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SQUEAK AND RATTLE TROUBLE DIAGNOSES

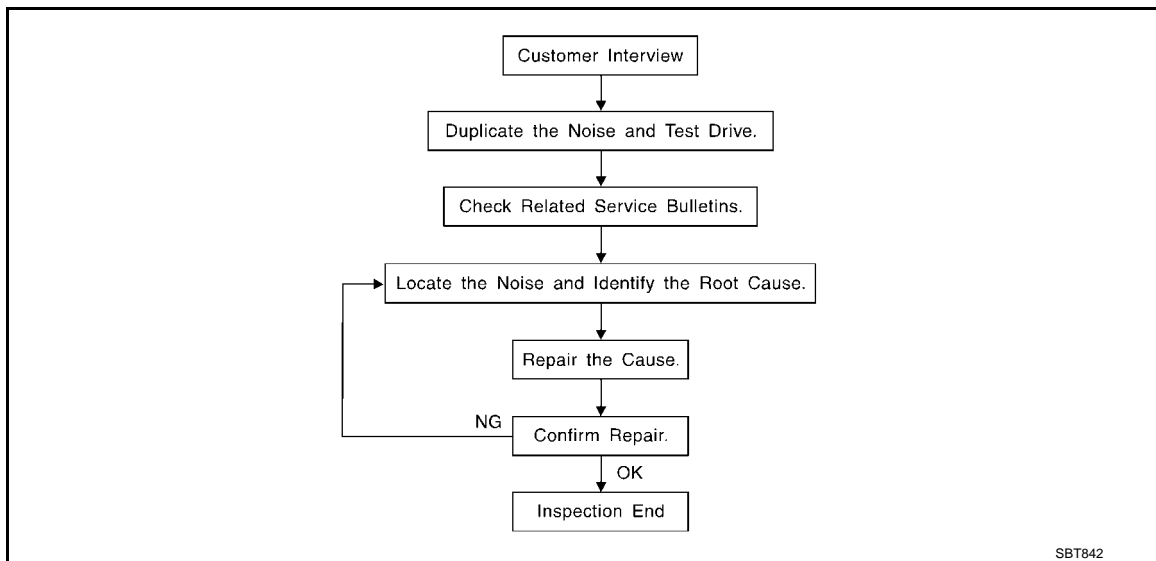
< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

SQUEAK AND RATTLE TROUBLE DIAGNOSES

Work Flow

INFOID:000000005031434



CUSTOMER INTERVIEW

Interview the customer if possible, to determine the conditions that exist when the noise occurs. Use the Diagnostic Worksheet during the interview to document the facts and conditions when the noise occurs and any of the customer's comments; refer to [EXT-7, "Diagnostic Worksheet"](#). This information is necessary to duplicate the conditions that exist when the noise occurs.

- The customer may not be able to provide a detailed description or the location of the noise. Attempt to obtain all the facts and conditions that exist when the noise occurs (or does not occur).
- If there is more than one noise in the vehicle, be sure to diagnose and repair the noise that the customer is concerned about. This can be accomplished by a test drive with the customer.
- After identifying the type of noise, isolate the noise in terms of its characteristics. The noise characteristics are provided so the customer, service adviser and technician are all speaking the same language when defining the noise.
- Squeak – (Like tennis shoes on a clean floor)
Squeak characteristics include the light contact/fast movement/brought on by road conditions/hard surfaces = higher pitch noise/softer surfaces = lower pitch noises/edge to surface = chirping
- Creak – (Like walking on an old wooden floor)
Creak characteristics include firm contact/slow movement/twisting with a rotational movement/pitch dependent on materials/often brought on by activity.
- Rattle – (Like shaking a baby rattle)
Rattle characteristics include the fast repeated contact/vibration or similar movement/loose parts/missing clip or fastener/incorrect clearance.
- Knock – (Like a knock on a door)
Knock characteristics include hollow sounding/sometimes repeating/often brought on by driver action.
- Tick – (Like a clock second hand)
Tick characteristics include gentle contacting of light materials/loose components/can be caused by driver action or road conditions.
- Thump – (Heavy, muffled knock noise)
Thump characteristics include softer knock/dead sound often brought on by activity.
- Buzz – (Like a bumble bee)
Buzz characteristics include high frequency rattle/firm contact.
- Often the degree of acceptable noise level will vary depending upon the person. A noise that a technician may judge as acceptable may be very irritating to the customer.
- Weather conditions, especially humidity and temperature, may have a great effect on noise level.

DUPLICATE THE NOISE AND TEST DRIVE

SQUEAK AND RATTLE TROUBLE DIAGNOSES

< SYMPTOM DIAGNOSIS >

If possible, drive the vehicle with the customer until the noise is duplicated. Note any additional information on the Diagnostic Worksheet regarding the conditions or location of the noise. This information can be used to duplicate the same conditions when the repair is reconfirmed.

If the noise can be duplicated easily during the test drive, to help identify the source of the noise, try to duplicate the noise with the vehicle stopped by doing one or all of the following:

- 1) Close a door.
 - 2) Tap or push/pull around the area where the noise appears to be coming from.
 - 3) Rev the engine.
 - 4) Use a floor jack to recreate vehicle "twist".
 - 5) At idle, apply engine load (electrical load, half-clutch on M/T model, drive position on A/T model).
 - 6) Raise the vehicle on a hoist and hit a tire with a rubber hammer.
- Drive the vehicle and attempt to duplicate the conditions the customer states exist when the noise occurs.
 - If it is difficult to duplicate the noise, drive the vehicle slowly on an undulating or rough road to stress the vehicle body.

LOCATE THE NOISE AND IDENTIFY THE ROOT CAUSE

1. Narrow down the noise to a general area. To help pinpoint the source of the noise, use a listening tool (Engine Ear or mechanics stethoscope).
2. Narrow down the noise to a more specific area and identify the cause of the noise by:
 - Removing the components in the area that is are suspected to be the cause of the noise.
Do not use too much force when removing clips and fasteners, otherwise clips and fastener can be broken or lost during the repair, resulting in the creation of new noise.
 - Tapping or pushing/pulling the component that is are suspected to be the cause of the noise.
Do not tap or push/pull the component with excessive force, otherwise the noise will be eliminated only temporarily.
 - Feeling for a vibration by hand by touching the component(s) that is are suspected to be the cause of the noise.
 - Placing a piece of paper between components that is are suspected to be the cause of the noise.
 - Looking for loose components and contact marks.
Refer to [EXT-5. "Inspection Procedure"](#).

REPAIR THE CAUSE

- If the cause is a loose component, tighten the component securely.
- If the cause is insufficient clearance between components:
 - Separate components by repositioning or loosening and retightening the component, if possible.
 - Insulate components with a suitable insulator such as urethane pads, foam blocks, felt cloth tape or urethane tape. These insulators are available through the authorized Nissan Parts Department.

CAUTION:

Never use excessive force as many components are constructed of plastic and may be damaged.

NOTE:

- URETHANE PADS
Insulates connectors, harness, etc.
- INSULATOR (Foam blocks)
Insulates components from contact. Can be used to fill space behind a panel.
- INSULATOR (Light foam block)
- FELT CLOTHTAPE
Used to insulate where movement does not occur. Ideal for instrument panel applications.
The following materials, not available through NISSAN Parts Department, can also be used to repair squeaks and rattles.
- UHMW(TEFLON) TAPE
Insulates where slight movement is present. Ideal for instrument panel applications.
- SILICONE GREASE
Used in place of UHMW tape that is be visible or does not fit.
Note: Will only last a few months.
- SILICONE SPRAY
Used when grease cannot be applied.
- DUCT TAPE
Used to eliminate movement.

CONFIRM THE REPAIR

SQUEAK AND RATTLE TROUBLE DIAGNOSES

< SYMPTOM DIAGNOSIS >

Confirm that the cause of a noise is repaired by test driving the vehicle. Operate the vehicle under the same conditions as when the noise originally occurred. Refer to the notes on the Diagnostic Worksheet.

Inspection Procedure

INFOID:000000005031435

Refer to Table of Contents for specific component removal and installation information.

INSTRUMENT PANEL

Most incidents are caused by contact and movement between:

1. Cluster lid A and instrument panel
2. Acrylic lens and combination meter housing
3. Instrument panel to front pillar garnish
4. Instrument panel to windshield
5. Instrument panel mounting pins
6. Wiring harnesses behind the combination meter
7. A/C defroster duct and duct joint

These incidents can usually be located by tapping or moving the components to duplicate the noise or by pressing on the components while driving to stop the noise. Most of these incidents can be repaired by applying felt cloth tape or silicon spray (in hard to reach areas). Urethane pads can be used to insulate wiring harness.

CAUTION:

Never use silicone spray to isolate a squeak or rattle. If the area is saturated with silicone, the recheck of repair becomes impossible.

CENTER CONSOLE

Components to pay attention to include:

1. Shifter assembly cover to finisher
2. A/C control unit and cluster lid C
3. Wiring harnesses behind audio and A/C control unit

The instrument panel repair and isolation procedures also apply to the center console.

DOORS

Pay attention to the following:

1. Finisher and inner panel making a slapping noise
2. Inside handle escutcheon to door finisher
3. Wiring harnesses tapping
4. Door striker out of alignment causing a popping noise on starts and stops

Tapping or moving the components or pressing on them while driving to duplicate the conditions can isolate many of these incidents. The areas can usually be insulated with felt cloth tape or insulator foam blocks to repair the noise.

TRUNK

Trunk noises are often caused by a loose jack or loose items put into the trunk by the customer.

In addition look for the following:

1. Trunk lid dumpers out of adjustment
2. Trunk lid striker out of adjustment
3. Trunk lid torsion bars knocking together
4. A loose license plate or bracket

Most of these incidents can be repaired by adjusting, securing or insulating the item(s) or component(s) causing the noise.

SUNROOF/HEADLINING

Noises in the sunroof/headlining area can often be traced to one of the following:

1. Sunroof lid, rail, linkage or seals making a rattle or light knocking noise
2. Sunvisor shaft shaking in the holder
3. Front or rear windshield touching headlining and squeaking

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SQUEAK AND RATTLE TROUBLE DIAGNOSES

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Again, pressing on the components to stop the noise while duplicating the conditions can isolate most of these incidents. Repairs usually consist of insulating with felt cloth tape.

SEATS

When isolating seat noise it is important to note the position the seat is in and the load placed on the seat when the noise occurs. These conditions should be duplicated when verifying and isolating the cause of the noise.

Cause of seat noise include:

1. Headrest rods and holder
2. A squeak between the seat pad cushion and frame
3. Rear seatback lock and bracket

These noises can be isolated by moving or pressing on the suspected components while duplicating the conditions under which the noise occurs. Most of these incidents can be repaired by repositioning the component or applying urethane tape to the contact area.

UNDERHOOD

Some interior noise may be caused by components under the hood or on the engine wall. The noise is then transmitted into the passenger compartment.

Causes of transmitted underhood noise include:

1. Any component mounted to the engine wall
2. Components that pass through the engine wall
3. Engine wall mounts and connectors
4. Loose radiator mounting pins
5. Hood bumpers out of adjustment
6. Hood striker out of adjustment

These noises can be difficult to isolate since they cannot be reached from the interior of the vehicle. The best method is to secure, move or insulate one component at a time and test drive the vehicle. Also, engine RPM or load can be changed to isolate the noise. Repairs can usually be made by moving, adjusting, securing, or insulating the component causing the noise.

SQUEAK AND RATTLE TROUBLE DIAGNOSES

< SYMPTOM DIAGNOSIS >

Diagnostic Worksheet

INFOID:0000000005031436



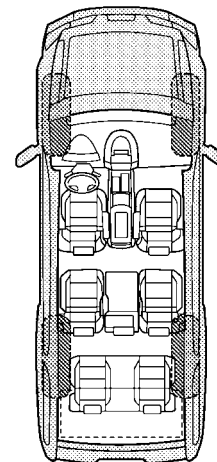
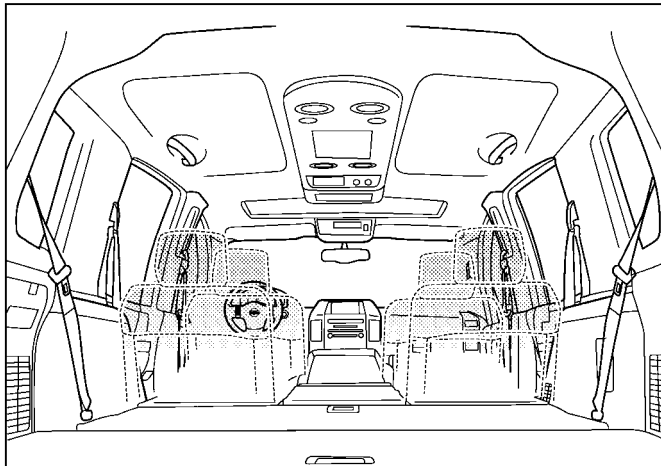
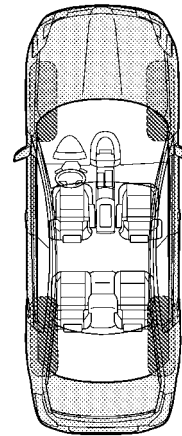
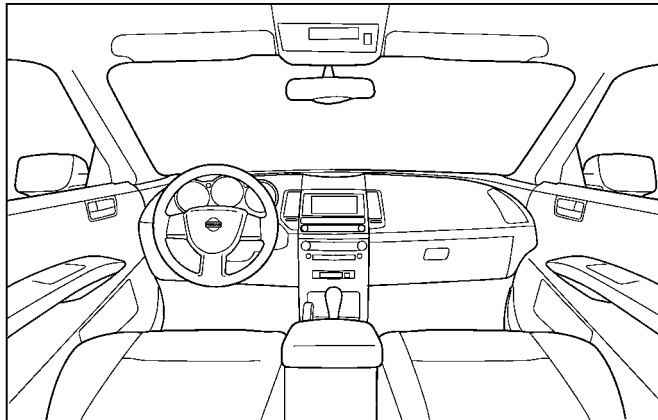
SQUEAK & RATTLE DIAGNOSTIC WORKSHEET

Dear Nissan Customer:

We are concerned about your satisfaction with your Nissan vehicle. Repairing a squeak or rattle sometimes can be very difficult. To help us fix your Nissan right the first time, please take a moment to note the area of the vehicle where the squeak or rattle occurs and under what conditions. You may be asked to take a test drive with a service advisor or technician to ensure we confirm the noise you are hearing.

I. WHERE DOES THE NOISE COME FROM? (circle the area of the vehicle)

The illustrations are for reference only, and may not reflect the actual configuration of your vehicle.



Continue to page 2 of the worksheet and briefly describe the location of the noise or rattle. In addition, please indicate the conditions which are present when the noise occurs.

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SQUEAK AND RATTLE TROUBLE DIAGNOSES

< SYMPTOM DIAGNOSIS >

SQUEAK & RATTLE DIAGNOSTIC WORKSHEET - page 2

Briefly describe the location where the noise occurs:

II. WHEN DOES IT OCCUR? (please check the boxes that apply)

- | | |
|---|--|
| <input type="checkbox"/> anytime | <input type="checkbox"/> after sitting out in the rain |
| <input type="checkbox"/> 1st time in the morning | <input type="checkbox"/> when it is raining or wet |
| <input type="checkbox"/> only when it is cold outside | <input type="checkbox"/> dry or dusty conditions |
| <input type="checkbox"/> only when it is hot outside | <input type="checkbox"/> other: |

III. WHEN DRIVING:

- ☐ through driveways
- ☐ over rough roads
- ☐ over speed bumps
- ☐ only about ____ mph
- ☐ on acceleration
- ☐ coming to a stop
- ☐ on turns: left, right or either (circle)
- ☐ with passengers or cargo
- ☐ other: _____
- ☐ after driving ____ miles or ____ minutes

IV. WHAT TYPE OF NOISE

- ☐ squeak (like tennis shoes on a clean floor)
- ☐ creak (like walking on an old wooden floor)
- ☐ rattle (like shaking a baby rattle)
- ☐ knock (like a knock at the door)
- ☐ tick (like a clock second hand)
- ☐ thump (heavy, muffled knock noise)
- ☐ buzz (like a bumble bee)

TO BE COMPLETED BY DEALERSHIP PERSONNEL

Test Drive Notes:

	YES	NO	Initials of person performing
Vehicle test driven with customer	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Noise verified on test drive	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Noise source located and repaired	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Follow up test drive performed to confirm repair	<input type="checkbox"/>	<input type="checkbox"/>	_____

VIN: _____ Customer Name: _____
W.O.# _____ Date: _____

This form must be attached to Work Order

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PRECAUTIONS

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PRECAUTION

PRECAUTIONS

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

INFOID:000000004641579

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 "SRS AIR BAG" and "SEAT BELT" 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 "SRS AIR BAG".
- 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.

PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

WARNING:

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.
- When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

Aluminum Die-Casting Parts Handling

INFOID:000000004641580

EXT

PROHIBITION OF WELDING OR BEATING REPAIR

- Material made of aluminum die-casting parts is heat-treated and loses strength when being exposed to welding heat. Do not perform welding repair for cracks, damage or others.
- For aluminum die-casting parts deformation, do not perform repair by beating. Always repair by replacement as an assembly.

CRACK CHECK

When the vehicle is damaged, always perform a visual deformation check and a crack check.

Crack Check Procedures

For a crack check, use dye penetrant inspection fluid (pre-cleaning fluid, penetrant fluid and developer fluid).

CAUTION:

Always perform a crack check in accordance with the procedures specified by the manufacturer of the dye penetrant inspection fluid.

1. Spray pre-cleaning fluid on the checking surface for cleaning.
2. Spray penetrant fluid on the checking surface and wait until the penetrant fluid soaks into any cracks.
3. Wipe off excessive penetrant fluid, and then also lightly wipe off penetrant fluid using a wet cloth.
4. Spray developer fluid on the checking surface.
5. Cracks, if any, are dyed red in color.

STRAY CURRENT CORROSION

- Corrosion occurs to aluminum die-casting parts by the stray current corrosion phenomenon, when directly contacting other parts made of steel. Always apply anti-stray current corrosion paint (primer) on the mounting surface.

PRECAUTIONS

< PRECAUTION >

- Clean mounting surface to prevent any foreign matter, steel powder or others from being mixed in. Always apply the specified adhesive when installing.
- Corrosion by stray current corrosion may occur when installing with any other bolts than the specified bolt. Always use the specified bolt that is surface treated.
- When loosening the specified bolt that is tightened, the treated surface may peel. Never reuse the specified bolt that is tightened once.

TIGHTENING TORQUE CONTROL

Material made of aluminum die-casting parts is soft in term of hardness. Tightening torque must be controlled exactly as specified. Always use a torque wrench to install any part to the specified tightening torque.

WARNING:

Never use a power tool to remove or tighten bolts for aluminum die-casting part.

Precaution Necessary for Steering Wheel Rotation after Battery Disconnect

INFOID:0000000004641581

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. 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 Battery Service

INFOID:0000000004641582

Before disconnecting the battery, lower both the driver and passenger windows. This will prevent any interference between the window edge and the vehicle when the door is opened/closed. During normal operation, the window slightly raises and lowers automatically to prevent any window to vehicle interference. The automatic window function will not work with the battery disconnected.

Precaution for Pop Up Engine Hood

INFOID:0000000005406694

WARNING:

- Before removal or installation of the pop-up engine hood and harness, always turn OFF the key switch, disconnect the battery negative terminal, and wait for 3 minutes or more. (To discharge the accumulated electricity in the pop-up engine hood control unit auxiliary power supply circuit)
- Never use pneumatic or electric tools, etc., to remove or install components of the pop-up engine hood.
- Never repair the harness for the pop-up engine hood with a solder. Also, always avoid contact or interference between the harness and other parts.
- Never use an electric tester like a circuit tester, etc., when inspecting the pop-up engine hood circuit or other individual parts. (To prevent activation due to the low voltage of the tester)

PRECAUTIONS

< PRECAUTION >

- Never allow foreign materials like a screwdriver, etc., to enter the pop-up engine hood harness connector. (To prevent activation due to static electricity)
- The yellow harness connector is used with the pop-up engine hood for identification purposes compared to other harnesses.

Precaution for NCCB (Nissan Carbon Ceramic Brake)

INFOID:000000005403199

CAUTION:

- Since all the work including the handling of a disc rotor and its inspection and installation require special skills, a highly skilled professional mechanic with sufficient knowledge and specialized equipment are required. Therefore, NISSAN recommends the vehicle should be maintained by NHPC.
- When removing a tire, install a disc rotor protector [SST: KV40108345 (front), KV40108350 (rear)] to protect the disc rotor. Never remove the disc rotor until the tire is reinstalled.
- Never allow oils and dust to adhere to the disc rotor.
- After removing a tire, check the disc rotor for internal damage, depending on the situation.
- LHD: Refer to [BR-92, "BRAKE CALIPER ASSEMBLY : Inspection \(SpecV NHPC\)"](#) (front), [BR-99, "BRAKE CALIPER ASSEMBLY : Inspection \(SpecV NHPC\)"](#) (rear).
- RHD: Refer to [BR-188, "BRAKE CALIPER ASSEMBLY : Inspection \(SpecV NHPC\)"](#) (front), [BR-195, "BRAKE CALIPER ASSEMBLY : Inspection \(SpecV NHPC\)"](#) (rear).
- During work, never allow axle component parts, suspension component parts, or tools to interfere with the disc rotor. In addition, install a disc rotor protector [SST: KV40108345 (front), KV40108350 (rear)] before work. Never remove the protector until the work is completed.
- Never allow oils and dust to adhere to the disc rotor.
- If the disc rotor is interfered, then measure natural frequency of the disc rotor to check for internal damage.
- LHD: Refer to [BR-92, "BRAKE CALIPER ASSEMBLY : Inspection \(SpecV NHPC\)"](#) (front), [BR-99, "BRAKE CALIPER ASSEMBLY : Inspection \(SpecV NHPC\)"](#) (rear).
- RHD: Refer to [BR-188, "BRAKE CALIPER ASSEMBLY : Inspection \(SpecV NHPC\)"](#) (front), [BR-195, "BRAKE CALIPER ASSEMBLY : Inspection \(SpecV NHPC\)"](#) (rear).
- If a traffic accident affecting wheel side (axle or suspension component parts) occurs, then measure natural frequency of the disc rotor to check for internal damage.
- LHD: Refer to [BR-92, "BRAKE CALIPER ASSEMBLY : Inspection \(SpecV NHPC\)"](#) (front), [BR-99, "BRAKE CALIPER ASSEMBLY : Inspection \(SpecV NHPC\)"](#) (rear).
- RHD: Refer to [BR-188, "BRAKE CALIPER ASSEMBLY : Inspection \(SpecV NHPC\)"](#) (front), [BR-195, "BRAKE CALIPER ASSEMBLY : Inspection \(SpecV NHPC\)"](#) (rear).

Titanium Muffler Handling

INFOID:000000000403411

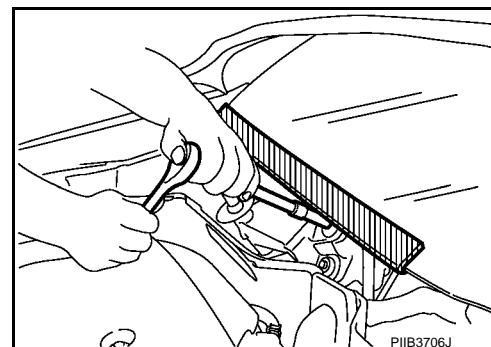
CAUTION:

- Never touch the titanium muffler directly with bare hands or allow oils to adhere to it during inspection, removal, and installation.
- Always wear new thick cotton gloves or working gloves. (Never use oil-adhered gloves.)
- After oil adhesion, immediately remove oil with parts cleaner.
- Always use genuine parts cleaner (dry type) or the equivalent.
- When cleaning oil in on-board condition, apply parts cleaner to a waste to wipe out oil. By doing so, peripheral parts can be protected from parts cleaner adhesion.
- Be careful not to cut fingers with the insulator edge or the main muffler cooling fin.

Precaution for Procedure without Cowl Top Cover

INFOID:0000000004641583

When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc.



PRECAUTIONS

< PRECAUTION >

Precaution for Work

INFOID:000000004641584

- After removing and installing the opening/closing parts, be sure to carry out fitting adjustments to check their operation.
- Check the lubrication level, damage, and wear of each part. If necessary, grease or replace it.

PREPARATION

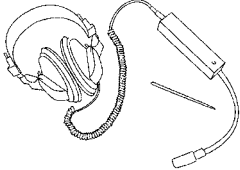
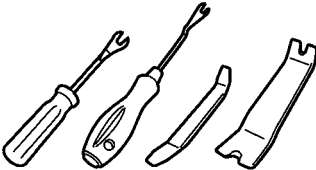
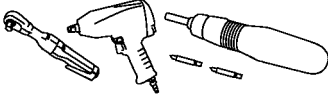
< PREPARATION >

PREPARATION

PREPARATION

Commercial Service Tools

INFOID:000000004641586

Tool name	Description
<p>Engine ear</p>  <p>SIIA0995E</p>	<p>Locates the noise</p>
<p>Remover tool</p>  <p>JMKIA3050ZZ</p>	<p>Removes clips, pawls and metal clips</p>
<p>Power tool</p>  <p>PIIB1407E</p>	

EXT

FRONT BUMPER

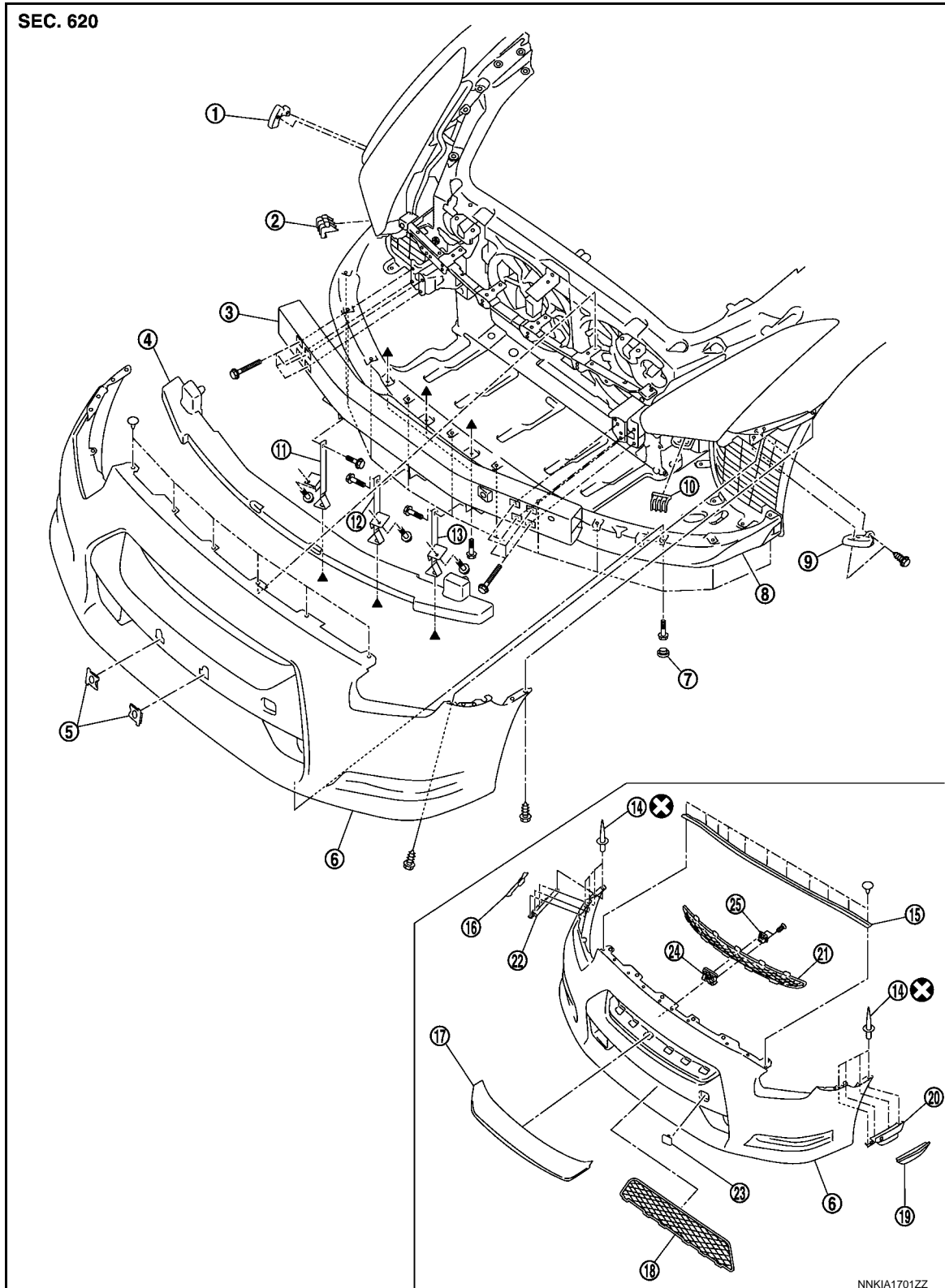
< REMOVAL AND INSTALLATION >

REMOVAL AND INSTALLATION

FRONT BUMPER

Exploded View

INFOID:000000004641587



FRONT BUMPER

< REMOVAL AND INSTALLATION >

- | | | |
|---------------------------------|--------------------------------|--------------------------------|
| 1. Bumper side stiffener RH | 2. Bumper side bracket clip RH | 3. Bumper reinforcement |
| 4. Energy absorber | 5. U nut (For Australia) | 6. Bumper fascia |
| 7. Hole cover | 8. Engine undercover | 9. Bumper side stiffener LH |
| 10. Bumper side bracket clip LH | 11. Bumper bracket RH | 12. Bumper bracket center* |
| 13. Bumper bracket LH | 14. Rivet | 15. Hood seal assembly (front) |
| 16. Side turn signal lamp RH | 17. Front bumper finisher A | 18. Front bumper grille |
| 19. Side turn signal lamp LH | 20. Bumper side bracket LH | 21. Front bumper finisher B |
| 22. Bumper side bracket RH | 23. Bumper bracket cover | 24. Front emblem |
| 25. Front emblem bracket | | |

*: For Middle east, Europe and Australia.

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

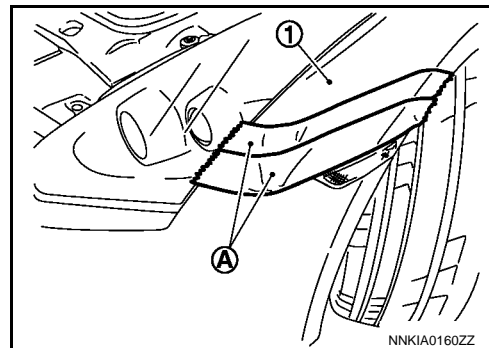
INFOID:000000004641588

CAUTION:

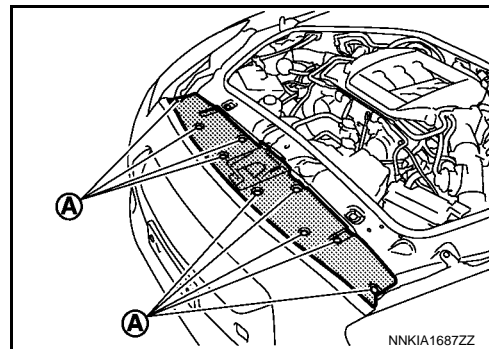
- Never apply any chemical products like wax, coating agent, and compound for Spec V carbon parts. They are produced by composite manufacturing methods similar to a racing vehicle and special paint is adopted to enhance the look and feel of materials. (Otherwise, water may penetrate to carbon layers and may cause corrosion.)
- Never place any carbon parts directly on the ground. Always protect them using a soft sheet during removal, installation, and replacement operations. Never touch carbon parts with oily hands or allow oil or grease to get on them.
- The bumper fascia is made of resin. Never apply strong force to it, and be careful to prevent contact with oil.

REMOVAL

1. Open hood.
2. Apply protective tape (A) to protect the front fender (1) (LH/RH) from damage.



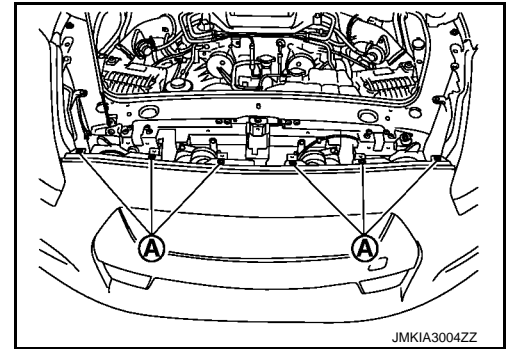
3. Disengage the clips (A), and then remove the radiator cover.



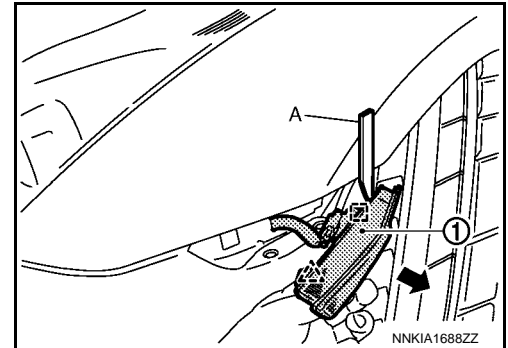
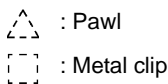
FRONT BUMPER

< REMOVAL AND INSTALLATION >

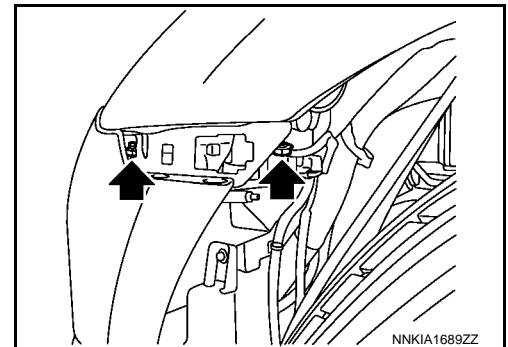
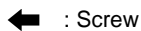
4. Remove the clips (A) from the top surface of bumper fascia.



5. Remove the engine under cover. Refer to [EXT-35. "ENGINE UNDER COVER : Removal and Installation"](#).
6. Disengage the pawls and the metal clips with the remover tool (A), and then remove the side turn signal lamps (1) (LH/RH). Refer to [EXL-249. "Removal and Installation"](#).



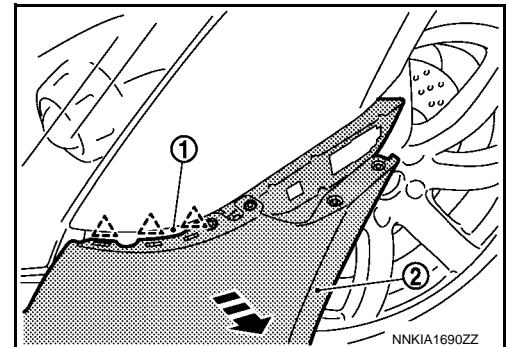
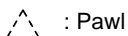
7. Remove the fender protector (front). Refer to [EXT-30. "FENDER PROTECTOR : Removal and Installation"](#).
8. Remove the screws connecting the front fender and the bumper fascia (LH/RH).



9. Pull bumper fascia (2) in the direction shown in the figure while lifting up both sides, and then disengage it from the bumper side bracket (1).

CAUTION:

Never damage the pawls integrated with the bumper fascia and bumper side bracket during removal.



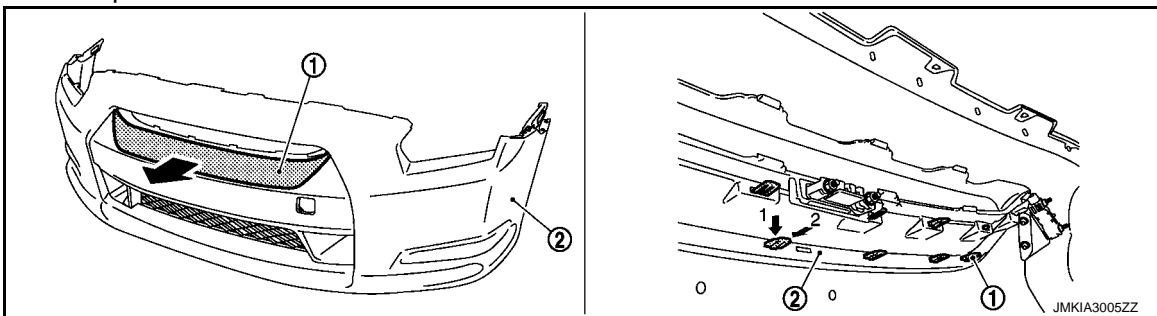
10. Disconnect the headlamp washer tube joints. (With headlamp washer models only)
Refer to [WW-128. "Hydraulic Layout"](#).
11. Pull the bumper fascia toward vehicle front, and then disengage it from the bumper side bracket clip on the LH/RH head lamp lower end.
12. Remove the bumper fascia.
CAUTION:
When removing bumper fascia, 2 workers are required so as to prevent it from dropping.

FRONT BUMPER

< REMOVAL AND INSTALLATION >

13. Remove the following parts after removing the bumper fascia.

- Hood front seal: Refer to [DLK-303, "HOOD ASSEMBLY : Exploded View"](#).
- Front bumper finisher A




Disengage the clips from back of bumper fascia (2), and then remove the front bumper finisher A (1) in the order 1-2 as shown in the figure.

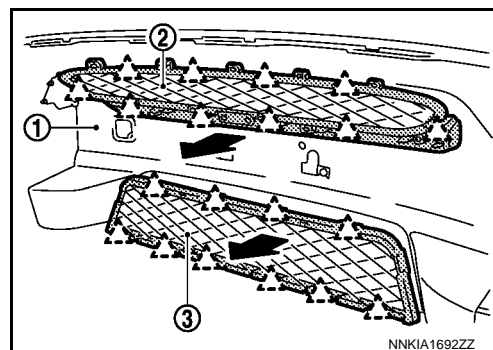
- Front bumper finisher B

Disengage the pawls from the back of the bumper fascia (1), and then remove the front bumper finisher B (2).

- Front bumper grille

Disengage the pawls from the back of the bumper fascia, and then remove the front bumper grille (3).


 : Pawl

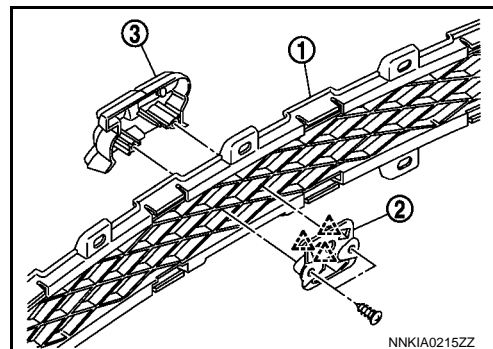


- Front emblem

Remove the mounting screws, and then remove the front emblem (3) from the front bumper finisher B (1).

Disengage pawls, and then remove the front emblem bracket (2).

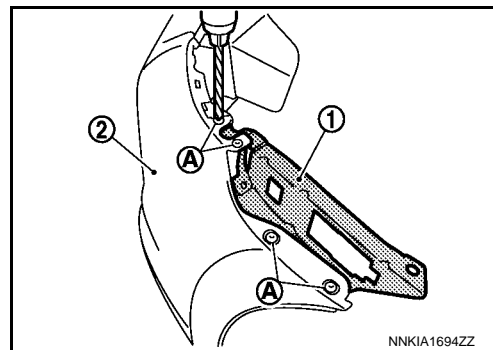
 : Pawl



- Disengage the mounting screws and pawls, and then remove the front emblem.

- Bumper side bracket (LH/RH).

Remove the rivet (A), and then remove the bumper side bracket (1) from the bumper fascia (2).



NOTE:

Removal and installation of rivet

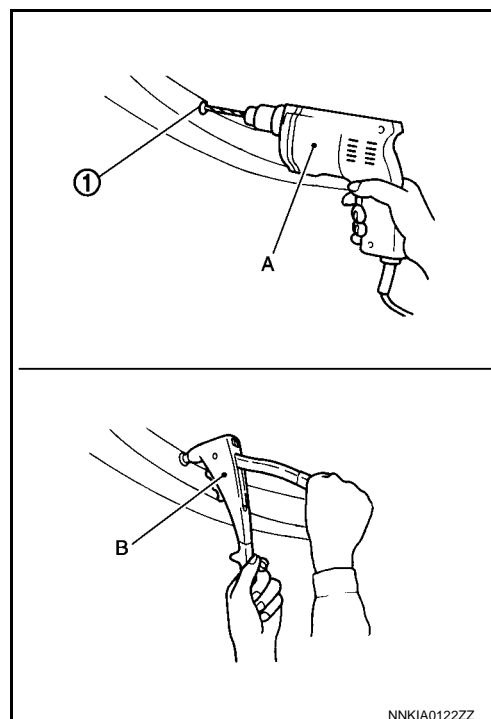
FRONT BUMPER

< REMOVAL AND INSTALLATION >

- Grind the head of rivet (1) with a drill (A) [bit of ϕ 4.0 – 4.5 mm (ϕ 0.157 – 0.177 in)], and then remove the bumper side bracket.
- Securely crimp the bumper side bracket with the bumper fascia using a hand riveter (B).

Bumper side bracket

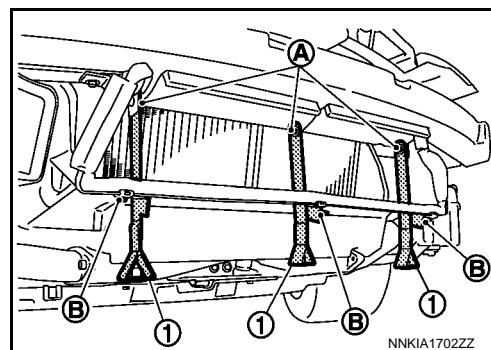
Crimping thickness	: 1.2 – 6.4 mm (0.047 – 0.252 in)
Prepared hole diameter	: ϕ 4.1 – ϕ 4.4 mm (0.161 – 0.173 in)
Used rivet head diameter	: ϕ 8.0 mm (0.315 in)



NNKIA0122ZZ

14. Remove the energy absorber.

15. Remove the mounting bolts (A) and (B), and then remove the bumper brackets (1) (LH/Center/RH).



NNKIA1702ZZ

16. Remove the mounting bolts, and then remove the bumper reinforcement with power tool.

INSTALLATION

Note the following, and install in the reverse order of removal.

CAUTION:

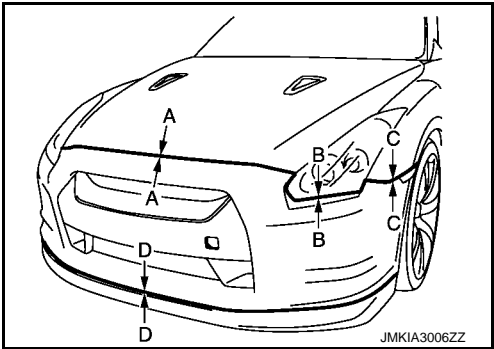
- **Never repair, but always replace front bumper finisher A as an assembly when carbon fiber portion of front bumper finisher A is damaged.**
- **When installing license plate, be careful that license plate does not overlap to bumper fascia opening. Otherwise cooling performance is reduced.**
- **When installing license plate, never block the mounting position of recovery hook.**
- **Tighten the bumper brackets (LH/RH) and the bumper reinforcement after installing the engine undercover because the structure is so designed not to have any dimensional fluctuation between bumper reinforcement and engine under cover.**

NOTE:

FRONT BUMPER

< REMOVAL AND INSTALLATION >

Clearance between front bumper and each unit.



Portion		Clearance	Surface height difference
Front bumper and hood	A – A	1.5 – 5.5 mm (0.059 – 0.217 in)	–2.0 – 0.0 mm (–0.079 – 0.000 in)
Front bumper and head lamp	B – B	0.5 – 3.5 mm (0.020 – 0.138 in)	—
Front bumper and front fender	C – C	0.0 – 0.8 mm (0.000 – 0.031 in)	–0.2 – 1.8 mm (–0.008 – 0.071 in)
Front bumper and engine undercover	D – D	0.0 – 1.0 mm (0.000 – 0.039 in)	–1.0 – 1.0 mm (–0.039 – 0.039 in)

EXT

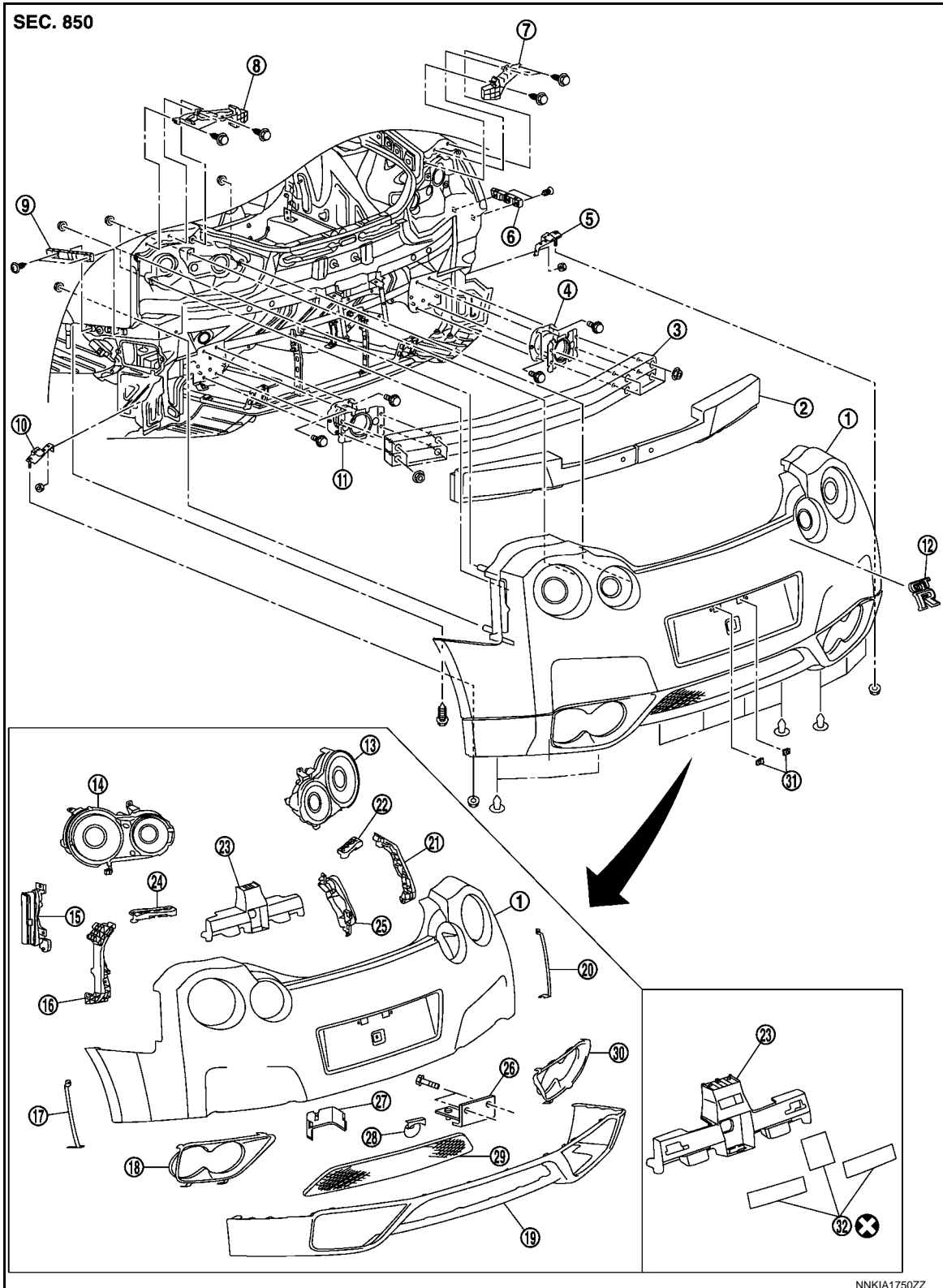
REAR BUMPER

< REMOVAL AND INSTALLATION >

REAR BUMPER

Exploded View

INFOID:000000004641589



- | | | |
|-------------------------------|-------------------------------|-----------------------------|
| 1. Bumper fascia | 2. Energy absorber | 3. Bumper reinforcement |
| 4. Bumper stay RH | 5. Bumper side bracket B RH | 6. Bumper side bracket A RH |
| 7. Rear bumper upper frame RH | 8. Rear bumper upper frame LH | 9. Bumper side bracket A LH |

REAR BUMPER

< REMOVAL AND INSTALLATION >

- | | | |
|---------------------------------|------------------------------|---------------------------------|
| 10. Bumper side bracket B LH | 11. Bumper stay LH | 12. Rear emblem |
| 13. Rear combination lamp RH | 14. Rear combination lamp LH | 15. Side marker lens LH |
| 16. Rear bumper side frame B LH | 17. Bumper side bracket C LH | 18. Rear bumper guard LH |
| 19. Bumper fascia (lower) | 20. Bumper side bracket C RH | 21. Rear bumper side frame B RH |
| 22. Rear bumper side frame A RH | 23. License lamp bracket | 24. Rear bumper side frame A LH |
| 25. Side marker lens RH | 26. Bumper reinforce bracket | 27. Bumper brace |
| 28. Recovery hook mount cover | 29. Bumper finisher | 30. Rear bumper guard RH |
| 31. J-nut | 32. Non woven fabric tape | |

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

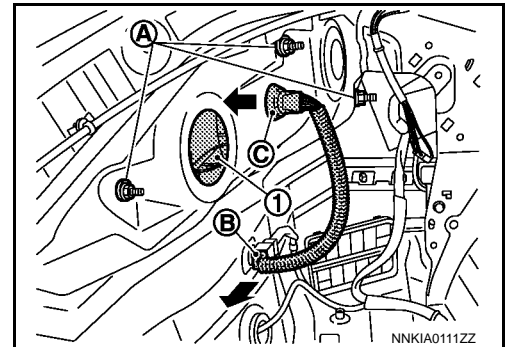
INFOID:000000004641590

CAUTION:

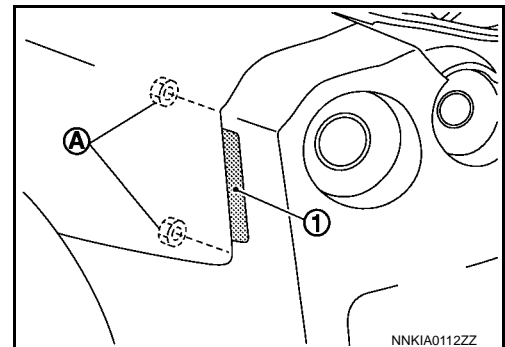
- Be careful of being burned because the rear bumper guard is very hot after driving.
- The bumper fascia is made of resin. Never apply strong force to it, and be careful to prevent contact with oil.

REMOVAL

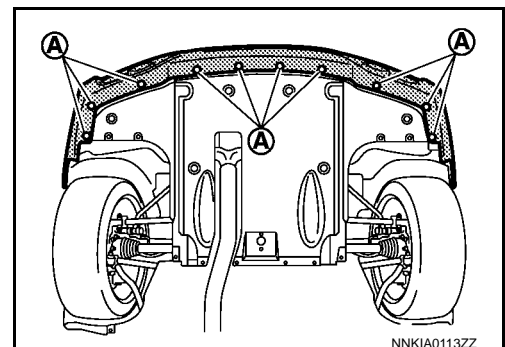
1. Open trunk lid.
2. Remove the trunk floor carpet, trunk rear finisher and rear wheel house finishers (LH/RH). Refer to [INT-35, "Removal and Installation"](#).
3. Remove the mounting nuts (A) of rear combination lamps (1) (LH/RH).
4. Disconnect the harness connector (B) and remove the harness grommet (C) from the rear combination lamps (LH/RH).



5. Remove the mounting nuts (A) of the side marker lens (1) (LH/RH).



6. Remove the clips (A) from the lower surface of bumper fascia. (Without rear fog lamp models only)

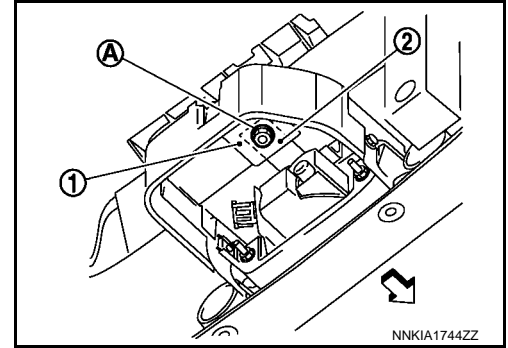


REAR BUMPER

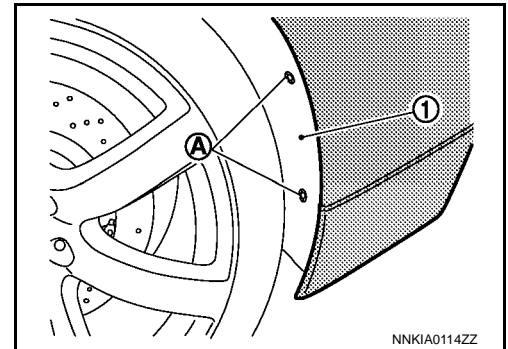
< REMOVAL AND INSTALLATION >

7. Remove the rear diffuser. Refer to [EXT-42. "REAR DIFFUSER : Removal and Installation"](#).
(With rear fog lamp models only)
8. Disconnect rear fog lamp harness connector.
(With rear fog lamp models only)
9. Remove rear fog lamp bracket (1) and rear bumper bracket (2) connecting nut (A).
(With rear fog lamp models only)

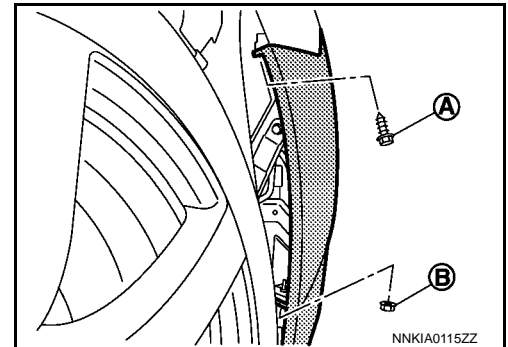
⇐ : Vehicle rear



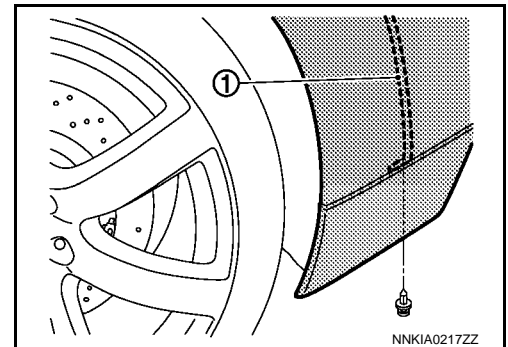
10. Remove the clips (A) of the rear wheel house protector (1) (LH/RH).



11. Pull off the rear wheel house protector to secure work space, and then remove the screws (A) and the nuts (B) connecting the bumper fascia and the rear fender (LH/RH).



12. Remove the clips connecting the bumper side bracket C (1) and the bumper fascia (LH/RH).




REAR BUMPER

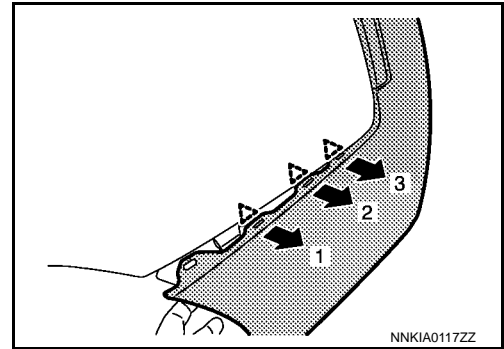
< REMOVAL AND INSTALLATION >

13. Pull the bumper fascia in the direction and in the order 1 - 3 as shown in the figure while lifting up both ends, and then disengage it from the bumper side bracket.

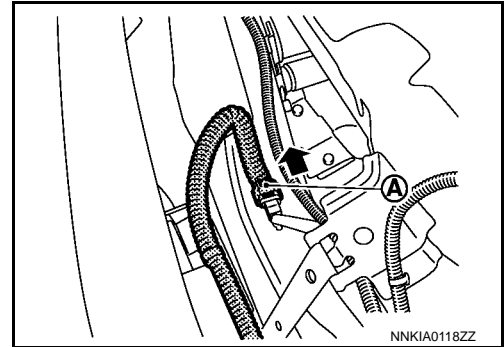
CAUTION:

Never damage the tabs integrated with the bumper fascia and bumper side bracket during removal.

 : Pawl



14. Pull the bumper fascia toward the rear of the vehicle, and then disengage it from the rear bumper upper frame (LH/RH).
15. Pull the bumper fascia toward the rear of the vehicle, and then disconnect the license lamp connector (A).

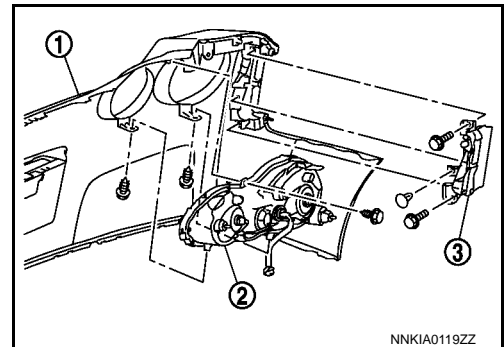


16. Remove the bumper fascia.


CAUTION:

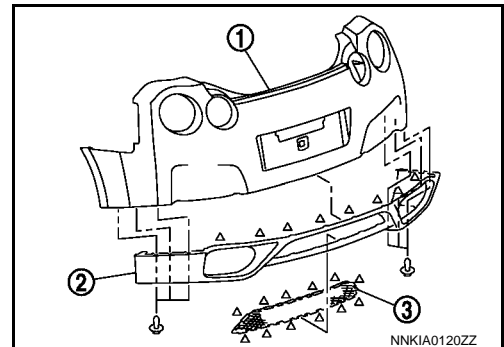
When removing bumper fascia, 2 workers are required so as to prevent it from dropping.

17. Remove the following parts after removing the bumper fascia.
- Rear fog lamp. (With rear fog lamp models only) Refer to [EXL-260, "Removal and Installation"](#).
 - Rear combination lamp (LH/RH)
Remove the mounting screws, and then remove the rear combination lamp (2) from the bumper fascia (1).
 - Side marker lens (LH/RH)
Remove the mounting bolts and clip, and then remove the side marker lens (3) from the bumper fascia.



- Bumper fascia (lower)
Disengage the clips and pawls, and then remove the bumper fascia (lower) (2) from the bumper fascia (1).
- Bumper finisher
Disengage the pawls, and then remove the bumper finisher (3) from the bumper fascia (lower).

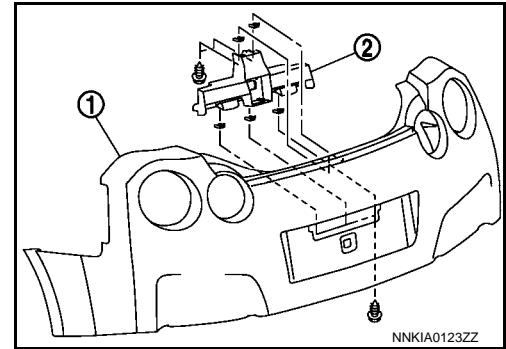
 : Pawl



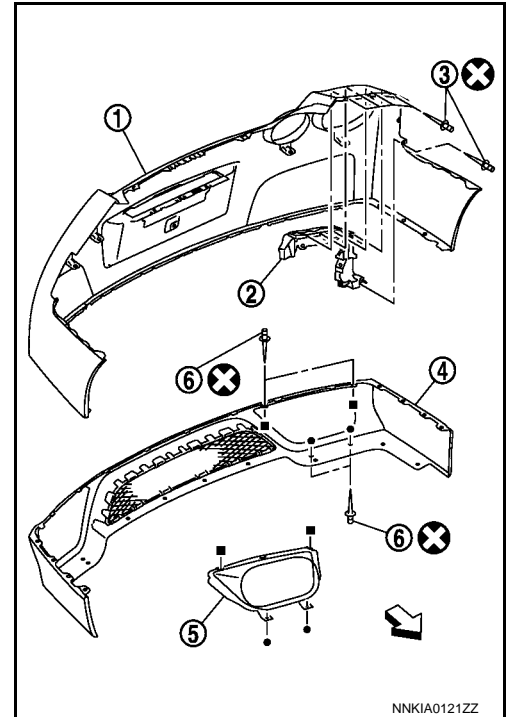
REAR BUMPER

< REMOVAL AND INSTALLATION >

- License lamp bracket
Remove the mounting screws, and then remove the license lamp bracket (2) from the bumper fascia (1).



- Rear bumper side frame (LH/RH)
Remove the rivets (3), and then remove the rear bumper side frame (2) from the bumper fascia (1).
- Rear bumper guard (LH/RH)
Remove the rivets (6), and then remove the rear bumper guard (5) from the bumper fascia (lower) (4).



NOTE:

Removal and installation of rivet

REAR BUMPER

< REMOVAL AND INSTALLATION >

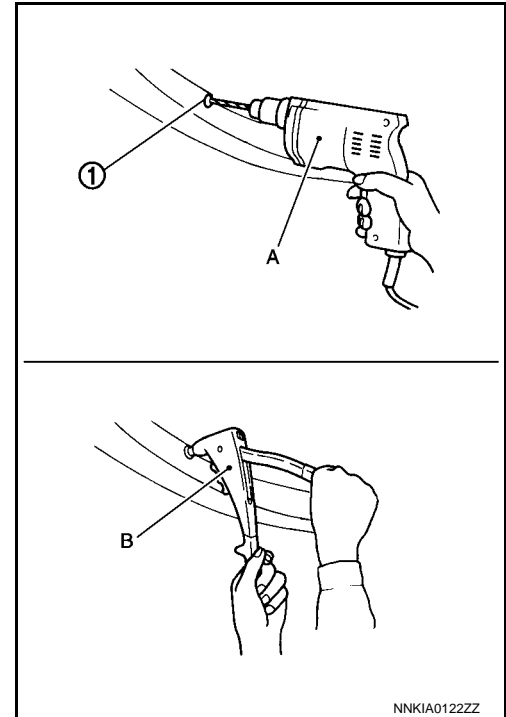
- Grind the head of rivet (1) with a drill (A) [bit of $\phi 4.0 - 4.5$ mm ($\phi 0.157 - 0.177$ in)], and then remove the bumper side bracket.
- Securely crimp the bumper side bracket with the bumper fascia using a hand riveter (B).

Rear bumper side frame LH/RH

Crimping thickness	: 4.0 – 8.0 mm (0.157 – 0.315 in)
Prepared hole diameter	: ϕ 3.2 mm (0.126 in)
Used rivet head diameter	: ϕ 8.0 mm (0.315 in)

Rear bumper guard LH/RH

Crimping thickness	: 1.2 – 6.4 mm (0.047 – 0.252 in)
Prepared hole diameter	: ϕ 4.1 – ϕ 4.4 mm (0.161 – 0.173 in)
Used rivet head diameter	: ϕ 8.0 mm (0.315 in)



18. Remove the energy absorber.

19. Remove the mount rubber that is hanged from the bracket attached to the bumper reinforcement.

20. Remove the harness clamp of the license lamp harness from the bumper reinforcement.

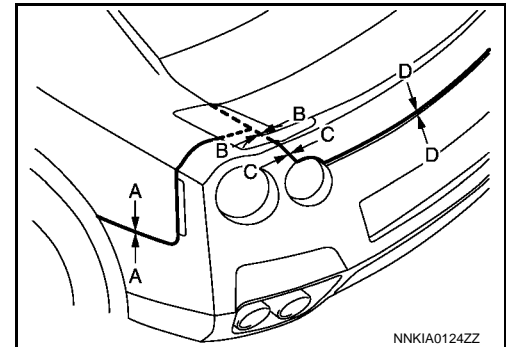
21. Remove the mounting nuts, and then remove the bumper reinforcement.

INSTALLATION

Install in the reverse order of removal.

NOTE:

Clearance between rear bumper and each unit.



Portion		Clearance	Surface height difference
Rear bumper and rear fender	A – A	0.0 – 0.8 mm (0.000 – 0.031 in)	–1.8 – 0.2 mm (–0.071 – 0.008 in)
Rear bumper and trunk lid	B – B	2.0 – 6.0 mm (0.079 – 0.236 in)	–2.0 – 1.0 mm (–0.079 – 0.039 in)
Rear bumper and trunk lid	C – C	2.0 – 6.0 mm (0.079 – 0.236 in)	–1.9 – 1.9 mm (–0.075 – 0.075 in)
Rear bumper and trunk lid	D – D	4.0 – 8.0 mm (0.157 – 0.315 in)	—

COWL TOP

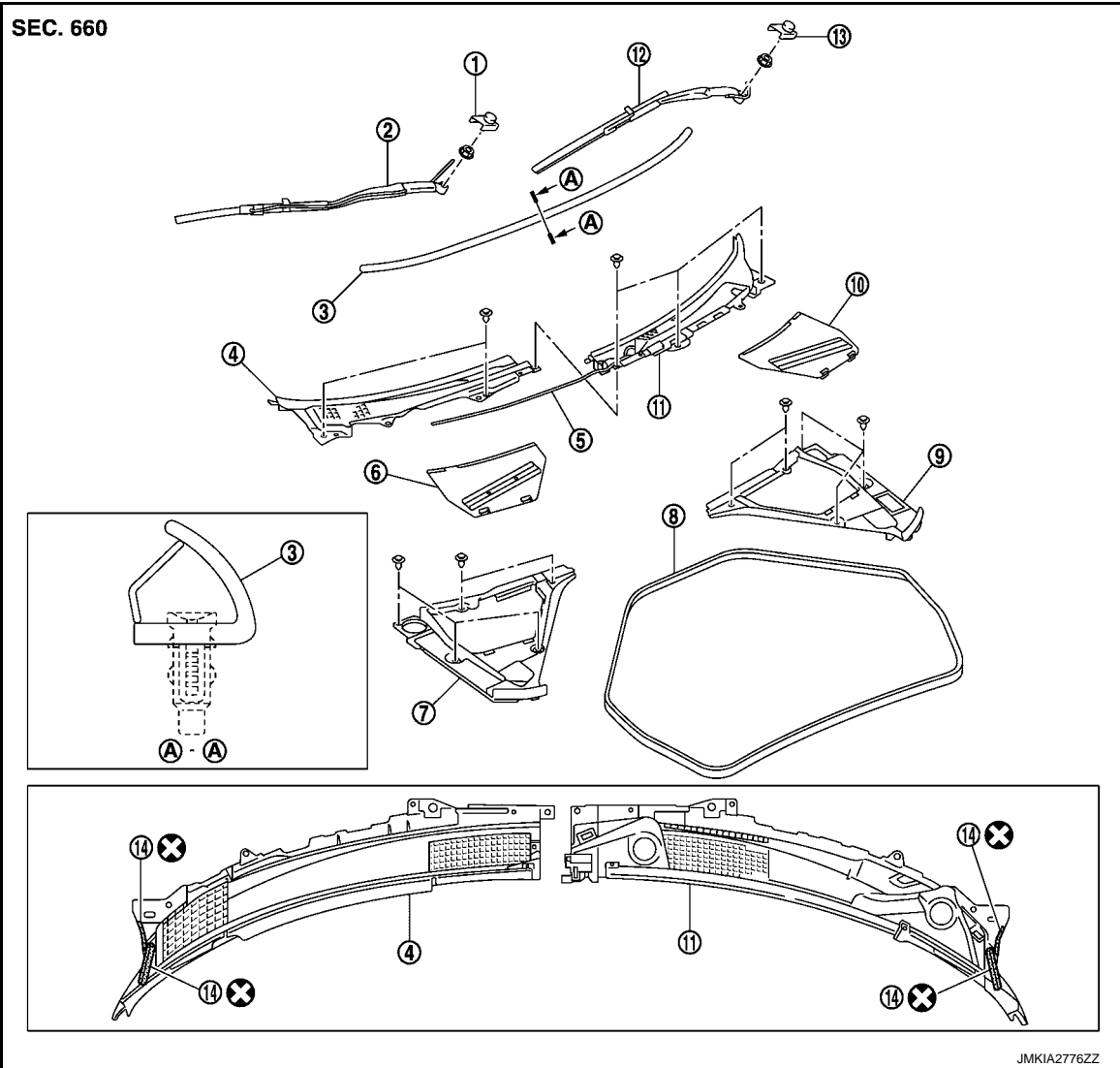
< REMOVAL AND INSTALLATION >

COWL TOP

Exploded View

INFOID:000000004641591

LHD models



- | | | |
|---------------------------------|-------------------------|--------------------------|
| 1. Wiper arm & blade RH | 2. Wiper arm & blade RH | 3. Cowl top cover seal |
| 4. Cowl top cover RH | 5. Washer tube | 6. Battery cover |
| 7. Hood ledge cover RH | 8. Cowl top cover seal | 9. Hood ledge cover LH |
| 10. Brake master cylinder cover | 11. Cowl top cover LH | 12. Wiper arm & blade LH |
| 13. Wiper arm cover LH | 14. EPT sealer | |

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000004641592


REMOVAL

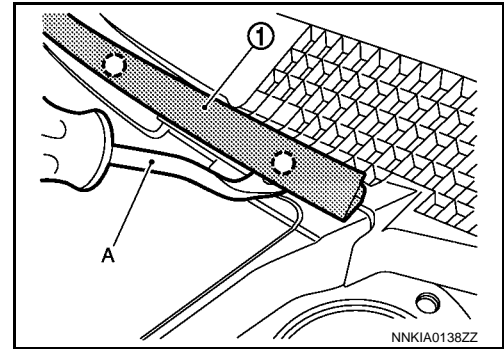
1. Open hood.
2. Remove the front wiper arms & blades (LH/RH). Refer to [WW-138, "Removal and Installation"](#).

COWL TOP

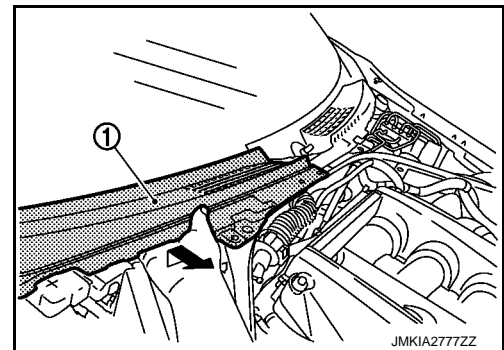
< REMOVAL AND INSTALLATION >

3. Disengage the clips with the remover tool (A), and then remove the cowl top seal (1).

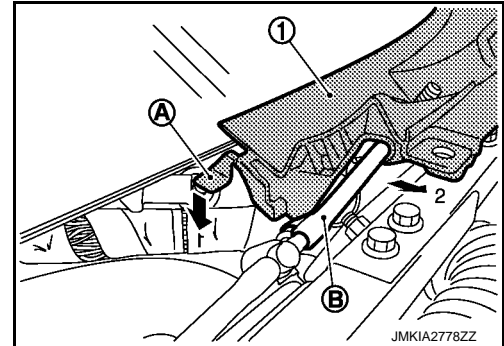
 : Clip



4. Remove the battery cover and the brake master cylinder cover.
5. Remove the cowl top cover seal.
6. Remove the clips, and then remove the hood ledge cover (LH/RH).
7. Remove the clips from the cowl top cover (LH/RH).
8. Lift up the cowl top cover RH (1), and then pull it toward the front of the vehicle.
9. Disengage the joint of washer tube on rear side of cowl top cover RH, and then remove the cowl top cover RH.



10. Push down the lever (A) (to disengage from the pin of windshield), and then pull out the cowl top cover LH (1) toward the front of the vehicle.
11. Disengage the joint of the washer tube on the rear side of cowl top cover LH and the joint of (B), and then remove the cowl top cover LH.



12. Remove the following parts after removing the cowl top cover.
• Washer tube: Refer to [WW-135, "Removal and Installation"](#).
• EPT sealer

INSTALLATION

Note the following, and install in the reverse order of removal.

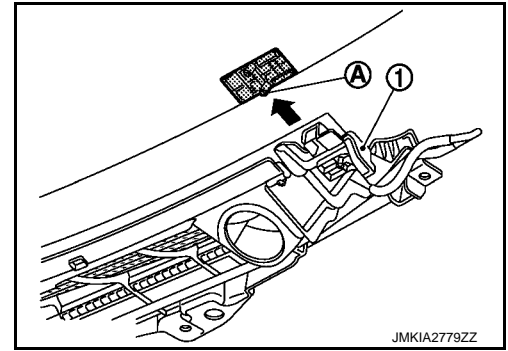
CAUTION:

- Clean the joint between the cowl top cover and the windshield, and then install them.
- Replace the EPT sealer on the back surface with new EPT sealer when reusing the cowl top cover.
- Remove the EPT sealer remaining on the cowl top cover using a double-faced adhesive tape remover.
- To maintain adhesion, never wash the vehicle within 24 hours after installation.

COWL TOP

< REMOVAL AND INSTALLATION >

- Align concave of cowl top cover LH (1) to windshield glass pin (A) as shown in the figure when installing.



- Perform the stop position adjustment at the installation of the front wiper arms. Refer to [WW-138](#), "[Adjustment](#)".

FENDER PROTECTOR

< REMOVAL AND INSTALLATION >

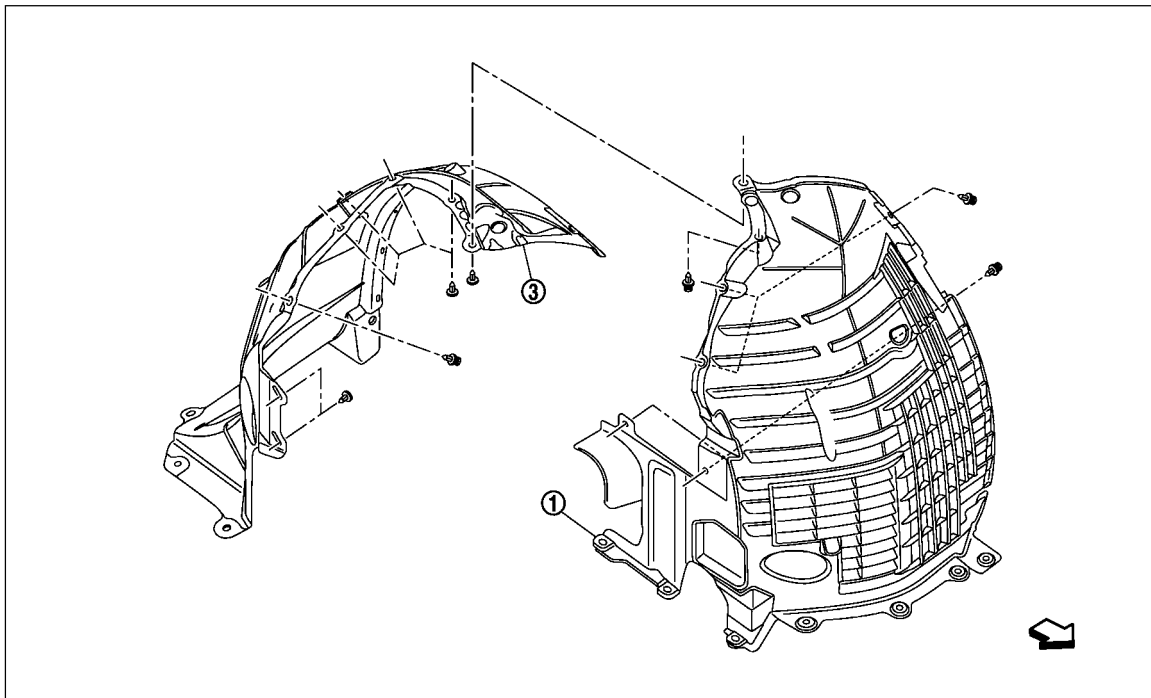
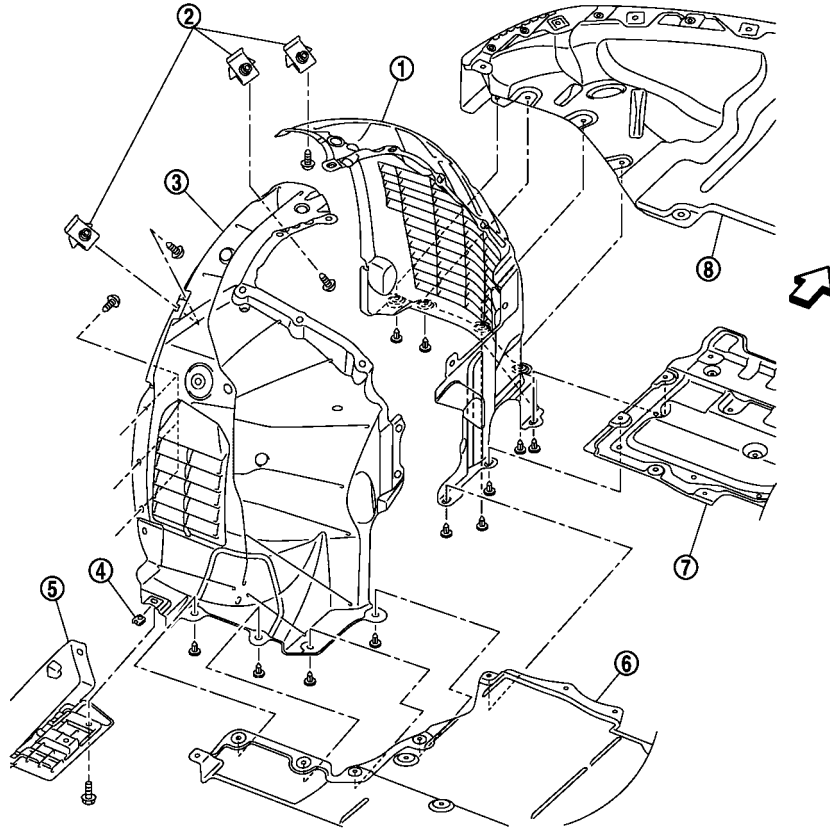
FENDER PROTECTOR

FENDER PROTECTOR

FENDER PROTECTOR : Exploded View

INFOID:000000004641593

SEC. 630



NNK1A0128ZZ

FENDER PROTECTOR

< REMOVAL AND INSTALLATION >

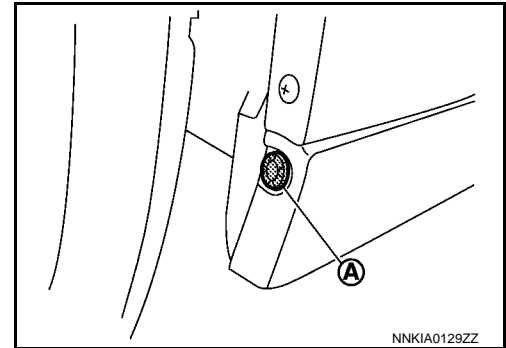
- | | | |
|-----------------------------|---------------------|----------------------------|
| 1. Fender protector (front) | 2. Fender clip | 3. Fender protector (rear) |
| 4. J-nut | 5. Center mud guard | 6. Floor under cover |
| 7. Front under cover | | |
- ⇐ : Vehicle front

FENDER PROTECTOR : Removal and Installation

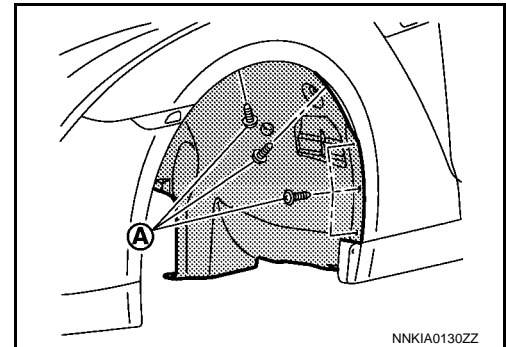
INFOID:000000004641594

REMOVAL

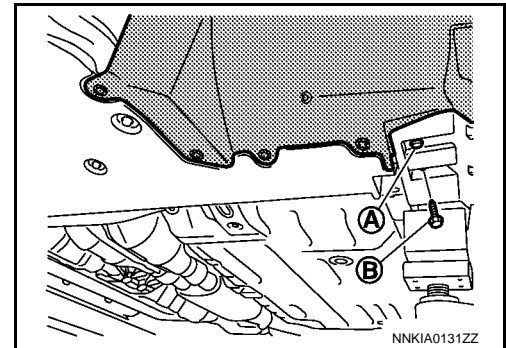
1. Remove front road wheel & tire. Refer to [WT-88, "Removal and Installation"](#).
2. Remove the clip (A) from the front edge of the center mud guard.



3. Remove the screws (A) connecting the fender protector (rear).



4. Remove the bolt (A) and the screw (B) on the center mud guard lower surface.

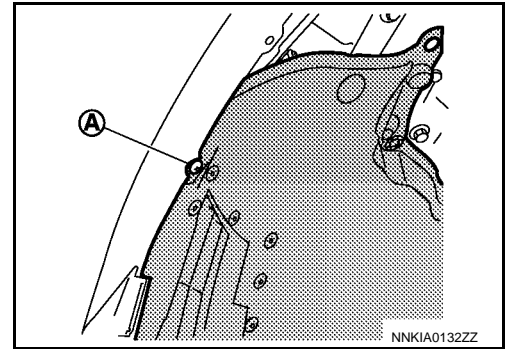


5. Remove the clip of the fender protector (rear).
6. Remove the fender clips from wheel house arches, and then remove fender protector (rear) from wheel house.

FENDER PROTECTOR

< REMOVAL AND INSTALLATION >

7. Remove the screw (A) connecting the fender protector (front).



8. Remove the clips of the fender protector (front).
9. Remove the fender clips from wheel house arches, and then remove fender protector (front) from wheel house.
10. Remove the fender clips after removing the fender protector.

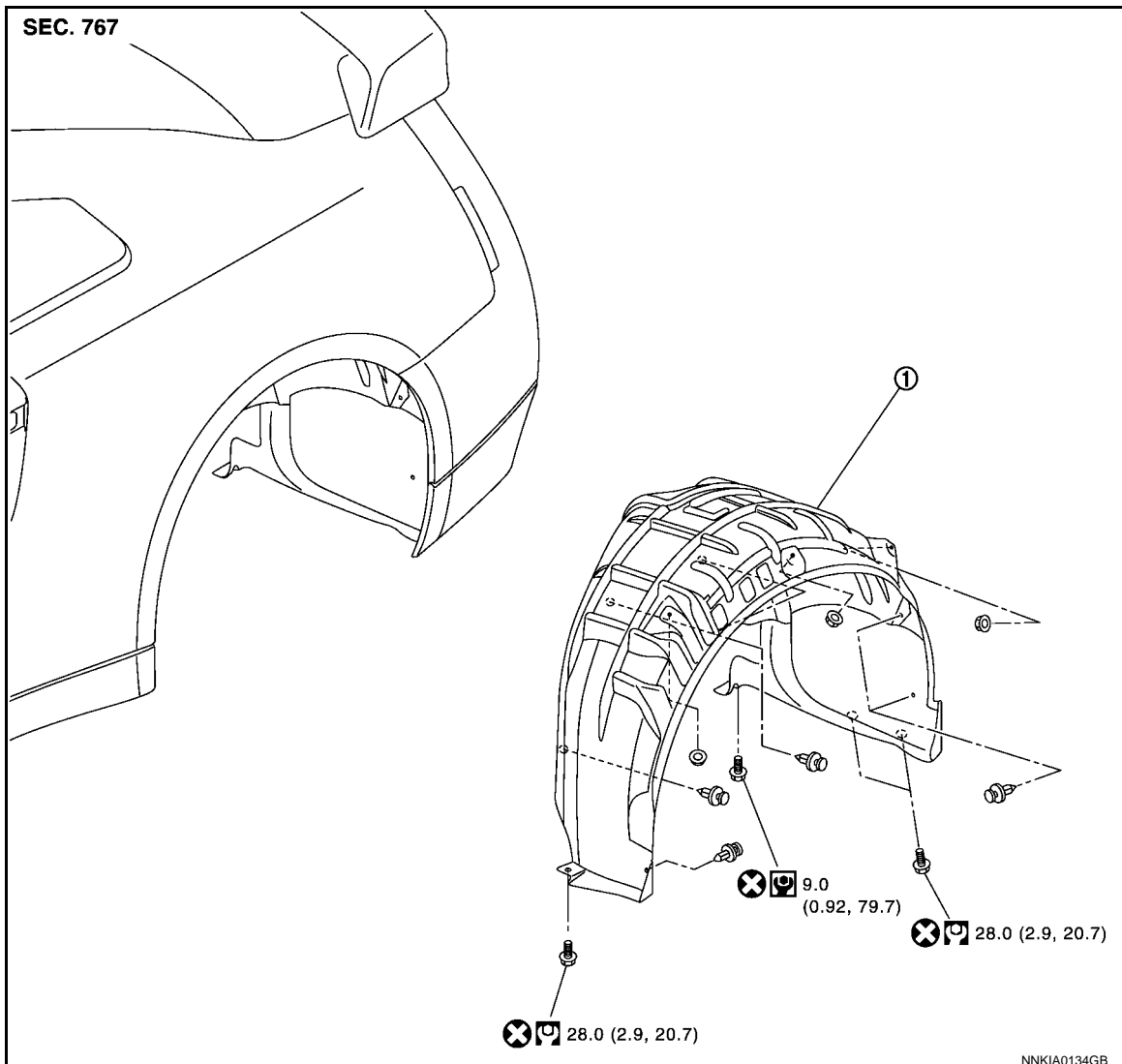
INSTALLATION

Install in the reverse order of removal.

REAR WHEEL HOUSE PROTECTOR

REAR WHEEL HOUSE PROTECTOR : Exploded View

INFOID:0000000004641595



FENDER PROTECTOR

< REMOVAL AND INSTALLATION >

1. Rear wheel house protector

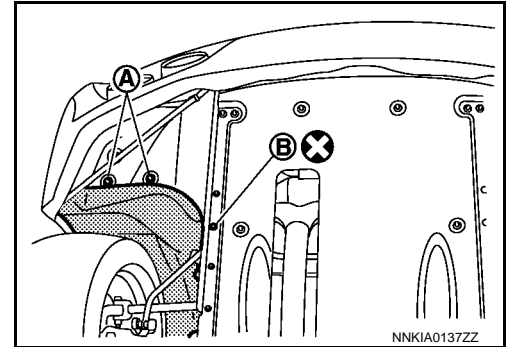
Refer to [GI-4, "Components"](#) for symbols shown the figure.

REAR WHEEL HOUSE PROTECTOR : Removal and Installation

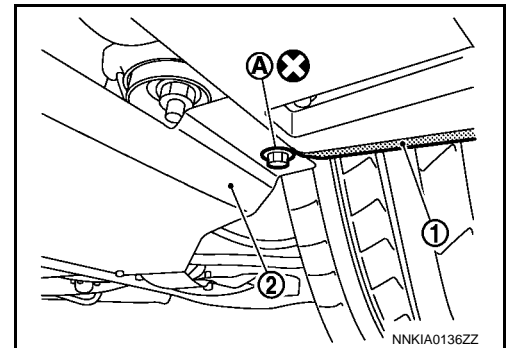
INFOID:000000004641596

REMOVAL

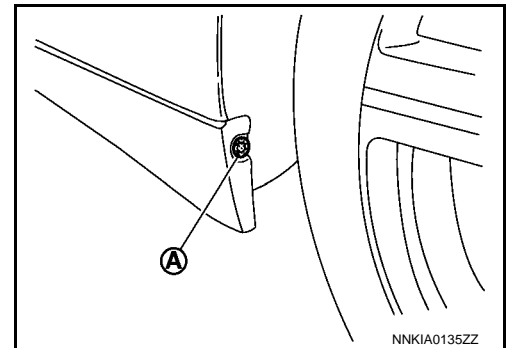
1. Remove rear road wheel & tire. Refer to [WT-88, "Removal and Installation"](#).
2. Remove the bolts (A) and (B) tighten the rear diffuser together with the rear of rear wheel house protector.



3. Remove the bolt (A) tighten the rear diffuser (2) together with the front of rear wheel house protector (1).



4. Remove the clip (A) connecting the center mud guard with the rear wheel house protector.



5. Remove the clips of rear wheel house protector, and then remove it from the wheel house.

INSTALLATION

Note the following, and install in the reverse order of removal.

CAUTION:

- Replace the mounting bolts with new ones to prevent electric corrosion when removing the rear diffuser mounting bolt.
- Tighten the bolts of the rear wheel house protector and the rear diffuser to the specified torque. Refer to [EXT-40, "REAR DIFFUSER : Exploded View"](#).

CENTER MUD GUARD

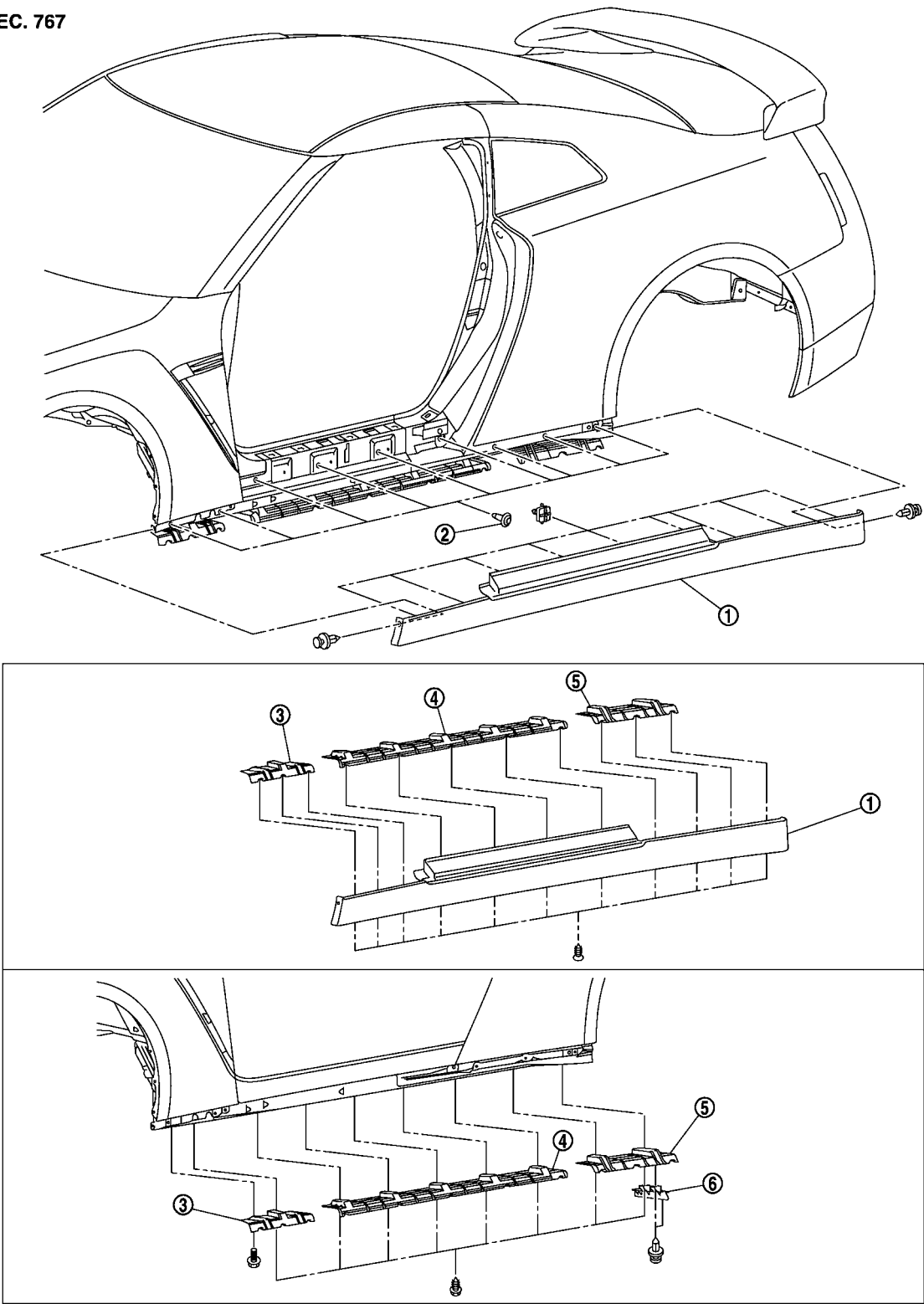
< REMOVAL AND INSTALLATION >

CENTER MUD GUARD

Exploded View

INFOID:000000004641597

SEC. 767



- 1. Center mud guard
- 4. Center bracket

- 2. Grommet
- 5. Rear bracket

- 3. Front bracket
- 6. Wind deflector

NNKIA0140ZZ

CENTER MUD GUARD

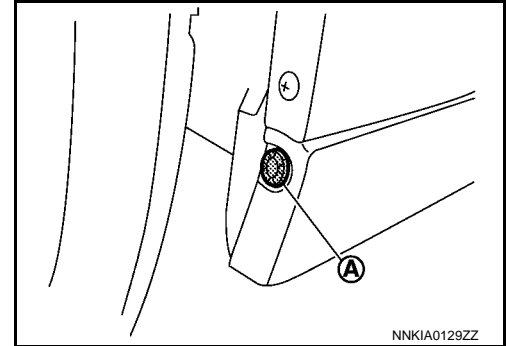
< REMOVAL AND INSTALLATION >

Removal and Installation

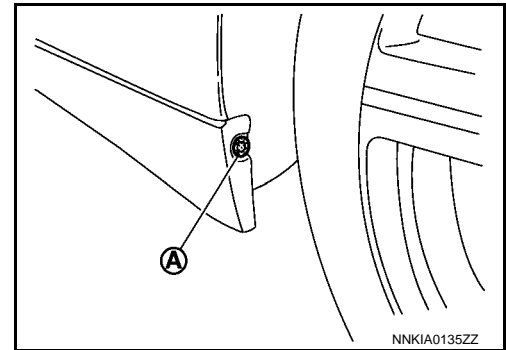
INFOID:000000004641598

REMOVAL

1. Remove the clip (A) from the front edge of the center mud guard.



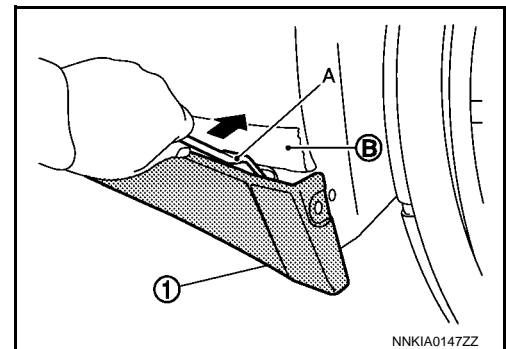
2. Remove the clip (A) from the rear edge of the center mud guard.



3. Remove the mounting screws on the center mud guard lower surface.
4. Fully open the door.
5. Disengage the clips of the center mud guard (1) from vehicle rear sequentially with the remover tool (A).

CAUTION:

Apply protective tape (B) to the body side to protect from damage.



6. Remove the center mud guard from the vehicle body.
7. Remove the mounting screws after removing the center mud guard, and then remove the front bracket, center bracket, rear bracket, and wind deflector from the vehicle body.

NOTE:

The front bracket, center bracket, rear bracket, and wind deflector can be removed as a single part.

INSTALLATION

Note the following, and install in the reverse order of removal.

CAUTION:

- Check visually the clips for deformation and damage at installation. Replace with new ones if necessary.
- When installing, check that the clips are accurately aligned with the body side panel, then press in.

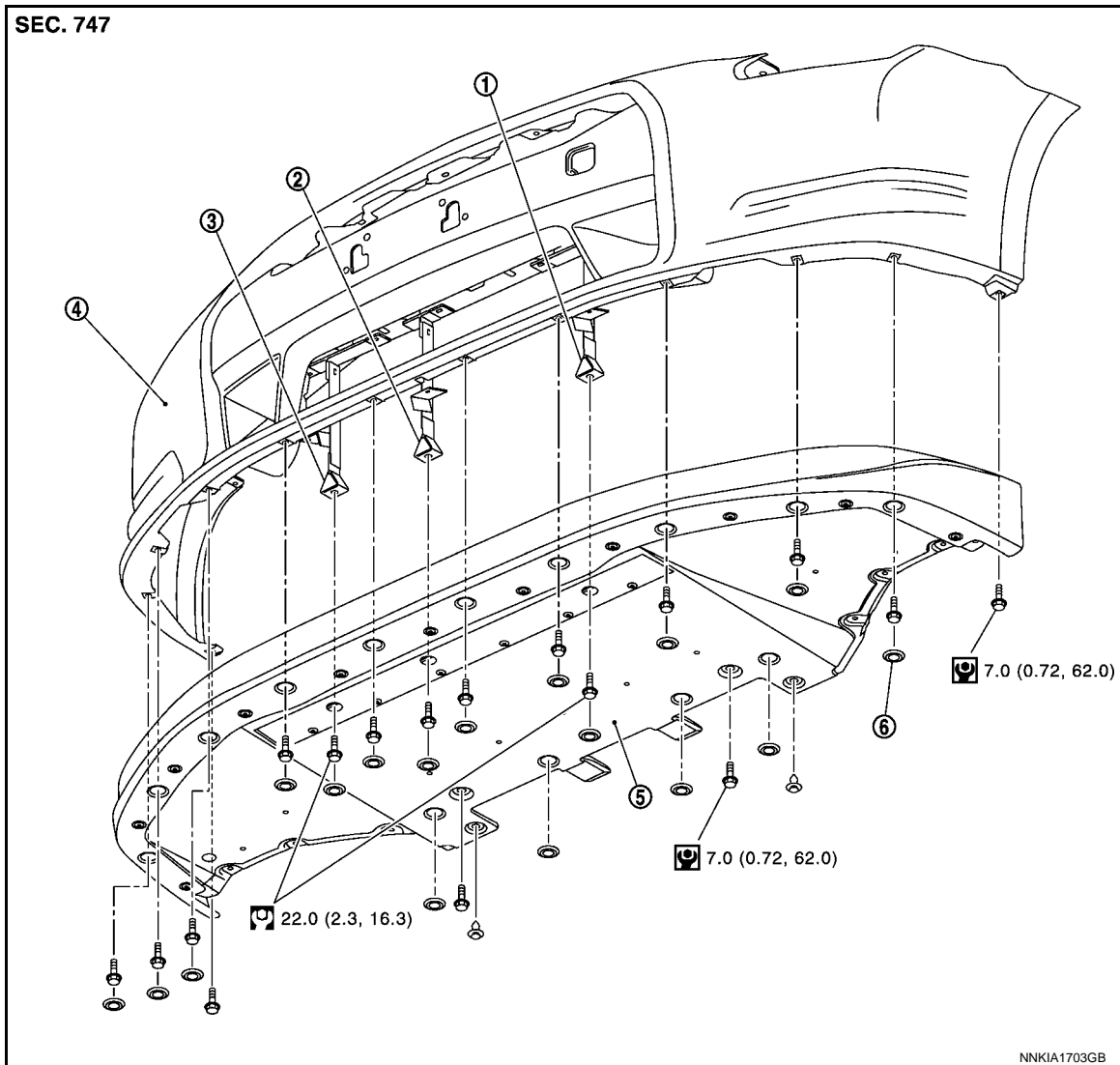
FLOOR SIDE FAIRING

< REMOVAL AND INSTALLATION >

FLOOR SIDE FAIRING ENGINE UNDER COVER

ENGINE UNDER COVER : Exploded View

INFOID:000000004641599



- | | | |
|----------------------|---------------------------|----------------------|
| 1. Bumper bracket LH | 2. Bumper bracket center* | 3. Bumper bracket RH |
| 4. Bumper fascia | 5. Engine under cover | 6. Hole cover |

*: For Middle east, Europe and Australia.

Refer to [GI-4, "Components"](#) for symbols in the figure.

ENGINE UNDER COVER : Removal and Installation

INFOID:000000004641600

REMOVAL

1. Remove the hole covers.
2. Remove the clips connecting the engine under cover and the fender protector (front).
3. Remove the clips (engine undercover rear edge) connected with the engine under cover.
4. Remove the bolts connecting the radiator core support.
5. Remove the bolts connecting the bumper brackets (RH, center, LH).
6. Remove the bolts connecting the bumper fascia.
7. Pull the engine under cover toward the rear of the vehicle and remove.

FLOOR SIDE FAIRING

< REMOVAL AND INSTALLATION >

INSTALLATION

Note the following, and install in the reverse order of removal.

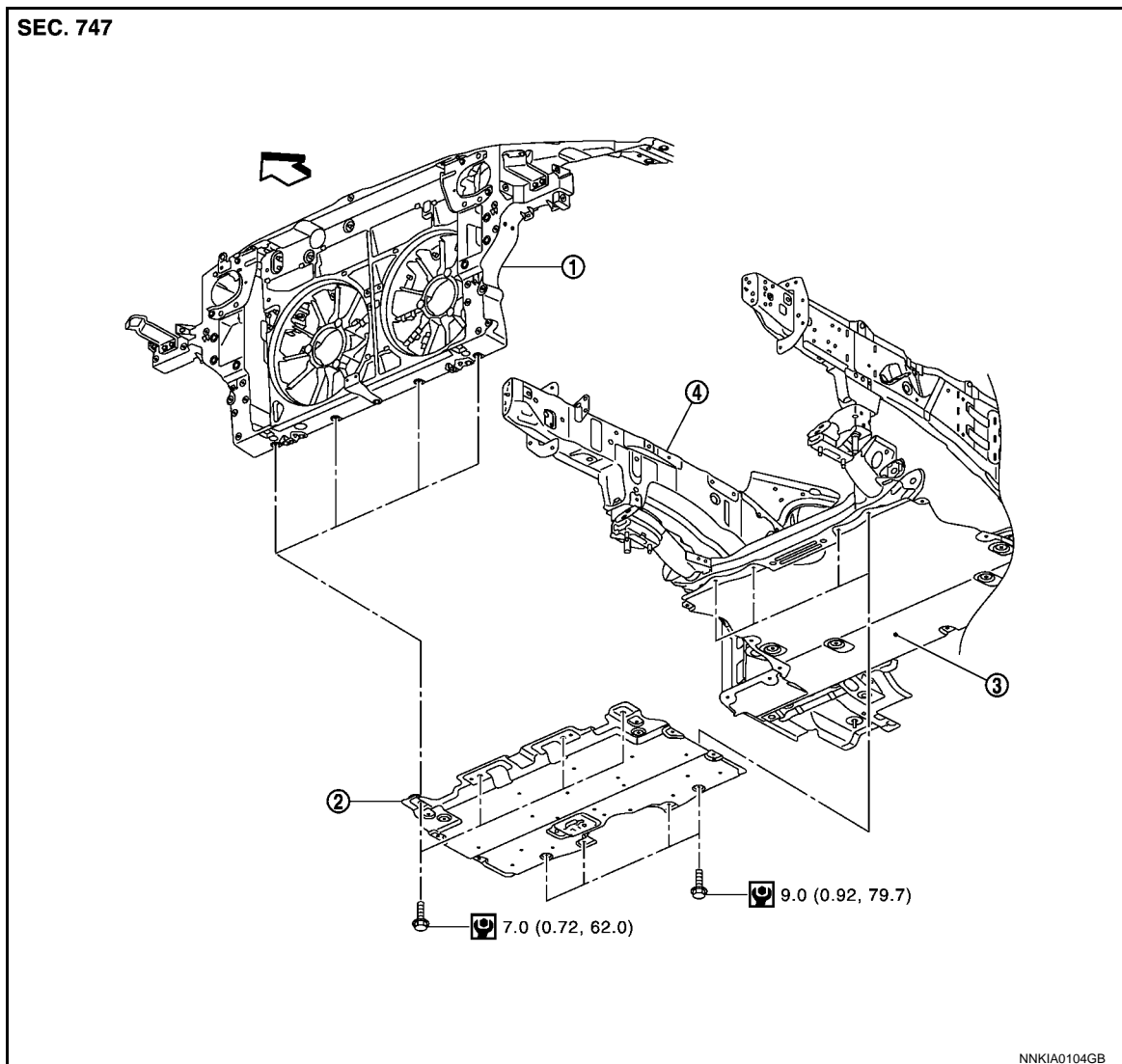
CAUTION:

- Never repair, but always replace engine undercover as an assembly when carbon fiber brake cooling duct is damaged.
- Visually check the clips for deformation and damage at installation. Replace with new ones if necessary.
- Always tighten the mounting bolts to the specified torque.
- Be careful to install the hole cover because it may drop in the cover if it is pressed excessively.

FRONT UNDER COVER

FRONT UNDER COVER : Exploded View

INFOID:000000004641601



1. Radiator core support assembly 2. Front under cover 3. Floor under cover
4. Side member

↩ : Vehicle front

Refer to [GI-4, "Components"](#) for symbols in the figure.

FRONT UNDER COVER : Removal and Installation

INFOID:000000004641602

REMOVAL

FLOOR SIDE FAIRING

< REMOVAL AND INSTALLATION >

1. Remove the clip connecting the front under cover and the fender protector (LH/RH) (front). Refer to [EXT-29, "FENDER PROTECTOR : Exploded View"](#).
2. Remove the bolt (front undercover rear edge) tightened together with the floor under cover.
3. Remove the hole covers (engine under cover rear edge).
4. Remove the bolts (front under cover front edge) connecting the radiator core support.
5. Remove the front under cover.

INSTALLATION

Note the following, and install in the reverse order of removal.

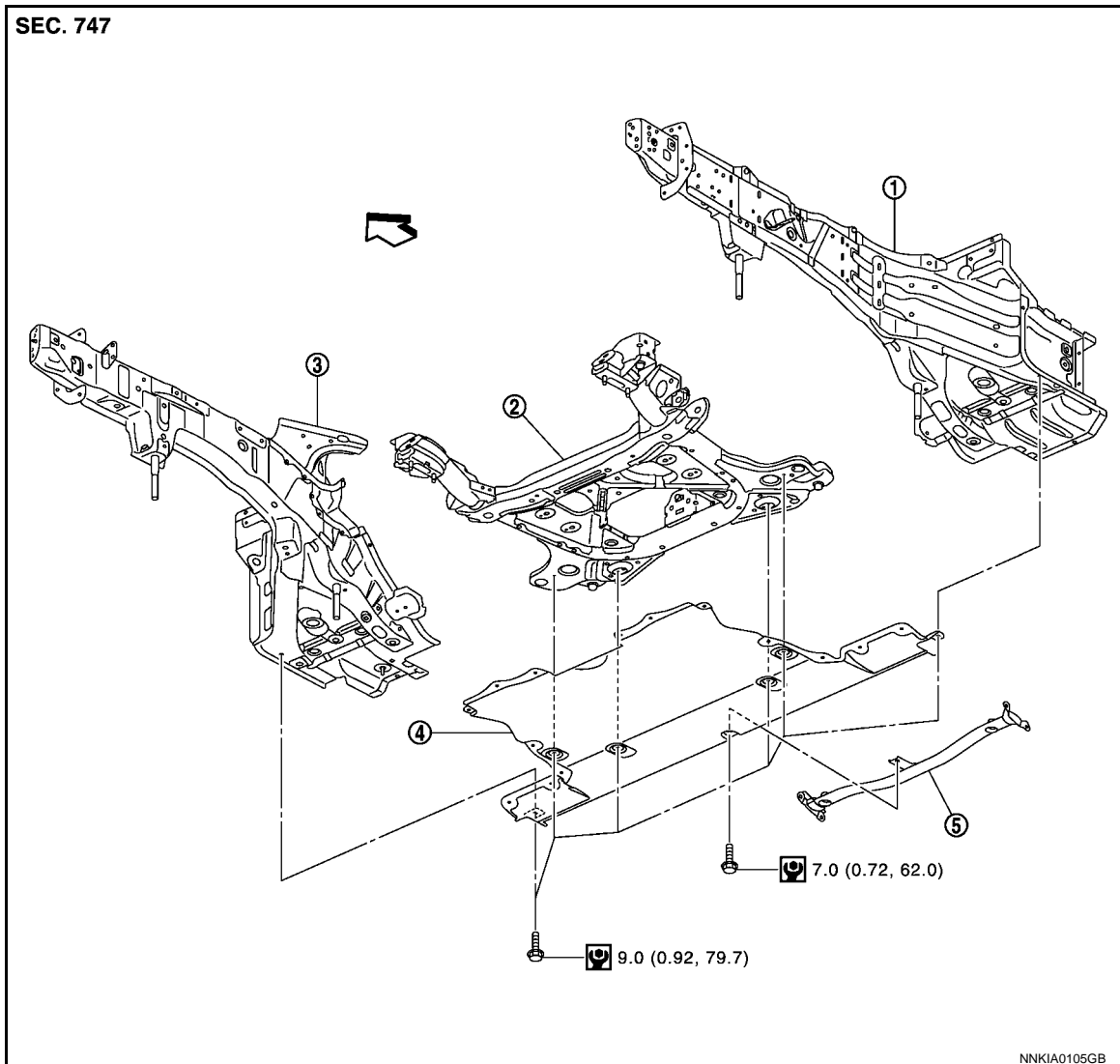
CAUTION:

- Visually check the clips for deformation and damage at installation. Replace with new ones if necessary.
- Always tighten the mounting bolts to the specified torque.

FLOOR UNDER COVER

FLOOR UNDER COVER : Exploded View

INFOID:000000004641603



1. Front side member LH

2. Suspension member

3. Front side member RH

4. Floor under cover

5. Front cross bar bracket

↖: Vehicle front

Refer to [GI-4, "Components"](#) for symbols in the figure.

FLOOR SIDE FAIRING

< REMOVAL AND INSTALLATION >

FLOOR UNDER COVER : Removal and Installation

INFOID:000000004641604

REMOVAL

1. Remove the clip connecting the floor under cover and the fender protector (LH/RH) (rear). Refer to [EXT-29, "FENDER PROTECTOR : Exploded View"](#).
2. Remove the bolt (front under cover rear edge) tightened together with the front under cover.
3. Remove the floor under cover mounting bolts.
4. Remove the floor under cover.

INSTALLATION

Note the following, and install in the reverse order of removal.

CAUTION:

- To prevent electric corrosion, always check bolts and washers for surface treatment peeling and white rust corrosion when mounting bolts of Spec V floor undercover are removed.
- If surface treatment is peeled off, bolts and washers are reusable when contact surfaces between washer and carbon parts are painted using touch-up paint. Never reuse bolts or washers when white rust corrosion is detected.
- Visually check the clips for deformation and damage at installation. Replace with new ones if necessary.
- Always tighten the mounting bolts to the specified torque.

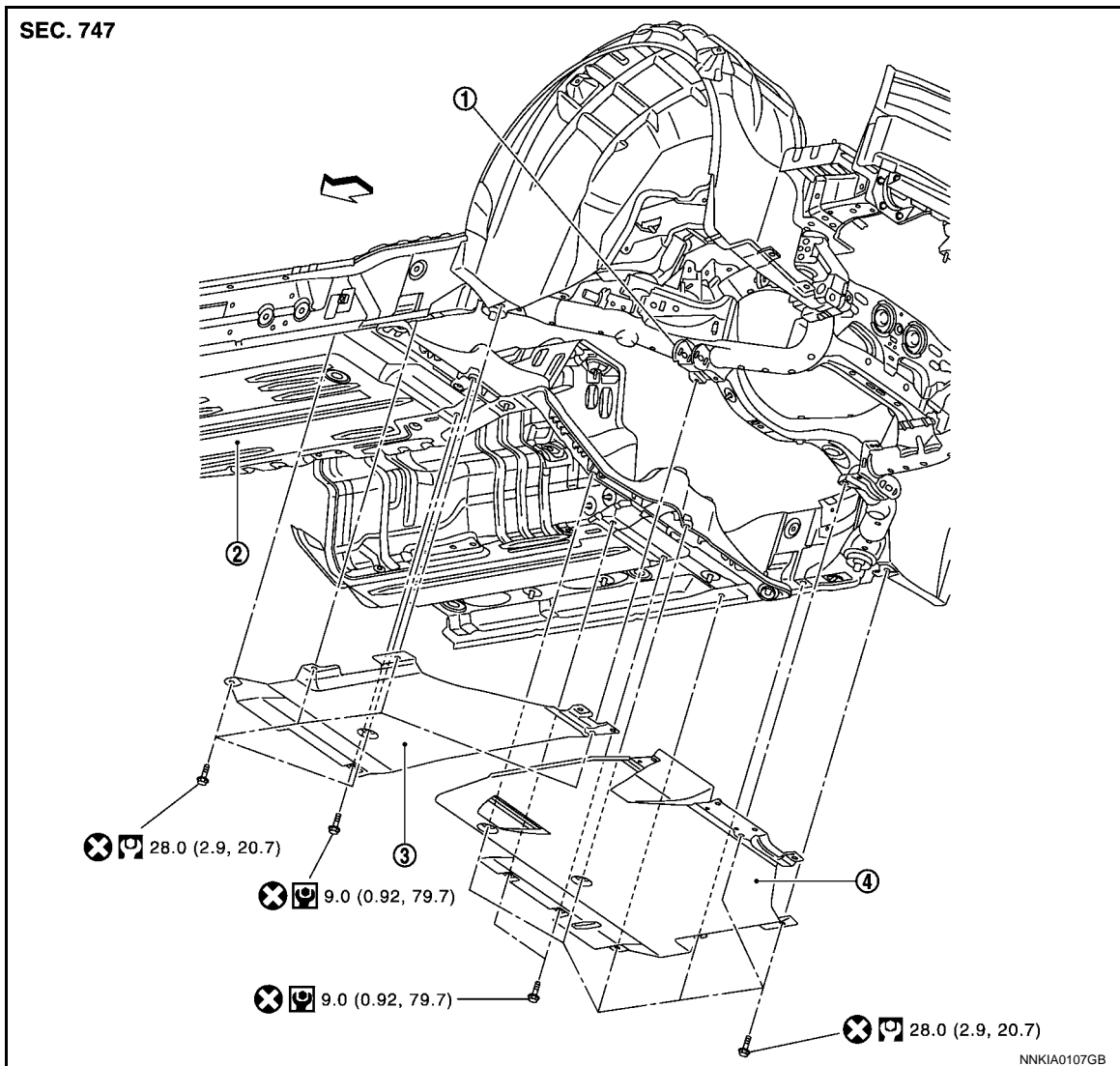
FRONT DIFFUSER

FLOOR SIDE FAIRING

< REMOVAL AND INSTALLATION >

FRONT DIFFUSER : Exploded View

INFOID:000000004641605



1. Rear suspension member 2. Floor assembly 3. Front diffuser LH
4. Front diffuser RH

↶ : Vehicle front

Refer to [GI-4. "Components"](#) for symbols in the figure.

FRONT DIFFUSER : Removal and Installation

INFOID:000000004641606

REMOVAL

Front diffuser RH

1. Remove the bolt (rear diffuser front edge) tighten together with the rear diffuser (center).
2. Remove the front diffuser RH mounting bolts.
3. Remove the front diffuser RH.

Front diffuser LH

1. Remove the bolt (rear diffuser front edge) tighten together with the rear diffuser (center).
2. Remove the front diffuser LH mounting bolts.
3. Remove the front diffuser LH.

INSTALLATION

FLOOR SIDE FAIRING

< REMOVAL AND INSTALLATION >

Note the following, and install in the reverse order of removal.

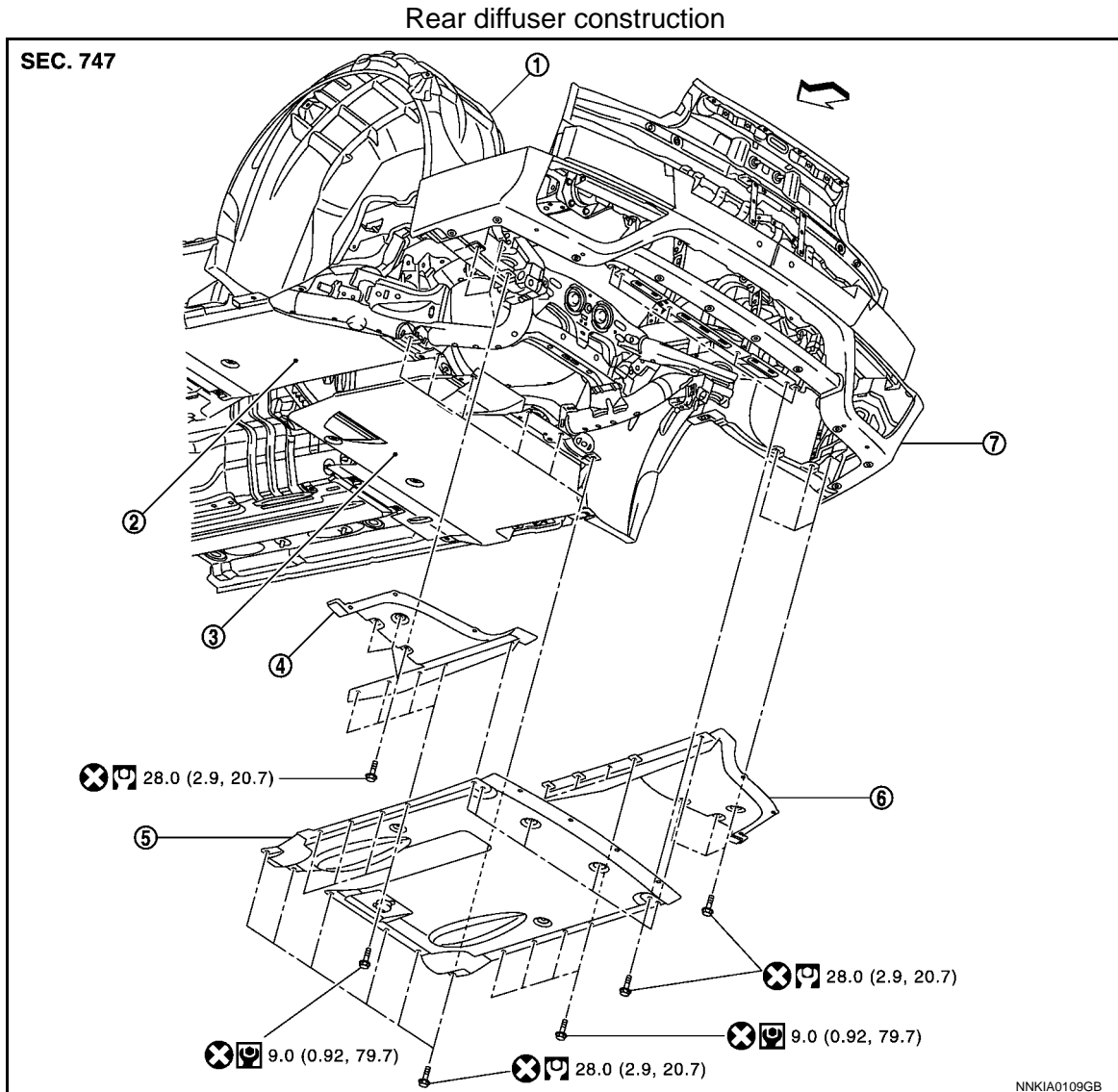
CAUTION:

- Replace the mounting bolts with new ones to prevent electric corrosion when removing and installing the front diffuser.
- Always tighten the mounting bolts to the specified torque.

REAR DIFFUSER

REAR DIFFUSER : Exploded View

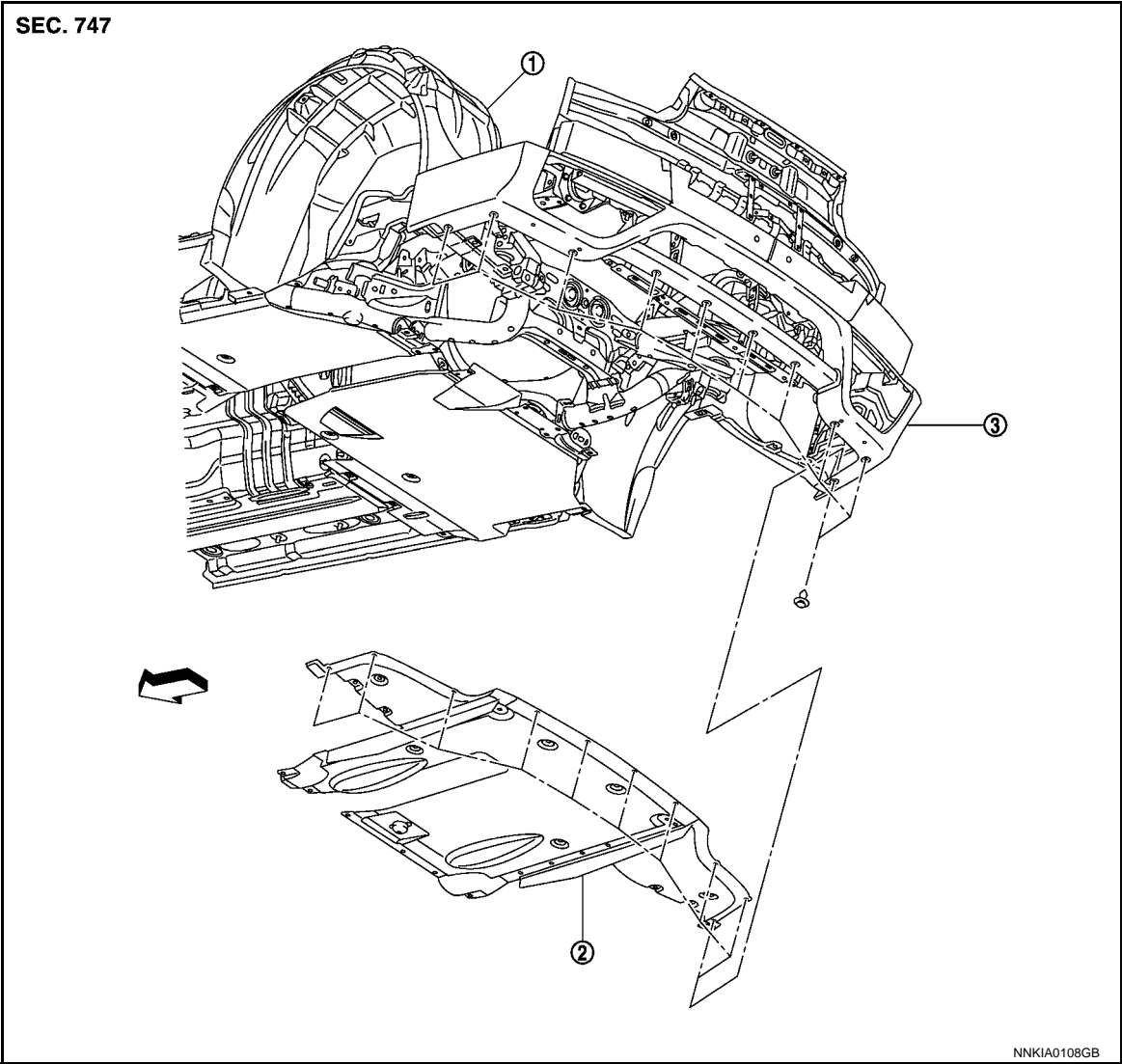
INFOID:000000004641607



FLOOR SIDE FAIRING

< REMOVAL AND INSTALLATION >

Installation position for clip

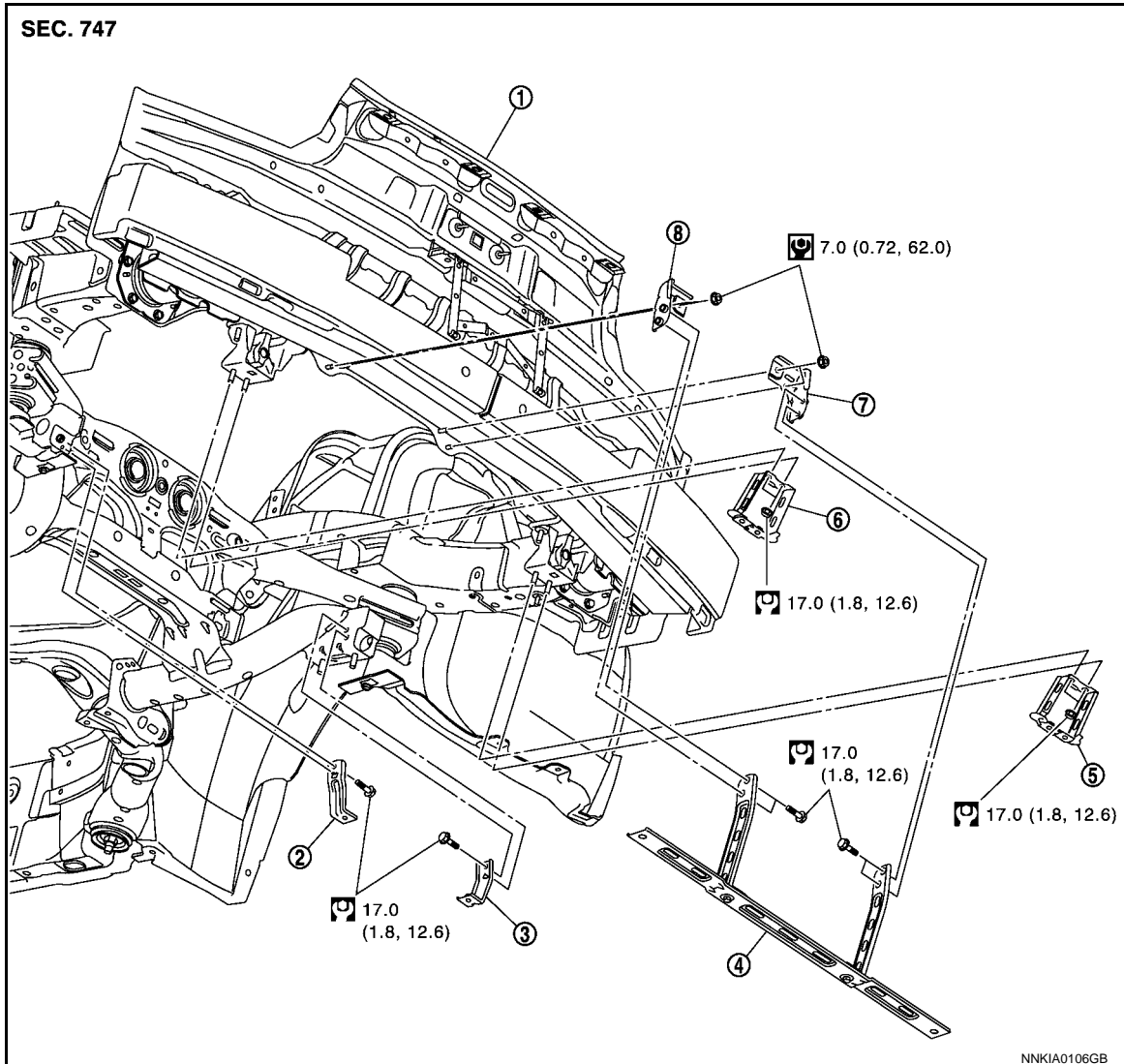


EXT

FLOOR SIDE FAIRING

< REMOVAL AND INSTALLATION >

Bracket construction



- | | | |
|----------------------------|--------------------------|--------------------------|
| 1. Rear panel assembly | 2. Diffuser bracket A LH | 3. Diffuser bracket A RH |
| 4. Diffuser center bracket | 5. Diffuser bracket B RH | 6. Diffuser bracket B LH |
| 7. Diffuser bracket C RH | 8. Diffuser bracket C LH | |

Refer to [GI-4, "Components"](#) for symbols in the figure.

REAR DIFFUSER : Removal and Installation

INFOID:000000004641608

CAUTION:

- Never apply any chemical products like wax, coating agent, and compound for Spec V carbon parts. They are produced by composite manufacturing methods similar to a racing vehicle and special paint is adopted to enhance the look and feel of materials. (Otherwise, water may penetrate to carbon layers and may cause corrosion.)
- Never place any carbon parts directly on the ground. Always protect them using a soft sheet during removal, installation, and replacement operations. Never touch carbon parts with oily hands or allow oil or grease to get on them.

REMOVAL

Rear diffuser (center)

1. Remove the clips connecting with the rear bumper fascia (lower) lower surface.
2. Remove the rear diffuser (center) mounting bolts.
3. Remove the rear diffuser (center).

FLOOR SIDE FAIRING

< REMOVAL AND INSTALLATION >

Rear diffuser RH

- 1. Remove the rear diffuser (center).
- 2. Remove the mounting bolts and clips of rear diffuser RH.
- 3. Remove the rear diffuser RH.

Rear diffuser LH

- 1. Remove the rear diffuser (center).
- 2. Remove the mounting bolts and clips of rear diffuser LH.
- 3. Remove the rear diffuser LH.

INSTALLATION

Note the following, and install in the reverse order of removal.

CAUTION:

- When rear diffuser TORX bolt is removed, check for surface treatment peel off and oxidation of TORX bolt and washer so that electric corrosion is prevented.
- Regarding TORX bolt and washer with surface treatment peel off, paint contact surface of washer and carbon using touch pen or others. By doing so, TORX bolt and washer are reusable. However, regarding oxidation, never reuse.
- Visually check the clips for deformation and damage at installation. Replace with new ones if necessary.
- Always tighten the mounting bolts to the specified torque.

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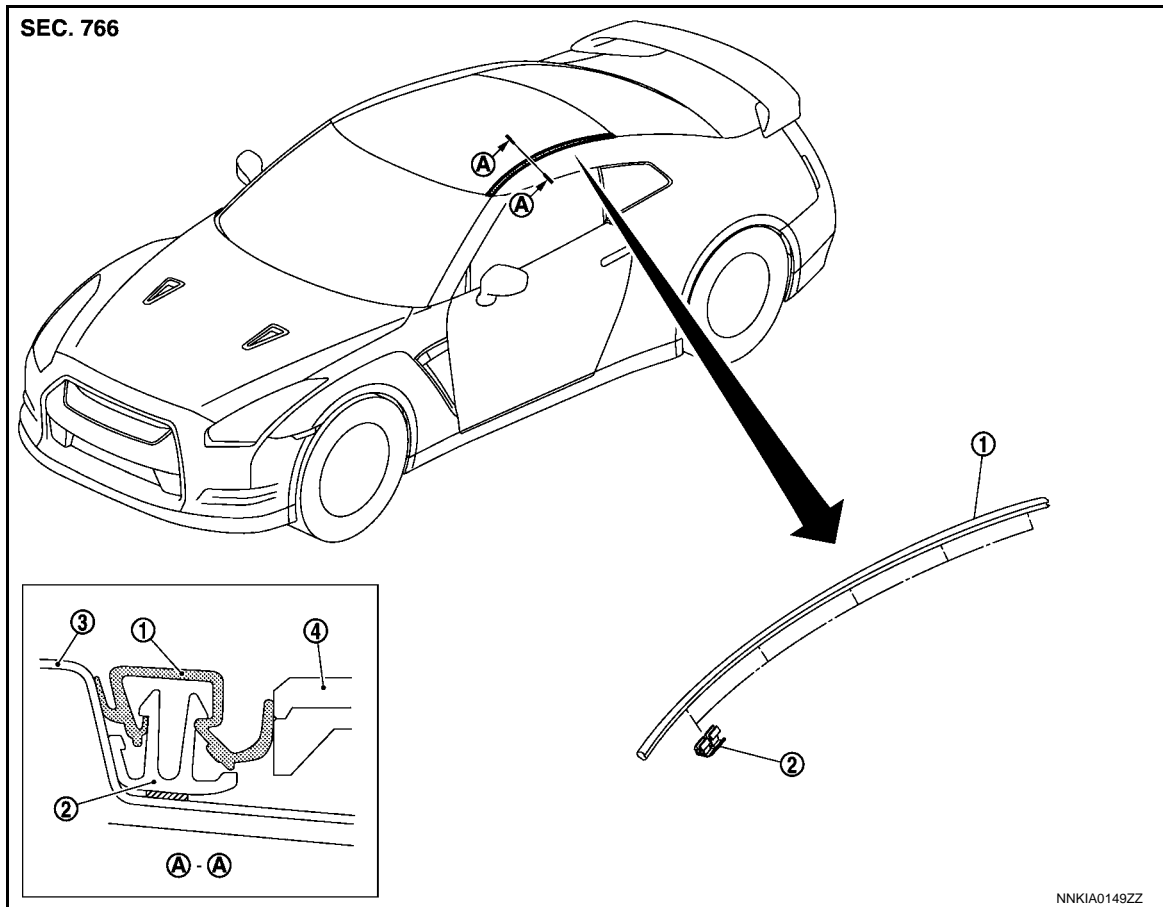
ROOF SIDE MOLDING

< REMOVAL AND INSTALLATION >

ROOF SIDE MOLDING

Exploded View

INFOID:000000004641609



- 1. Roof side molding
- 2. Roof side molding clip
- 3. Roof panel
- 4. Front pillar finisher

Removal and Installation


INFOID:000000004641610

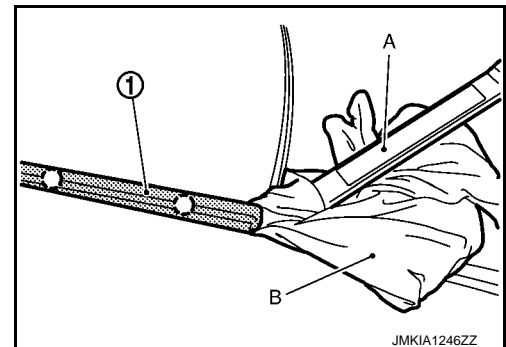
REMOVAL

Disengage the joint of clips from the roof side molding (1) rear edge with the remover tool (A).

CAUTION:

Wrap a shop cloth (B) around the remover tool to protect the body panel from damage.

 : Clip



INSTALLATION

Install in the reverse order of removal.

REMOVAL AND INSTALLATION OF ROOF SIDE MOLDING CLIP

Removal

1. Remove roof side molding.

ROOF SIDE MOLDING

< REMOVAL AND INSTALLATION >

2. Heat adhesive tape interface with a dryer, and then peel roof side molding clips with long-nose pliers.

CAUTION:

Be careful not to damage the body.

Installation

- 1. Clean tape removed surface with a shop cloth soaked in white gasoline or IPA.
- 2. Use two-part epoxy adhesive.

Adhesive : 3M-weld DP-100 or equivalent

- 3. Apply adhesive evenly to clip tape surface.

Thickness : Approximately 0.5 mm (0.020 in)

- 4. Position applied parts to the proper location, and then sufficiently press-fit until the adhesive protrudes to tape side.

Press-fit limit : 19.6 N × 2 seconds

- 5. Tape clips after press fit, and temporarily hold it for specified time based on the following.

5 to 10°C (41 to 50°F) : 1 hour or more
11 to 23°C (52 to 73°F) : 30 minutes or more
24°C or more (75°F or more) : 15 minutes or more

- 6. Install from roof side molding rear end to front end in this order after temporarily holding.

CAUTION:

- When installing roof side molding of windshield portion, check that molding fastener is securely inserted and then press in.
- Never wash the vehicle with in 24 hours so as to keep adhesive.

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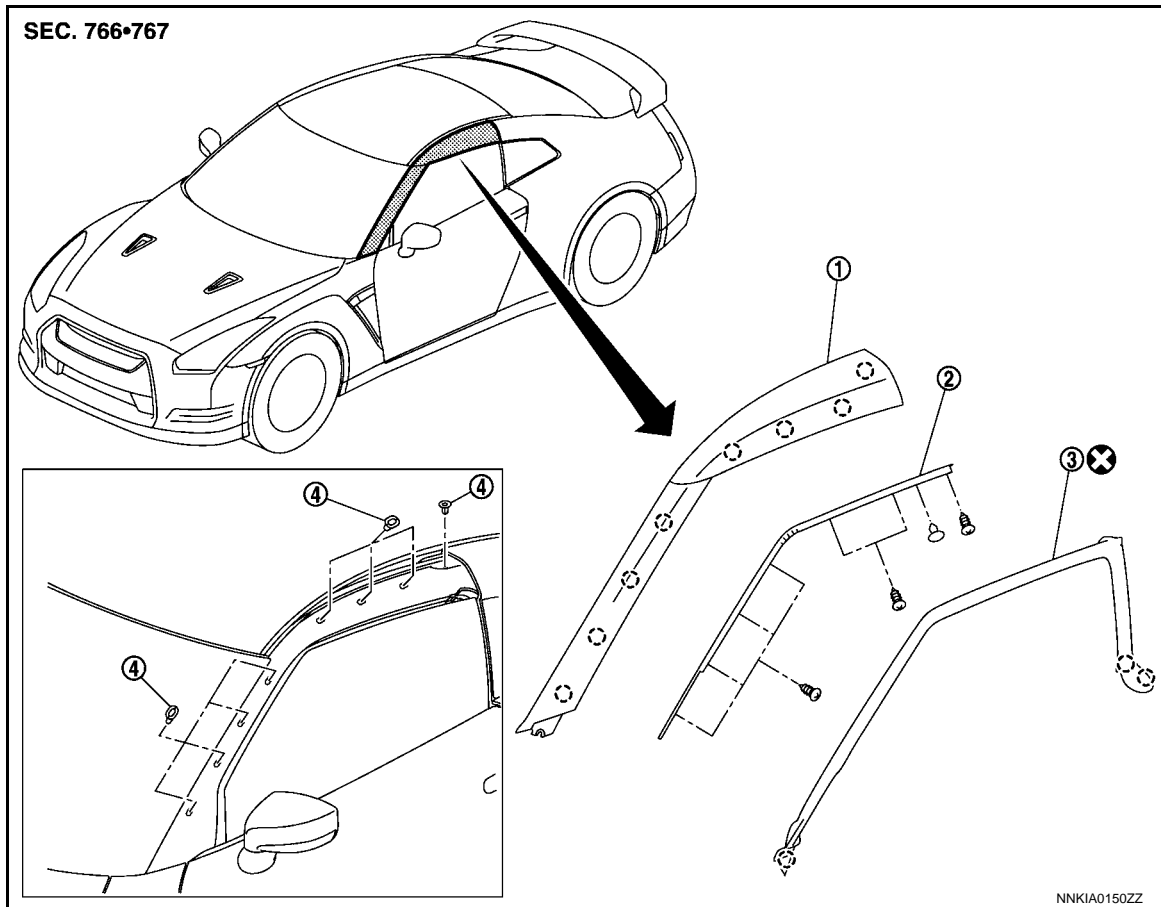
FRONT PILLAR FINISHER

< REMOVAL AND INSTALLATION >

FRONT PILLAR FINISHER

Exploded View

INFOID:000000004641611



1. Front pillar finisher

2. Weather-strip retainer

3. Body side weather-strip

4. Grommet

○ : Clip

Refer to [GI-4. "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000004641612

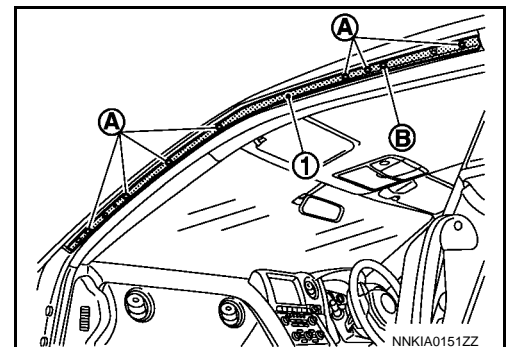
REMOVAL

1. Remove the mounting clips and the double-faced adhesive tape of the body side weather-strip.
2. Remove the body side weather-strip.

NOTE:

Disengage the joint of front pillar clip while sliding upward.

3. Remove the mounting screws (A) and the clip (B), and then remove the weather-strip retainer (1).



FRONT PILLAR FINISHER

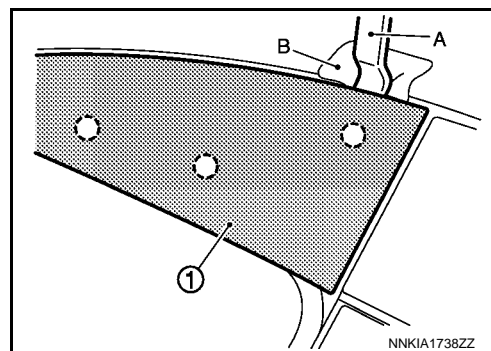
< REMOVAL AND INSTALLATION >

4. Insert the remover tool (A) from the rear edge of the front pillar finisher (1), and then disengage the clips toward vehicle front.

CAUTION:

Apply protective tape (B) to the body side to protect from damage.

○ : Clip



5. Remove the front door finisher from the vehicle body.

INSTALLATION

Note the following, and install in the reverse order of removal.

CAUTION:

- During installation check that the clips are aligned with the vehicle body side panel holes, and then press.
- Never reuse the body side weather-strip.
- To maintain adhesion, never wash the vehicle within 24 hours after installing the body side weather-strip.

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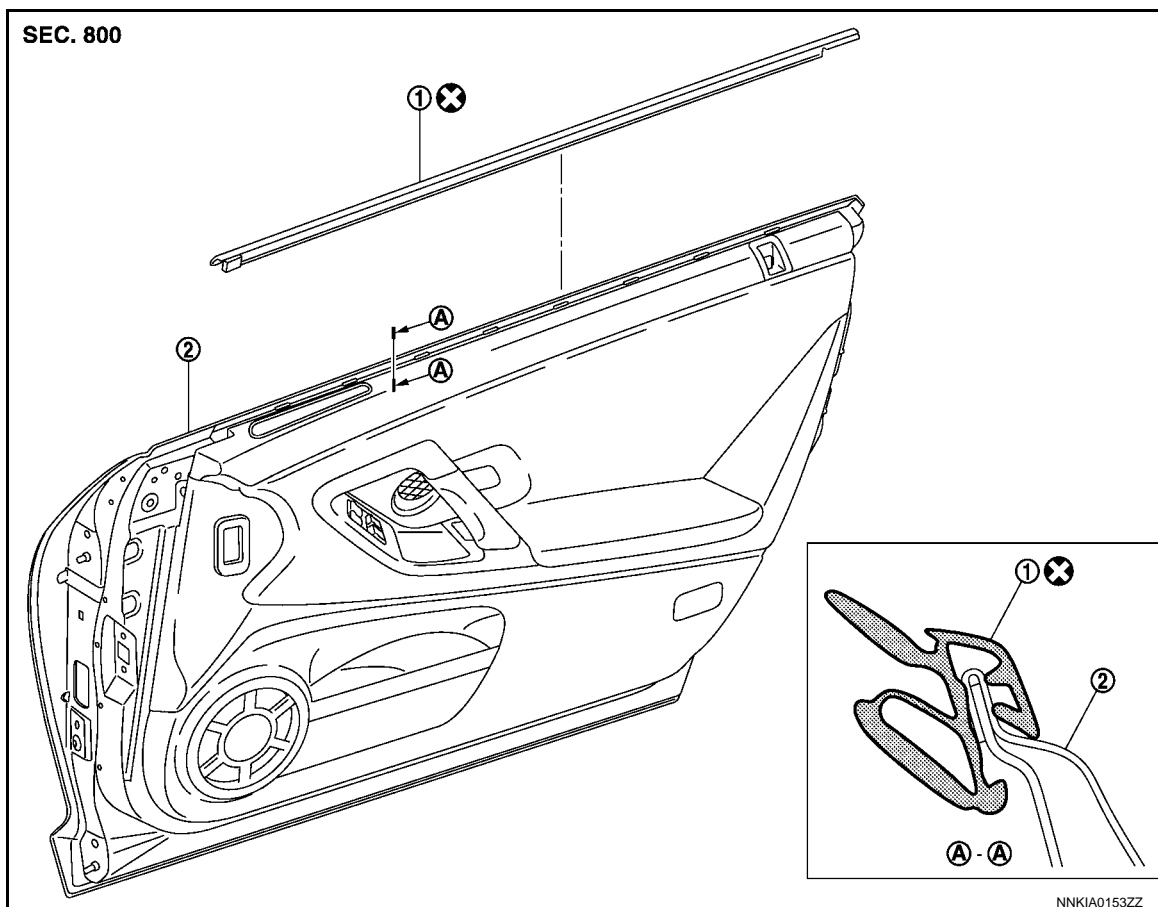
DOOR OUTSIDE MOLDING

< REMOVAL AND INSTALLATION >

DOOR OUTSIDE MOLDING

Exploded View

INFOID:000000004641613



1. Door outside molding 2. Door panel assembly

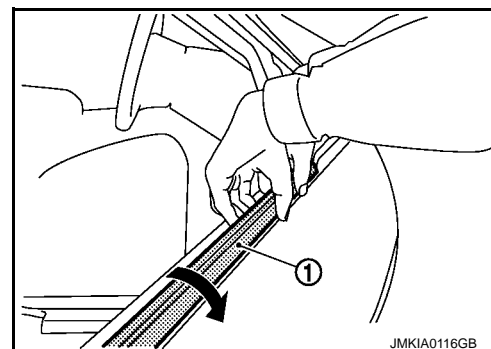
Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000004641614

REMOVAL

1. Fully open the door window.
2. Twist the door outside molding (1) toward the outside of the vehicle, and then lift up and remove it while disengaging the pawls.



INSTALLATION

Install in the reverse order of removal.

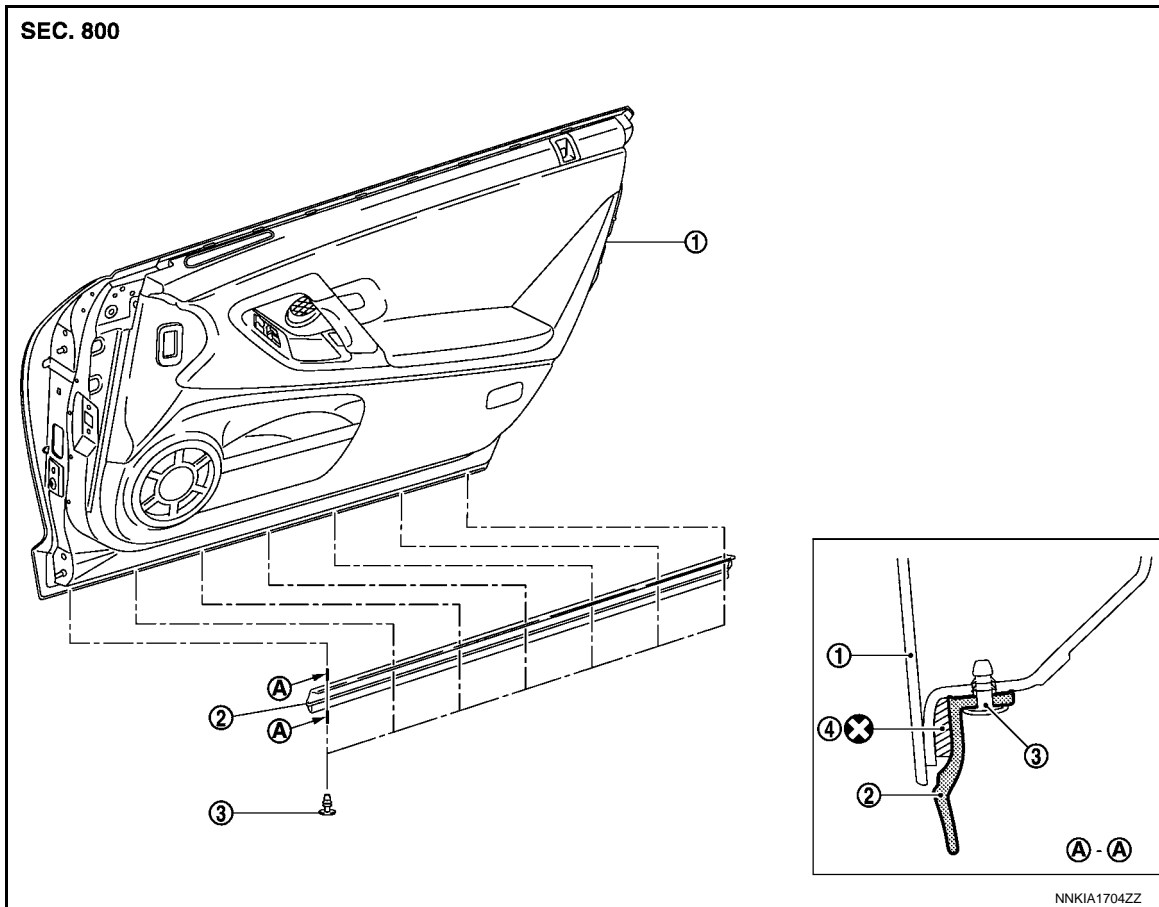
DOOR PARTING SEAL

< REMOVAL AND INSTALLATION >

DOOR PARTING SEAL

Exploded View

INFOID:000000004641615



- 1. Door assembly
- 2. Door parting seal
- 3. Parting seal clip
- 4. Double-faced adhesive tape
[t:2.0mm (0.079in)]

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation


INFOID:000000004641616

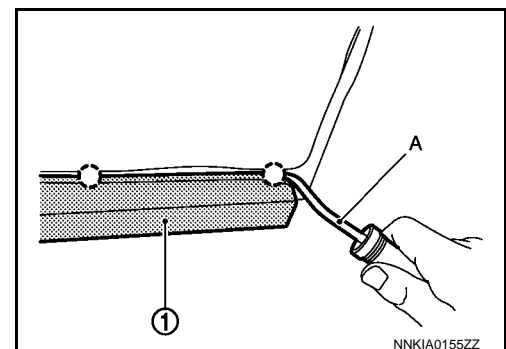
REMOVAL

1. Fully open the door.
2. Remove the clip (parting seal clip) of door parting seal (1) with the remover tool (A).

CAUTION:

Be careful no to damage the body.

 : Clip



3. Remove the door parting seal from the door assembly.

INSTALLATION

Note the following, and install in the reverse order of removal.

DOOR PARTING SEAL

< REMOVAL AND INSTALLATION >

CAUTION:

Visually check the clips for deformation and damage at installation. Replace with new ones if necessary.

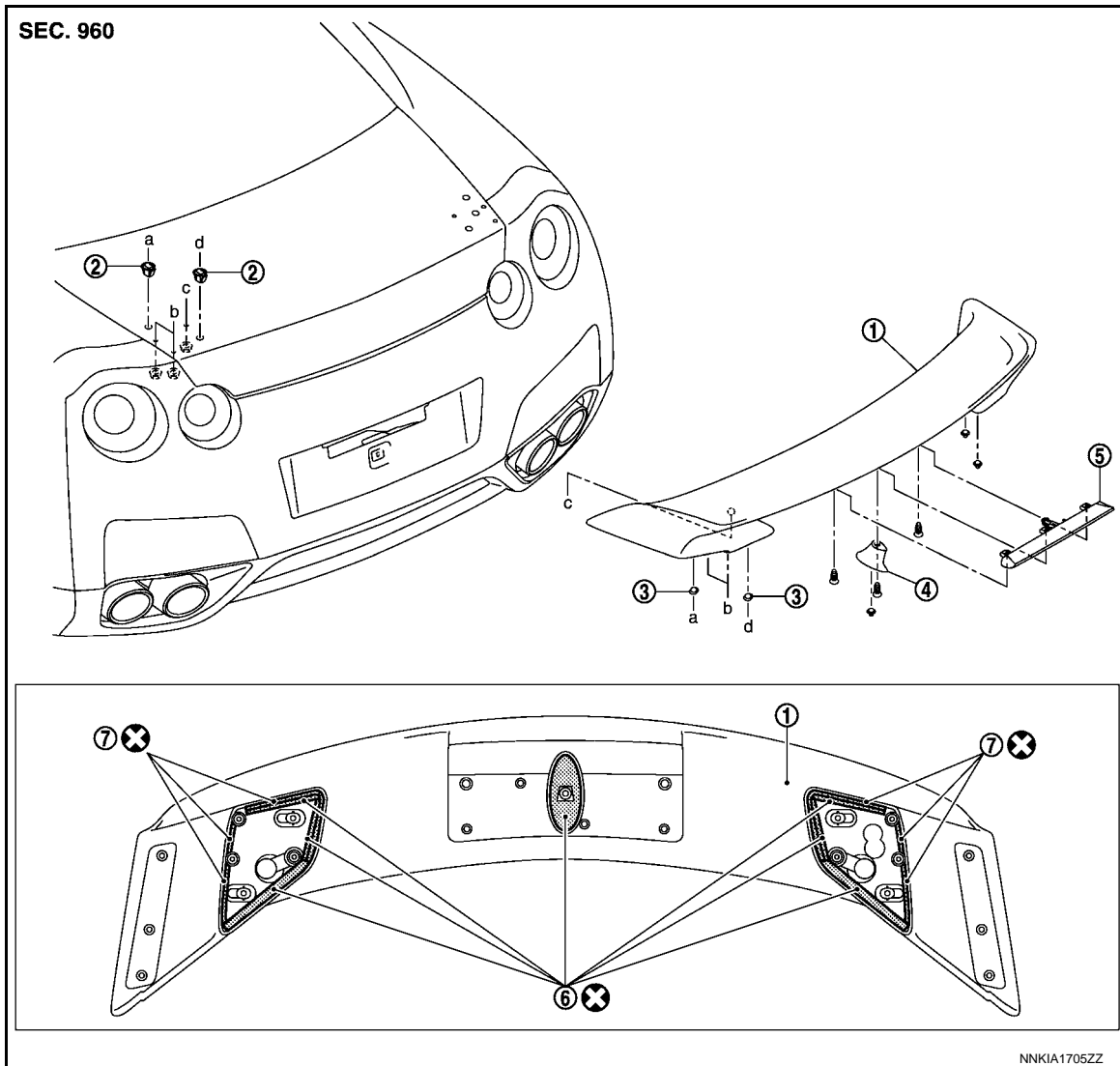
REAR WING

< REMOVAL AND INSTALLATION >

REAR WING

Exploded View

INFOID:000000004641617



- | | | |
|-----------------------|---------------------------|---|
| 1. Rear wing assembly | 2. Grommet | 3. Rear wing clip |
| 4. Center leg bracket | 5. High-mounted stop lamp | 6. Double-faced adhesive tape
[t: 1.6 mm (0.063 in)] |
| 7. EPT sealer | | |

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000004641618

CAUTION:

- Never apply any chemical products like wax, coating agent, and compound for Spec V carbon parts. They are produced by composite manufacturing methods similar to a racing vehicle and special paint is adopted to enhance the look and feel of materials. (Otherwise, water may penetrate to carbon layers and may cause corrosion.)
- Never place any carbon parts directly on the ground. Always protect them using a soft sheet during removal, installation, and replacement operations.
- Never touch carbon parts with oily hands or allow oil or grease to get on them.

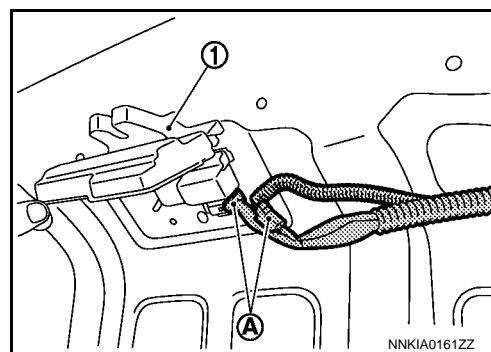
REMOVAL

1. Remove the trunk lid finisher inner. Refer to [INT-37, "Removal and Installation"](#).

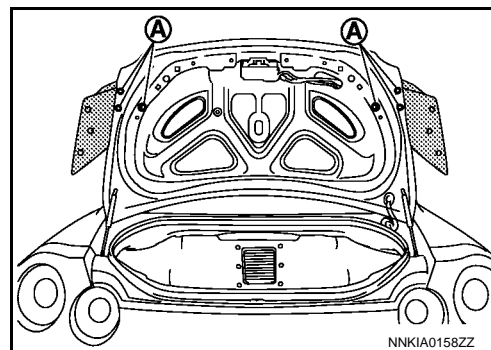
REAR WING

< REMOVAL AND INSTALLATION >

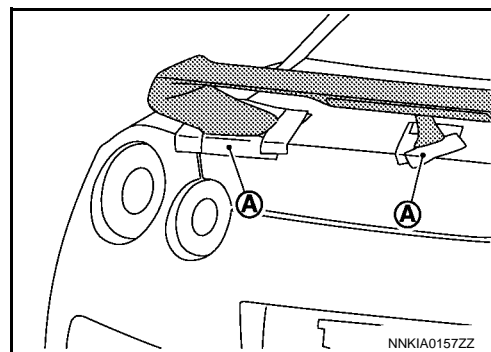
2. Disconnect the harness connector of trunk lid lock assembly (1) and the harness connectors (A) of high-mounted stop lamp.



3. Remove the mounting nuts (A) of rear wing assembly.



4. Apply protective tape (A) around the outer edge of mating surface between rear wing assembly and trunk lid to prevent from damage.



5. Disengage the clips with the remover tool while peeling the double-faced adhesive tape with threads.

CAUTION:

Never bore the rear wing assembly with excessive power. It may cause cracks in the paint.

6. Replace the following parts after removing the rear wing assembly.
 - High-mounted stop lamp: Refer to [EXL-257, "Removal and Installation"](#).
 - Clip and grommet for rear wing assembly
 - EPT sealer

INSTALLATION

Note the following, and install in the reverse order of removal.

CAUTION:

- **Never repair, but always replace rear wing as an assembly when carbon fiber portion of carbon fiber rear wing is damaged.**
- **Never disassemble the rear wing assembly.**
- **Replace the double-faced adhesive tape of the back surface with new tape when reusing the rear wing assembly.**
- Remove the double-faced adhesive tape remaining on the rear wing assembly with a double-faced adhesive tape remover.
- Remove any double-faced adhesive tape remaining on the vehicle side in a similar manner, and then apply the primer for painted surfaces (Nissan parts dealer).
- Heat the rear wing assembly application surface and panel surface to 20°C (68 °F) or more.
- Press-fit the entire area of the double-faced adhesive tape with 5 kg/cm² or more of pressure after applying the rear wing assembly on the vehicle body.
- Replace the EPT sealer of the back surface with new sealer when reusing the rear wing assembly.

REAR WING

< REMOVAL AND INSTALLATION >

- Remove the EPT sealer remaining on the rear wing assembly using a double-faced adhesive tape remover.
- To maintain adhesion, never wash the vehicle within 24 hours after performing the above work.

A

B

C

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EXT

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M

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