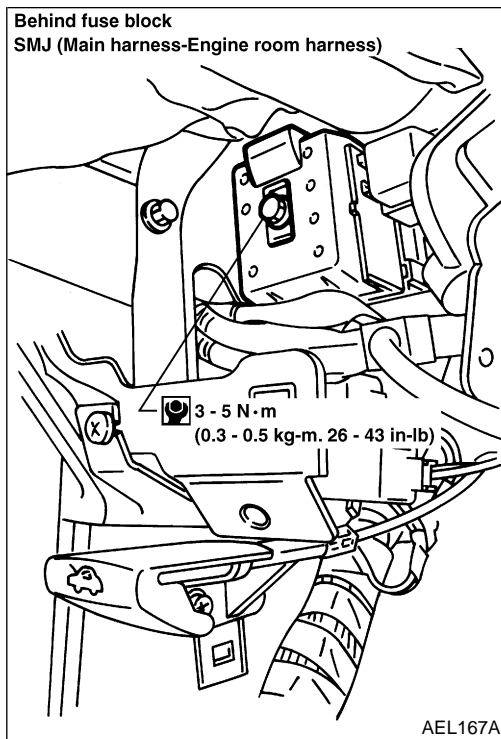


SUPER MULTIPLE JUNCTION (SMJ)

Installation



Installation

To install SMJ, tighten bolts until orange “fulltight” mark appears ^{NDEL0143} 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.

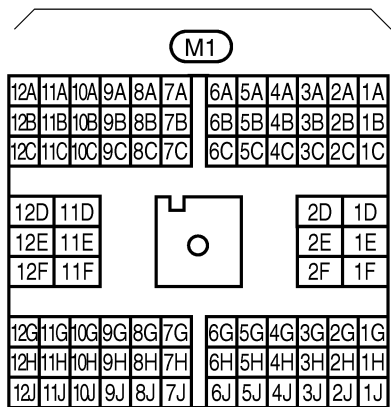
SUPER MULTIPLE JUNCTION (SMJ)

Terminal Arrangement

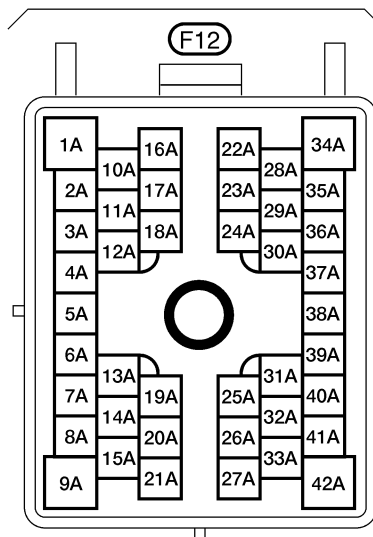
Terminal Arrangement

NDEL0144

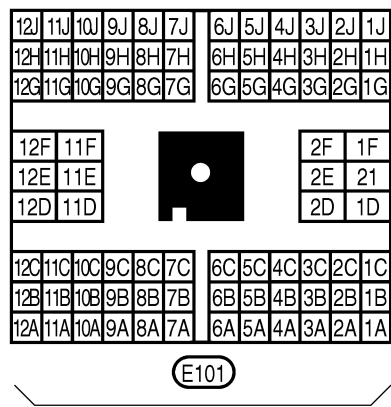
MAIN HARNESS



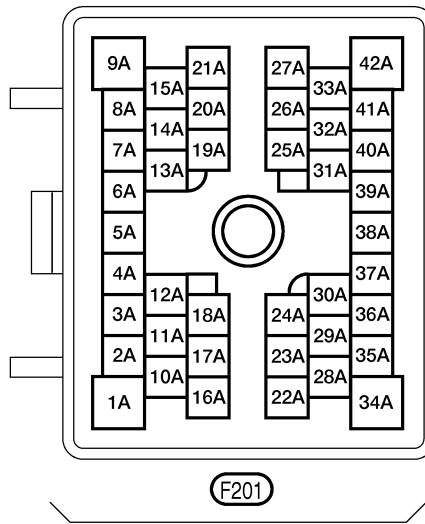
ENGINE CONTROL HARNESS



ENGINE ROOM HARNESS



ENGINE CONTROL SUB-HARNESS

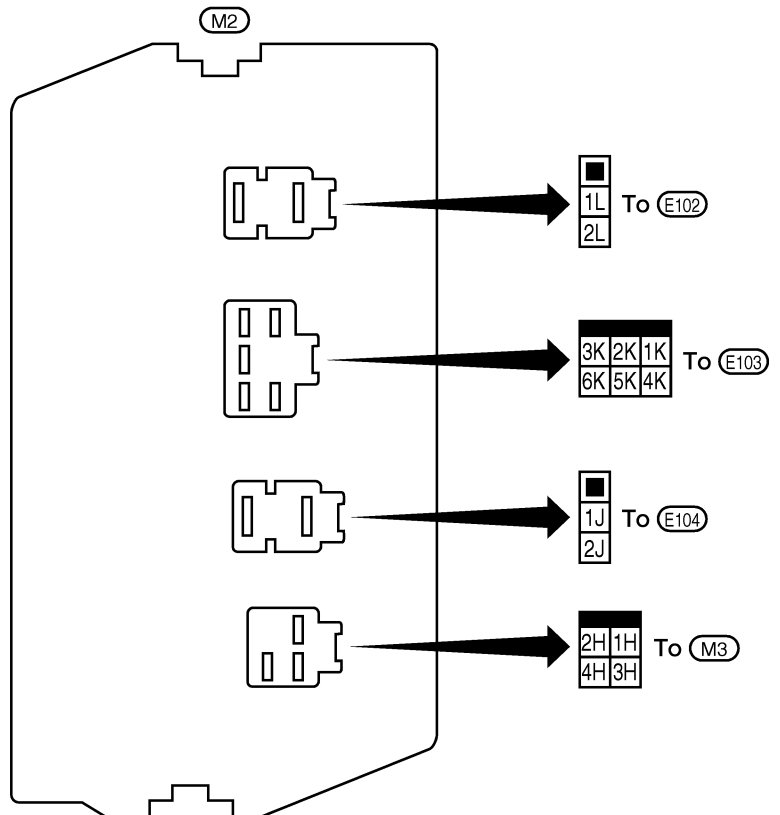
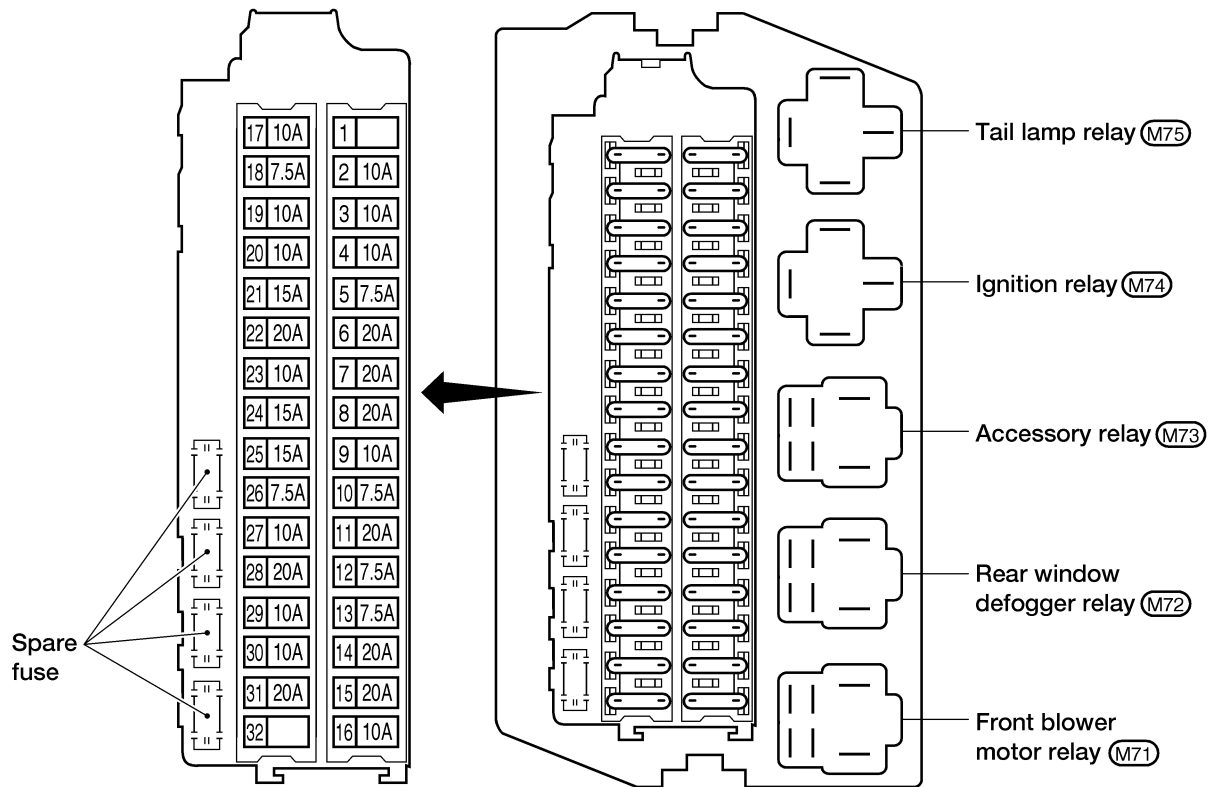


FUSE BLOCK

Terminal Arrangement

Terminal Arrangement

NDEL0152S01

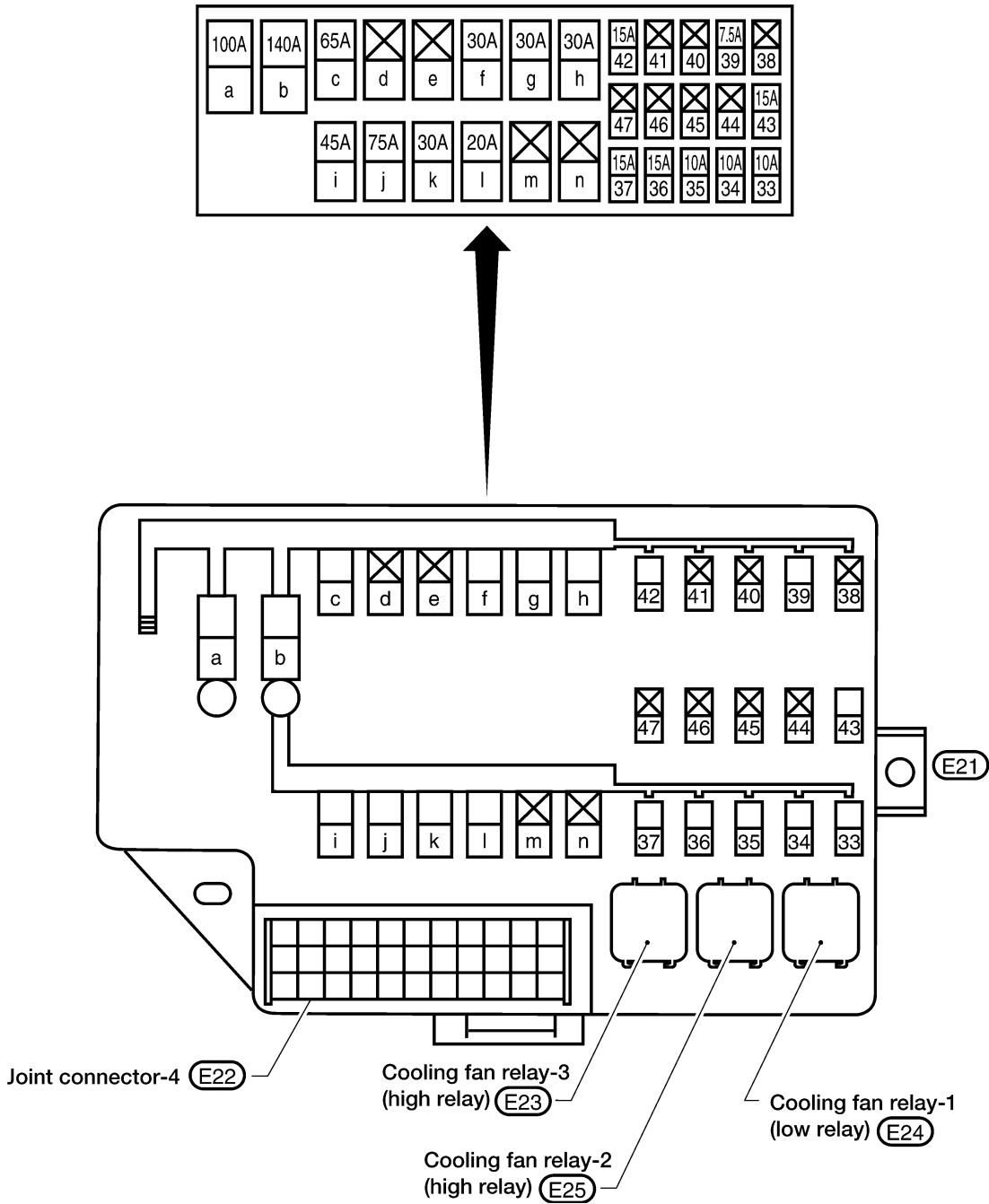


FUSE AND FUSIBLE LINK BOX

Terminal Arrangement

Terminal Arrangement

NDEL0146

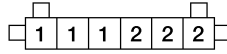
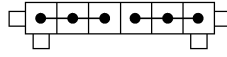


JOINT CONNECTOR

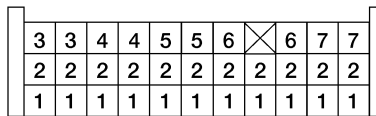
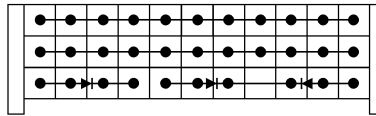
Terminal Arrangement

NDEL0147

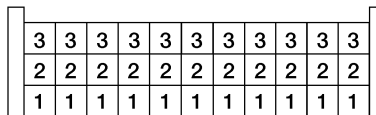
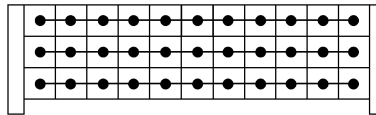
J/C-1 (M114)



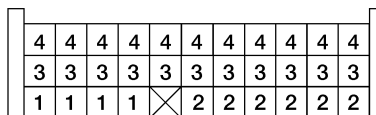
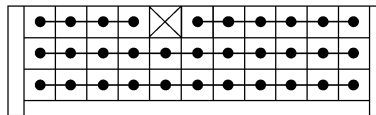
J/C-2 (M9)



J/C-3 (M20)



J/C-4 (E22)



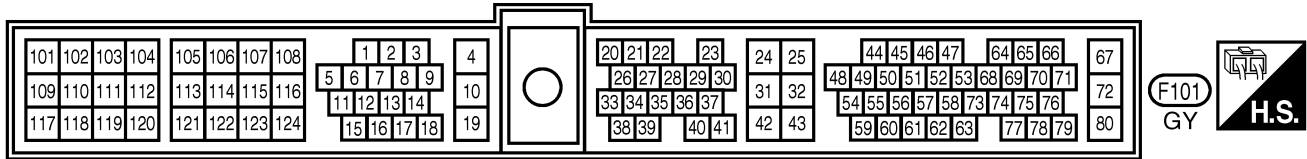
ELECTRICAL UNITS

Terminal Arrangement

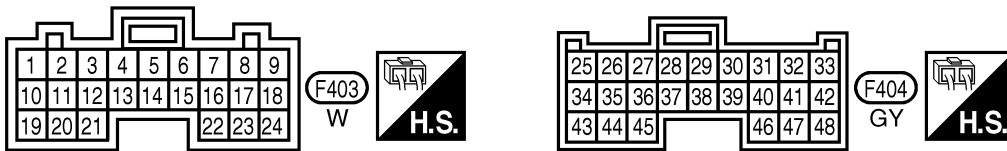
Terminal Arrangement

NDEL0148

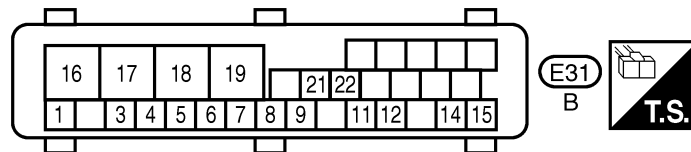
ECM



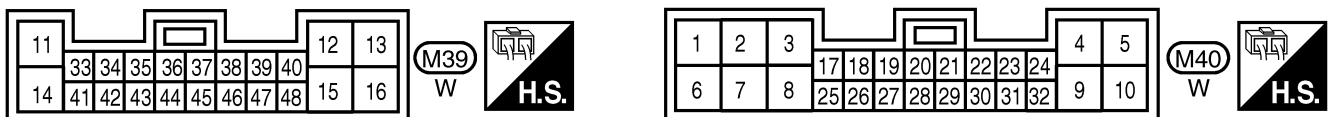
TCM (TRANSMISSION CONTROL MODULE)



ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)



SMART ENTRANCE CONTROL UNIT



QUICK REFERENCE CHART: QUEST 2000

ENGINE TUNE-UP DATA

Engine model	VG33E		
Firing order	1-2-3-4-5-6		
Idle speed rpm	700 ± 50		
A/T (in "N" position)			
Ignition timing (degree B.T.D.C. at idle speed)	15° ± 2°		
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
Generator	12 (0.47)	7.5 - 8.5 (0.295 - 0.335)	6.5 - 7.5 (0.256 - 0.295)
Air conditioner compressor	10 (0.39)	5 - 7 (0.20 - 0.28)	4 - 6 (0.16 - 0.24)
Power steering oil pump	16 (0.63)	10 - 12 (0.39 - 0.47)	8 - 10 (0.31 - 0.39)
Applied pushing force	98 N (10 kg, 22 lb)		
Radiator cap relief pressure kPa (kg/cm ² , psi)	78 - 98 (0.8 - 1.0, 11 - 14)		
Cooling system leakage testing pressure kPa (kg/cm ² , psi)	157 (1.6, 23)		
Compression pressure kPa (kg/cm ² , psi)/rpm	Standard	1,196 (12.2, 173)/300	
	Minimum	883 (9.0, 128)/300	
High tension cable resistance kΩ	Less than 30		
Spark plug Type	Standard	PFR5G-11	
	Cold	PFR6G-11	
	Hot	PFR4G-11	
Gap (nominal) mm (in)	1.1 (0.043)		
Tightening torque	N-m	kg-m	ft-lb
	Spark plug	20 - 29	2 - 3
Oil pan drain plug	29 - 39	3 - 4	22 - 29

REAR WHEEL ALIGNMENT (Unladen*)

Camber Degree minute (Decimal degree)	Minimum	-15' (-0.25°)
	Nominal	0° (0')
	Maximum	15' (0.25°)
Total toe-in Distance (A - B) mm (in)	Minimum	-4 (-0.16)
	Nominal	0 (0)
	Maximum	4 (0.16)
Angle (left plus right) Degree minute (Decimal degree)	Minimum	-22' (-0.37°)
	Nominal	0° (0')
	Maximum	22' (0.37°)

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

BRAKE

Unit: mm (in)

Disc brake	
Pad minimum thickness	2.0 (0.079)
Rotor repair limit Minimum thickness	24.0 (0.945)
Drum brake	
Lining minimum thickness	2.0 (0.079)
Drum repair limit Maximum inner diameter	251.5 (9.90)
Pedal free height	195 - 205 (7.68 - 8.07)
Pedal depressed height*1	115 - 130 (4.53 - 5.12)
Parking brake	
Number of notches*2	5 - 6

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

*2 Under force of 196N (20kg, 44lb).

FRONT WHEEL ALIGNMENT (Unladen*1)

Camber Degree minute (Decimal degree)	Minimum	-27' (-0.45°)
	Nominal	18' (0.3°)
	Maximum	1°3' (1.05°)
	Left and right difference	45' (0.75°)
Caster Degree minute (Decimal degree)	Minimum	3' (0.05°)
	Nominal	48' (0.8°)
	Maximum	1°33' (1.55°)
	Left and right difference	45' (0.75°)
Kingpin inclination Degree minute (Decimal degree)	Minimum	12°50' (12.83°)
	Nominal	13°35' (13.58°)
	Maximum	14°20' (14.33°)
Total toe-in Distance (A - B) mm (in)	Minimum	2 (0.08)
	Nominal	3 (0.12)
	Maximum	4 (0.16)
Angle (left plus right) Degree minute (Decimal degree)	Minimum	11.0' (0.18°)
	Nominal	16°30' (0.28°)
	Maximum	22.0' (0.37°)
Wheel turning angle Inside Degree minute (Decimal degree)	Minimum	36° (36.00°)
	Nominal	38° (38.00°)
	Maximum	40° (40.00°)
Full turn*2 Outside Degree minute (Decimal degree)	Minimum	28° (28.00°)
	Nominal	30° (30.00°)
	Maximum	32° (32.00°)

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

*2 On power steering models, wheel turning force (at circumference of steering wheel) of 98 to 147 N (10 to 15 kg, 22 to 33 lb) with engine idle.

REFILL CAPACITIES

Unit	Liter	US measure	
Fuel tank	75.7	20 gal	
Coolant (with reservoir)	10.6	11-1/4 qt	
Engine	With oil filter	3.8	4 qt
	Without oil filter	3.6	3-7/8 qt
	Dry engine (engine overhaul)	4.3	4-1/2 qt
Transaxle (with torque converter) *1	9.4	10 qt	
Power steering system *2	1.1	1-1/8 qt	
Air conditioning system			
With rear A/C			
Lubricant *3	325 ml	11.0 oz	
Refrigerant *4	1.531 kg	3.376 lb	
Front A/C only			
Lubricant *3	207 ml	7.0 oz	
Refrigerant *4	0.907 kg	2.0 lb	

*1 Nissan Matic 'D' (Continental U.S. and Alaska) or Genuine Nissan Automatic Transmission Fluid (Canada).

*2 Type F Automatic Transmission Fluid.

*3 Nissan A/C System Lubricant PAG Type F or equivalent.

*4 R-134a.