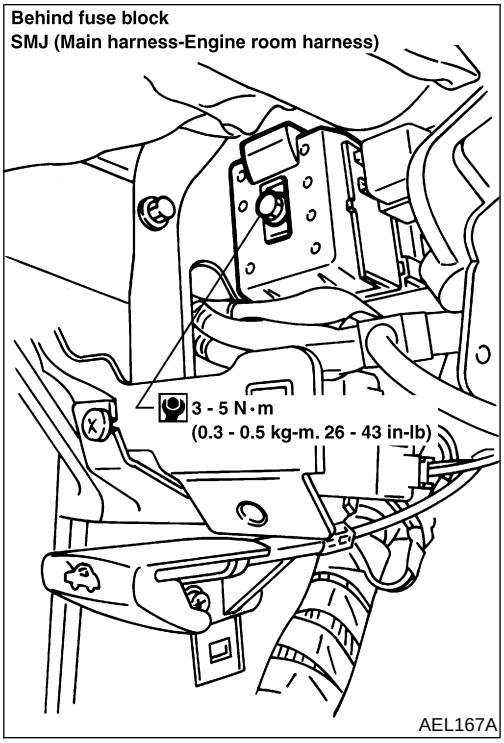



## Installation

NDEL0143

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)**

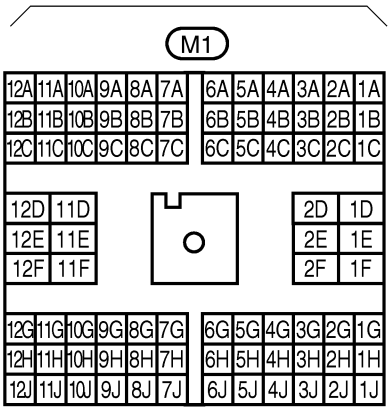
**CAUTION:**

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

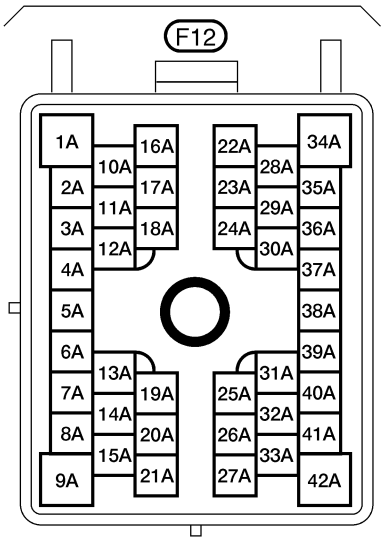
## Terminal Arrangement

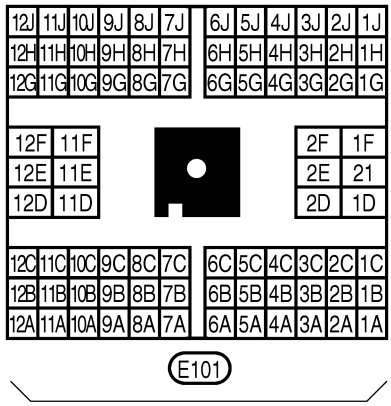
NDEL0144

**MAIN HARNESS**

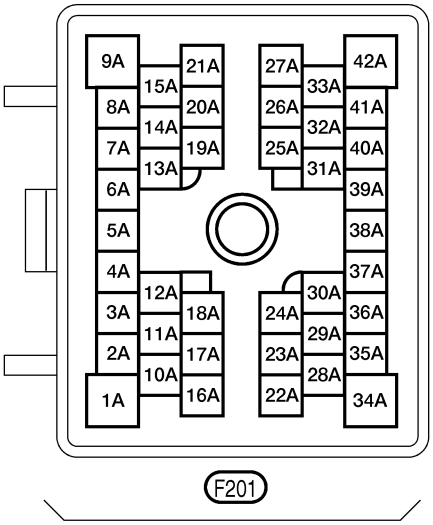



**ENGINE CONTROL HARNESS**



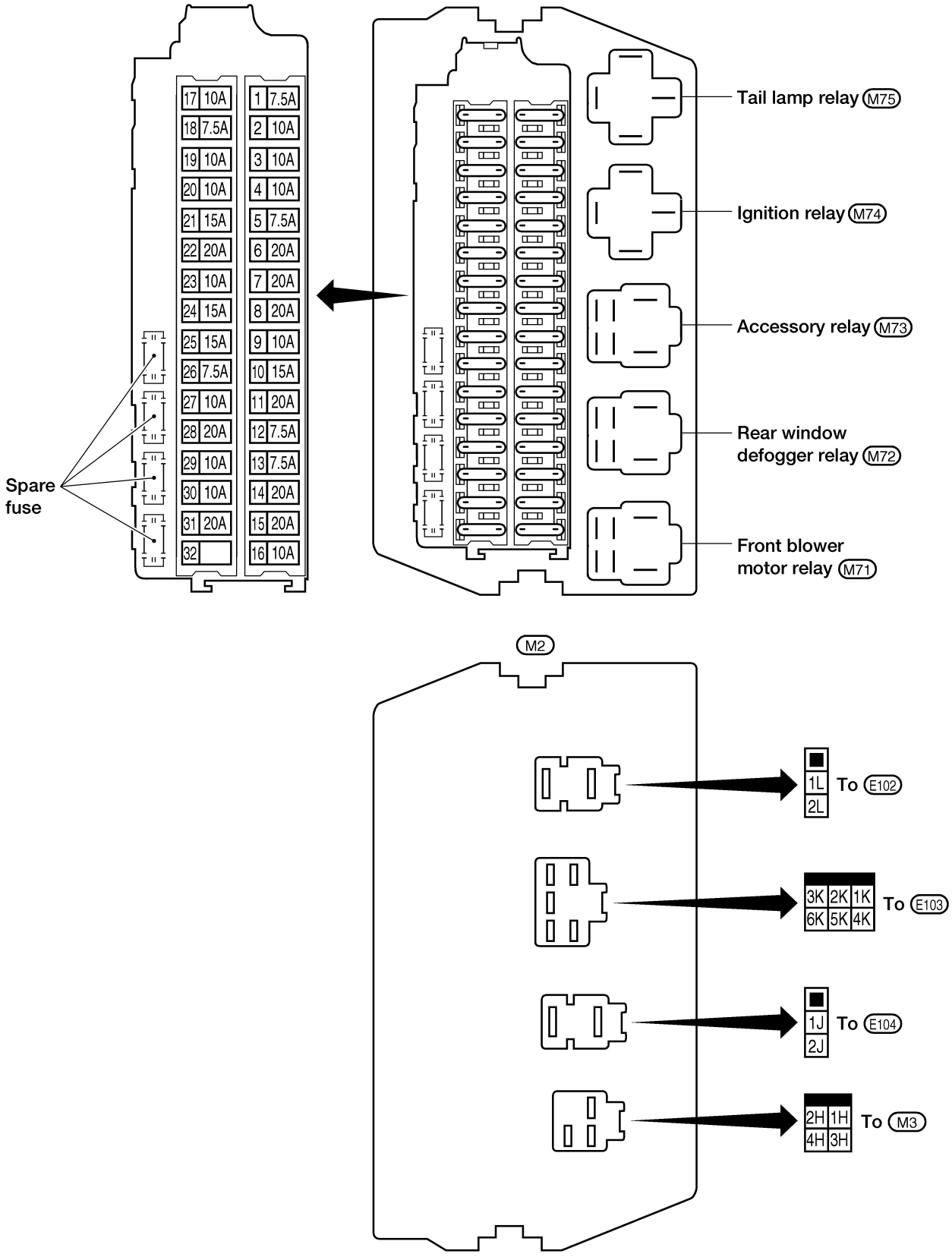

**ENGINE ROOM HARNESS**




**ENGINE CONTROL SUB-HARNESS**

## Terminal Arrangement

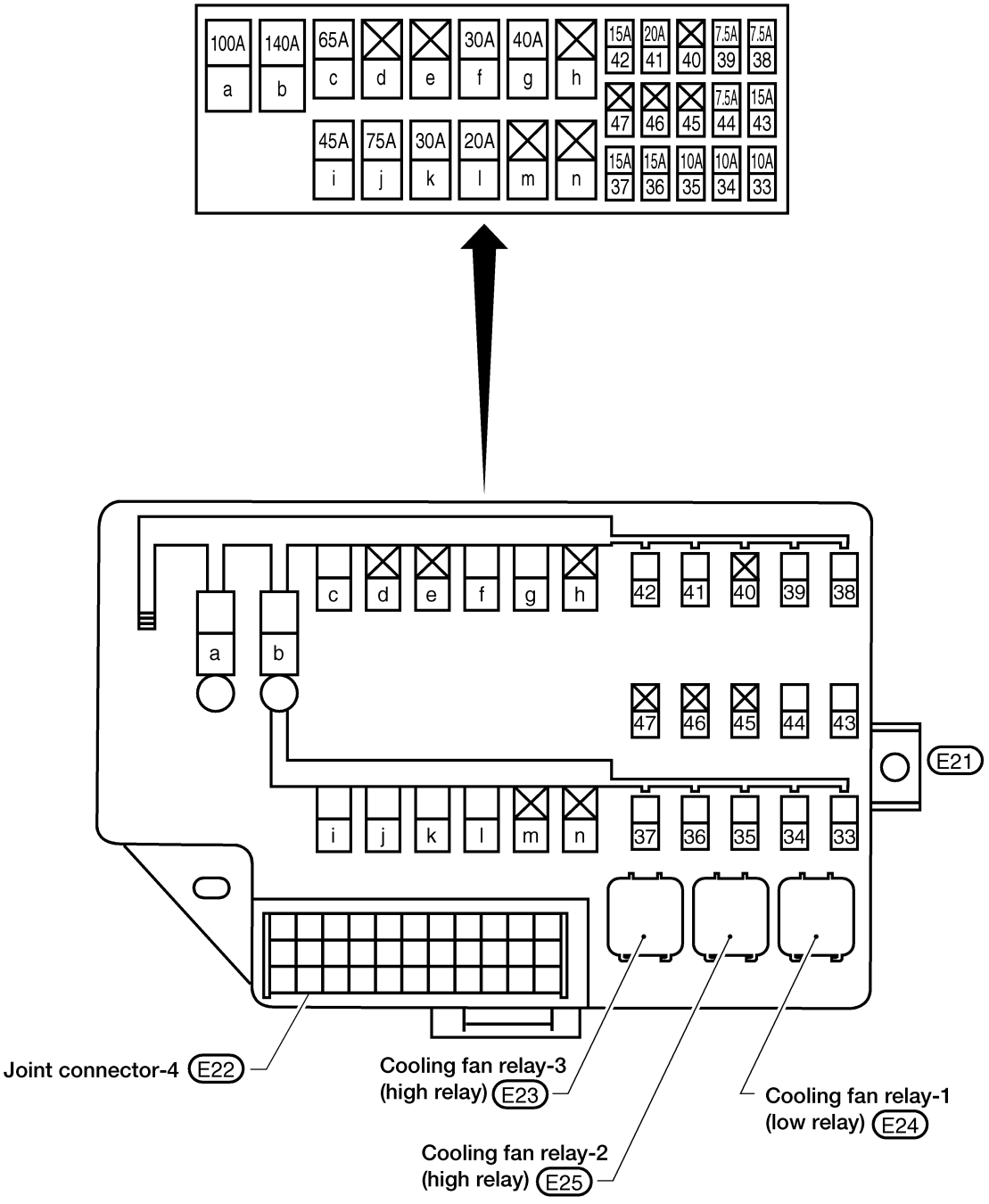
NDEL0152S01




LEL254A

## Terminal Arrangement

NDEL0146

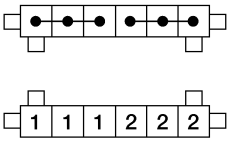



WEL253A

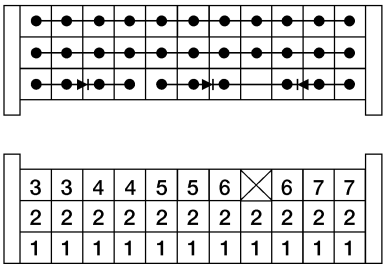
## Terminal Arrangement

NDEL0147

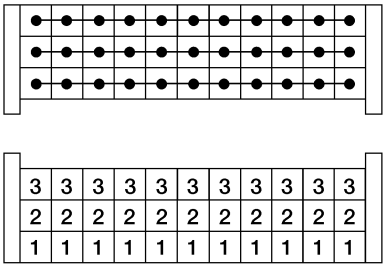
J/C-1 (M114)



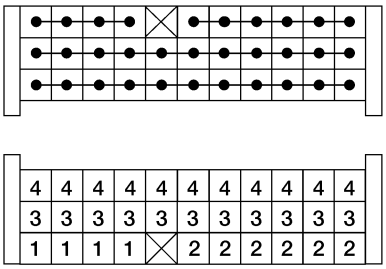

J/C-2 (M9)




J/C-3 (M20)



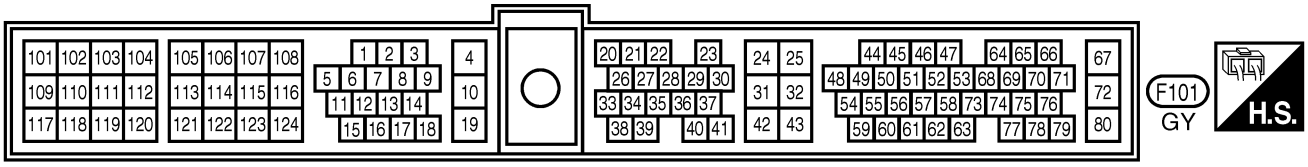

J/C-4 (E22)



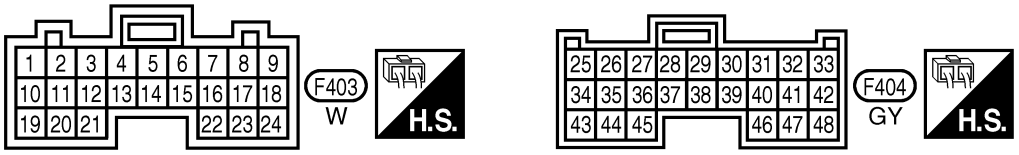
## Terminal Arrangement

NDEL0148

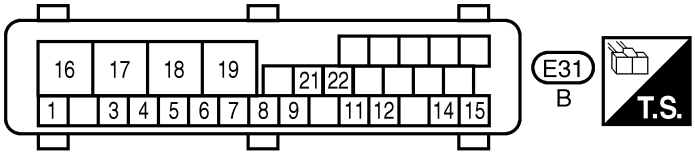
ECM



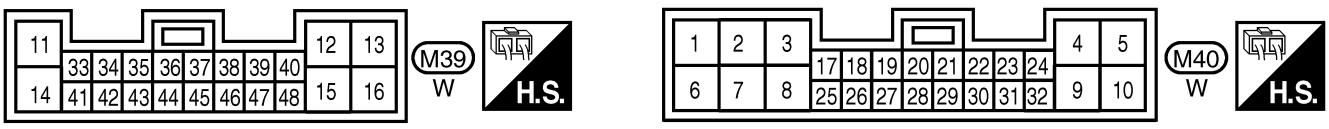

TCM (TRANSMISSION CONTROL MODULE)




ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)




SMART ENTRANCE CONTROL UNIT




AEL334C

# QUICK REFERENCE CHART: QUEST [ ] 2002

## ENGINE TUNE-UP DATA

| | | | | |
|---|---|---|---|---|
| Engine model | | VG33E | | |
| Firing order | | 1-2-3-4-5-6 | | |
| Idle speed rpm<br>A/T (in "N" position) | | 700 ± 50 | | |
| 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/cm², psi) | | 78 - 98 (0.8 - 1.0, 11 - 14) | | |
| Cooling system leakage testing pressure kPa (kg/cm², psi) | | 157 (1.6, 23) | | |
| Compression pressure kPa (kg/cm², 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 | 14 - 22 |
| Oil pan drain plug | | 29 - 39 | 3 - 4 | 22 - 29 |

## 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 | | Minimum | 2 (0.08) |
| Distance (A - B) | | Nominal | 3 (0.12) |
| mm (in) | | Maximum | 4 (0.16) |
| Angle (left plus right) | Degree minute (Decimal degree) | Minimum | 11.0' (0.28°) |
| | | Nominal | 16'30" (0.28°) |
| | | Maximum | 22.0' (0.37°) |
| Wheel turning angle | | Minimum | 36° (36.00°) |
| Inside | Degree minute (Decimal degree) | Nominal | 38° (38.00°) |
| | | Maximum | 40° (40.00°) |
| Full turn*2 | | Minimum | 28° (28.00°) |
| Outside | Degree minute (Decimal degree) | 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.

## REAR WHEEL ALIGNMENT (Unladen*)

| | | | |
|---|---|---|---|
| Camber | Degree minute (Decimal degree) | Minimum | –15' (–0.25°) |
| | | Nominal | 0° (0°) |
| | | Maximum | 15' (0.25°) |
| Total toe-in | | Minimum | –4 (–0.16) |
| Distance (A – B) | | Nominal | 0 (0) |
| mm (in) | | 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<br>Minimum thickness | 24.0 (0.945) |
| Drum brake | |
| Lining minimum thickness | 2.0 (0.079) |
| Drum repair limit<br>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).

## REFILL CAPACITIES

| Unit | | Liter | US measure |
|---|---|---|---|
| Fuel tank | | 75.7 | 20 gal |
| Coolant (with reservoir) | | 10.6 | 11-1/8 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.