

Click to verify



2007 nissan pathfinder service manual

This is a service manual for the 2007 NISSAN PATHFINDER. It covers maintenance and repair procedures, including engine tune-up data, cylinder arrangement, and firing order. The manual emphasizes the importance of understanding safety precautions before starting any repair task, as described in the GI section. It also highlights the need for proper performance of service to ensure both technician and vehicle safety. ****Pathfinder Vehicle Specifications**** * Alignment specifications: + Front wheel alignment: target values for camber, caster, and toe-in + Rear wheel alignment: target values for camber, total toe-in, cross toe, and angle (left and right) * Brake specifications: + Front brake model: CLZ33VB + Rear brake model: CLZ14VB + Brake pad specifications: thickness (new and repair limit), material, and manufacturer (NGK) + Disc rotor specifications: size, material, and manufacturer (Nissan) + Control valve specification: electric brake force distribution, valve model (C215T), diaphragm diameter (215mm) * Quick reference chart: + Summary of target values for various vehicle components, including drive belt tension, spark plug location, and wheel alignment. Note that I've removed the technical details and specifications to provide a more general overview of the text. If you'd like me to paraphrase specific sections or topics, please let me know! ****Vehicle Specifications and Limits**** * Runout limit for brake system: 0.015 mm (±0.0006) * Brake pad standard thickness: 11.0 mm (0.433 in) * Disc rotor standard thickness: 18.0 mm (0.709 in) ****Brake System Measurements**** * Maximum uneven wear on disc rotor: 0.015 mm (±0.0006) * Runout limit for brake system with vehicle attached: 0.05 mm (±0.0020) ****Pedal and Switch Measurements**** * Free height of pedal "H": 182.1-192.1 mm (7.17-7.56 in) * Depressed pedal height under 490 N force: 105-115 mm (4.13-4.53 in) * Clearance between pedal stopper and switch: 0.74-1.96 mm (0.029-0.077 in) ****Vehicle Capacities**** * Fuel capacity: 80 liters (21 US gallons, 17.5 imp gallons) * Engine oil capacity: + With filter change: 4.8-5.1 liters (5.25-5.38 quarts) + Without filter change: 4.2-4.5 liters (4.7-4.9 quarts) * Cooling system capacity: 10.2-13.4 liters (2.67-3.55 quarts) ****Fluid Capacities**** * Automatic transmission fluid: 10.3 liters (11.0 US quarts, 9.8 imp quarts) * Rear final drive oil: 1.4 liters (1.5 US quarts, 1.3 imp quarts) * Transfer fluid: + ATX14B: 3.0 liters (3.25 US quarts, 2.75 imp quarts) + TX15B: 2.0 liters (2.25 US quarts, 1.9 imp quarts) ****Safety Precautions**** * Supplemental Restraint System (SRS) precautions * NVIS/IVIS system precautions (if equipped) * General safety precautions for engine and brake work Note that I removed the technical specifications of some systems, such as the A/C system refrigerant and oil capacities, to keep the paraphrased text concise. Let me know if you'd like me to include those details as well! Given text content here Precautions for safe and proper vehicle servicing are crucial. Important safety information is included in the Service Manual's SRS and SB section, which should only be serviced by an authorized NISSAN/INFINITI dealer. Failure to do so may render the Supplemental Restraint System (SRS) inoperative, increasing the risk of personal injury or death in a collision that would result in air bag inflation. The SRS system, which includes seat belt switches and dual stage front air bag modules, uses these inputs to determine front air bag deployment. It's essential not to use electrical test equipment on any circuit related to the SRS unless instructed to do so in this Service Manual. Additionally, precautions must be taken for NVIS/IVIS (NISSAN/INFINITI VEHICLE IMMOBILIZER SYSTEM - NATS), which will immobilize the engine if someone tries to start it without the registered key. The security indicator on the instrument panel blinks when the immobilizer system is functioning, warning outsiders that the vehicle is equipped with an anti-theft system. When servicing NVIS/IVIS (NATS), CONSULT-II hardware and software are necessary for trouble diagnoses, system initialization, and additional registration of other NVIS/IVIS (NATS) ignition key IDs. It's crucial to keep these procedures confidential to maintain the integrity of the anti-theft function; be sure to receive all keys from vehicle owner. Up to four key IDs can be registered into NVIS/IVIS (NATS). If engine fails to start using NVIS/IVIS (NATS) key the first time, follow these steps: leave ignition on for 5 seconds, turn off and wait 5 seconds, repeat twice, then restart while keeping the key separate. Precautions: do not operate engine without proper ventilation; keep work area ventilated and free of flammable materials; avoid smoking while working. Before jacking up vehicle, apply wheel chocks or tire blocks to prevent movement. Support vehicle weight with safety stands when lifting. Operations should be done on a level surface. When removing heavy components, be careful not to lose balance or drop them. Before repairs that don't require battery power: turn off ignition and disconnect negative terminal. If terminals are disconnected, recorded memory will be erased. Battery posts contain lead, wash hands after handling. Avoid contact with hot metal parts; do not remove radiator cap when engine is hot. Dispose of used oil or solvent in an appropriate manner. Do not attempt to top off fuel tank after pump shuts off. Clean disassembled parts before inspection or assembly. Replace seals, gaskets, and bearings as needed. Arrange disassembled parts according to their assembled locations. Do not touch electrical component terminals; static electricity may damage internal components. After disconnecting vacuum hoses, attach a tag indicating the proper connection. Use only specified fluids and lubricants. Before servicing the vehicle, protect fenders, upholstery, and carpeting with appropriate covers to prevent damage. Be cautious when handling keys, buckles, or buttons to avoid scratching paint. To prevent ECM from storing diagnostic trouble codes, disconnect only related connectors according to the TROUBLE DIAGNOSES workflow in EC and AT sections. Do not carelessly disconnect any harness connector. When working on the engine control system and TCM, use unleaded gasoline to prevent damage to the catalyst. Leaded gasoline can cause serious issues with the three-way catalyst. Do not run the engine when the fuel tank level is low, as this may cause misfiring and damage to the catalyst. Keep flammable materials off the exhaust pipe and the three-way catalyst. Use unleaded regular gasoline with an octane rating of at least 87 AKI number (Research octane number 91) for optimal performance. E-85 fuel may only be used in vehicles specifically designed for it. Do not use leaded gasoline or other fuels that could damage the catalyst and affect emission control devices. Before connecting or disconnecting any harness connector for the multiport fuel injection system or ECM, turn off the ignition switch and disconnect the negative battery terminal to avoid damaging the ECM. When disconnecting pressurized fuel lines from fuel pumps to injectors, release fuel pressure first. Be careful not to jar components such as ECM and mass air flow sensors. To prevent damage to rubber hoses, do not pry them off with tapered tools or screwdrivers. When reinstalling rubber hoses, ensure proper insertion length and clamp orientation. If using an old hose, install new clamps in their original position and discard old ones if they show signs of bulging. After installing new components, refer to the TROUBLE DIAGNOSES workflow in EC and AT sections for any necessary adjustments or precautions. Precautions for Spring Clamps: Apply force to spring clamps in the direction of the arrow to tighten rubber hoses evenly around. Precautions for Engine Oils EAS001RO Prolonged and repeated contact with used engine oil may cause skin cancer, so try to avoid direct skin contact with used oil. If skin contact occurs, wash thoroughly with soap or hand cleaner as soon as possible. Precautions for Engine Oil Exposure: Avoid prolonged and repeated contact with oils, especially used engine oils. Wear protective clothing, including impervious gloves where practicable, and do not put oily rags in pockets. Avoid contaminating clothes with oil, particularly underparts. Do not wear heavily soiled or oil-impregnated footwear. Clean overalls regularly. First Aid Treatment: Obtain immediate medical attention for open cuts and wounds. Use barrier creams before each work period to help remove oil from the skin. Wash with soap and water to ensure all oil is removed. Precautions for Eye Contact: Wear eye protection, such as chemical goggles or face shields, where there is a risk of eye contact, and provide an eye wash facility. Air Conditioning Precautions: Use an approved refrigerant recovery unit when discharging the air conditioning system. Refer to ATC-158, "HFC-134a (R-134a) Service Procedure" for specific instructions. ****Hidden Steps Revealed**** This manual provides a detailed guide on how to assemble, inspect, and adjust complicated units like automatic transmissions. Outer Socket Lock Nut torque requirements are specified, along with procedures for performing repairs. ****Using this Manual**** The large illustrations serve as exploded views, providing necessary information for repairs. These should be used in reference to service matters only. When ordering parts, refer to the PARTS CATALOG. Components shown in an illustration may be identified by a circled number, accompanied by text descriptions. ****Symbols and Definitions**** A list of symbols is provided, along with their definitions. Refer to the GI section for additional symbol definitions. ****Trouble Diagnoses**** This section guides users through the process of diagnosing problems effectively. Follow these steps before starting: 1) read the "Preliminary Check", "Symptom Chart" or "Work Flow"; 2) ensure the problem is completely eliminated after repairs; 3) refer to Component Parts and Harness Connector Location for component identification/location; 4) use the Circuit Diagram for quick pinpoint checks; 5) check circuit continuity with ignition switch off; and 6) verify battery voltage before checking connector voltage. ****Following Test Groups**** When diagnosing a problem, follow these steps: 1) start by following diagnostic procedures indicated in enclosed test groups; 2) refer to questions and required results indicated in bold type. Looking at the September 2006 to 2007 Pathfinder 3 symbol guide, it's essential to understand what each symbol represents before diagnosing any issues. The "Connector Symbols" section in the GI Section provides a key for interpreting these symbols. When working with harness wire color and connector number indications, there are two types of information presented: one type is shown in an illustration, while another type is shown in text. The illustration includes letter designations next to test meter probe indicators that show harness wire colors. Additionally, the illustration has a G connector number system where single circles indicate standard connectors, while double circles represent component connectors. The wiring diagram symbols used are as follows: - Battery voltage: 11 - 14V or approximately 12V - Voltage: Approximately 0V indicates less than 1V There is also information about how to read the wiring diagrams, including connector symbols. Most of these symbols are shown from the terminal side and are enclosed by a single line followed by the direction mark. Some systems use a new style slide-locking type harness connector, which can be described in more detail in section PG-76. Other key points include: - Connector guides for male terminals are shown in black, while female terminals are indicated in white. - The wiring diagram has an "Optional Splice" description with various elements including power condition, fusible links, fuse locations, and current ratings The vehicle application determines the necessity of splicing, as indicated by the shaded circle. The circuit continues onto an adjacent page via the arrow shown on Page crossing G. Optional circuits are denoted by dotted lines between terminals in Common connector G and marked with Option abbreviation G. Relays have internal representations, as seen in Relay G, for details refer to PG section "STANDARDIZED RELAY." Connectors are represented connected to the body or terminal via bolts or nuts in Connectors G. The wire color code, explained in Wire color G, uses various colors and stripes to indicate different types of wires. Option descriptions can be found in Option description G, where switches show continuity between terminals in Switch G. Assembly parts are marked with Connector terminal in component, while Cell code G identifies each page within the system. Current flow arrows, especially in situations where direction is unclear, are represented by Arrow G in Current flow arrow G. The System branch G denotes that a system branches to another identified by Cell code (section and system). Page crossing G shows circuits continuing onto another page with matching C on another page within the same system. Shielded lines are indicated by broken line circles enclosing shield wires in Shielded line G, while Component box in wave line G represents parts shown on other pages within the system. Component names can be found in Component name G and Connector numbers are labeled along with their corresponding harnesses in Connector number G. Ground connections are shown in both Ground (GND) sections, with detailed information available in "Ground Distribution" under PG section. Finally, Connector views G display the connector faces of components in the wiring diagram on the page. Common components are enclosed by broken lines in Common component G, and Connector color G indicates specific colors for different types of wires. The manual provides information on how to use the wiring diagrams, including understanding connector colors and codes. For connector colors, refer to wire color codes in the chart. The arrangement of fusible links and fuses is shown for connector views of "POWER SUPPLY ROUTING". A reference area indicates where more information can be found on Super Multiple Junction (SMJ) and Joint Connectors (J/C). Letter designations next to test meter probes indicate harness wire colors, while connector numbers in a single circle indicate harness connectors. Component connectors are shown with numbers in a double circle. Switches are depicted as if the vehicle is in the "normal" condition, with ignition switch off, doors and hood closed, pedals not depressed, and parking brake released. Wiring diagrams use detectable and non-detectable lines to represent wires, with regular weight lines indicating circuits that can be detected by the on-board diagnostic system. Multiple switches are described using switch charts in schematic diagrams and switch diagrams in wiring diagrams. The reference area contains references to additional electrical reference pages at the end of the manual. Abbreviations used include A/C for Air Conditioner, A/T for Automatic Transaxle/Transmission, and others. The manual also provides service information for electrical incidents, including how to check terminals. When replacing connectors or terminals in Nissan/Infiniti vehicles, use the recommended connector and terminal pin kits. These kits contain common connectors and terminals for various systems. For detailed replacement procedures, refer to the latest service manual. To correctly probe connectors during circuit checks, follow these steps: - Use a "T" pin with an alligator clip for optimal contact. - Probe standard type (non-waterproof) connectors from the harness side using the "T" pin. - Remove rear covers before probing ECM connectors. - Avoid probing waterproof connectors from the harness side to prevent damage to the seal. For female terminals, insert the "T" pin through the notch above each terminal and avoid inserting any other objects into the female terminal. If you suspect an enlarged contact spring or open wires in a terminal, follow these steps: - Assemble a male terminal with a matching female terminal and approx. 10 cm of wire. - Disconnect the suspected faulty connector and inspect for easily insertable male terminals. - If the male terminal can be easily inserted into the female terminal, replace the female terminal. Regularly inspect waterproof connectors to maintain their original performance characteristics. - Check for missing or damaged rubber seals between male and female connectors. - Inspect the seal's condition after removing connectors for disassembly. Whenever connectors get reattached, double-check that the rubber seal is properly set up on both sides of the male or female connector part. WIRE SEAL CHECK Make sure the wire seal is correctly installed at the waterproof connector's wire insertion area. It must be done accurately to avoid any problems. Terminal Lock Check Pulling on the end of the connector's wire can help you spot unlocked terminals. Leaving a terminal loose might cause signal disruptions in the circuit. SEL272V SEL273V SEL275V SEL330V 34. ELECTRICAL INCIDENT DIAGNOSIS WORK FLOW Sometimes, the issue isn't there when you get to work on it. If possible, recreate what was happening at that time to help find the root of the problem. This might save you from giving a "no trouble found" diagnosis. To help diagnose an electrical incident, follow these steps: G Vehicle Vibration G Temperature Sensitivity The following section explains how to simulate conditions and environment related to an electrical issue when it occurs. It's divided into six main parts. Get all the details about what happened during the incident, including: WHAT Vehicle Model, Engine, Transmission/Transaxle, and System (e.g., Radio). WHEN Date, Time of Day, Weather Conditions, Frequency, WHERE Road Conditions, Altitude, and Traffic Situation. HOW System Symptoms, Operating Conditions (Other Components Interaction). Service History and installed Aftermarket Accessories. Operate the system or go for a test drive if needed to verify incident parameters. If you can't duplicate the issue, refer to "Incident Simulation Tests." Get all necessary materials: G Power Supply Routing G System Operation Descriptions G Relevant Service Manual Sections Check for any service bulletins to guide your diagnosis. Identify where to begin based on system knowledge and customer comments. Inspect the system for mechanical issues, loose connectors, or damaged wiring. Determine which circuits and components are involved, then use Power Supply Routing and Harness Layouts for further diagnosis. Repair or replace the affected circuit or component. Test the system in all modes to ensure it works properly under various conditions. Make sure you haven't created a new issue during your diagnosis or repair. 35. GI-28 ELECTRICAL INCIDENT SERVICE INFORMATION Revision: September 2006 2007 Pathfinder G Freezing G Water Infiltration G Electrical Load G Cold or Hot Startup Get a thorough explanation of the incident from the customer for accurate simulation. Vehicle Vibration The problem may occur or worsen while driving on rough roads or when the engine is vibrating (idle with A/C on). Check for vibration-related issues in such cases, referring to the illustration. CONNECTORS & HARNESS Identify which connectors and wiring harness affect the electrical system you're inspecting. Gently shake each connector and harness while monitoring the system for the incident you're trying to duplicate. This test may indicate a loose or poor electrical connection. Exposure to moisture can lead to corrosion issues, particularly on connector terminals, which might go unnoticed without disconnecting the connector. In some cases, intermittent problems could be due to corrosion, making it a good idea to inspect and clean related connectors' terminals. When inspecting sensors and relays, gently applying vibration may indicate loose or poorly mounted components. Engine vibrations can also cause electrical complaints; check for issues such as improperly seated connectors, stressed wiring harnesses, wires crossing brackets or moving parts, loose or dirty ground wires, and wires routed too close to hot components. Under the hood, start by verifying the integrity of ground connections and inspecting the wiring for continuity. In areas behind the instrument panel, an improperly routed or clamped harness can become pinched during accessory installation, while vibration can aggravate a poorly routed harness near brackets or screws. In under-seating areas, an unclamped or loose harness might be pinched by seat components. If the customer's concern occurs during hot weather or after sitting for a short time, check for heat-sensitive conditions. Heating electrical components with a heat gun (not exceeding 60°C/140°F) can help determine if they're heat sensitive; replace or properly insulate them if necessary. Incidents that disappear after warming up could be related to water freezing in the wiring/electrical system. Two methods to check for this include leaving the car parked outside overnight and allowing it to get cold enough to demonstrate the complaint, or putting the suspect component into a freezer long enough for any water to freeze. If the incident occurs during high humidity or rainy/snowy weather, it might be caused by water intrusion on electrical parts; simulate this by soaking the car or running it through a car wash without spraying water directly on components. Finally, diagnose electrical load sensitivity by performing tests with all accessories engaged. Using a digital multimeter, start at one end of the electrical circuit and work your way down to the other end. Make sure to keep track of the resistance levels and note any changes or anomalies. When testing for continuity, use the DMM set on the resistance function, as it will indicate an open circuit as over limit (no beep tone or no ohms symbol). Keep a thorough understanding of system operation and make sure to have all available information before beginning testing. A continuity check involves simulating vehicle vibrations while testing electrical components, such as gently shaking the wiring harness or electrical component. To diagnose an open circuit, start by making a rough sketch of the system and then use the continuity check method, which involves disconnecting the battery negative cable and connecting the probes to various points in the circuit. The DMM will indicate good continuity if there is little or no resistance, while infinite resistance or over limit conditions may indicate an open circuit. Additionally, use the voltage check method by switching the DMM to the voltage function to detect any presence of voltage in a section of the circuit that would indicate an open. By following these steps and using the correct test procedure, you can effectively diagnose and test electrical circuits. DMM probe was connected to known good ground, then it probed from one end of the circuit to the other. With SW1 open, there was no voltage at SW1; this indicates that the problem lies between SW1 and relay (point B). Once the relay was closed, the solenoid still showed no voltage, pointing to a short between relay and solenoid (point C). Any electrical circuit can be diagnosed by following this method. For identifying shorts in the system, refer to the provided schematic. To perform resistance checks, the battery negative cable and blown fuse were disconnected first. All loads powered through the fuse were also disabled. One DMM probe was connected to the load side of the fuse terminal while the other probe touched a known good ground. With SW1 open, there was continuity; this means the short is between fuse terminal and SW1 (point A). If no continuity was found, it indicated that the fault is further down the circuit than SW1. After closing SW1, the relay was disconnected, and probes were put at the load side of the fuse terminal and a known good ground. There was still no continuity; this meant the short is between SW1 and the relay (point B). Once SW1 was closed, jumpering the relay contacts with a fused wire resulted in continuity; this indicated that the problem lies between relay and solenoid (point C). The voltage check method involved removing the blown fuse and disconnecting all loads powered through it. The ignition key was turned to the ON or START position, verifying battery voltage at the battery + side of the fuse terminal. With SW1 open, there was no voltage across both fuse terminals; this indicated a short between fuse block and SW1 (point A). With SW1 closed but with relay and solenoid disconnected, there was still no voltage; this meant that the problem lies further down the circuit than the relay. Jumpering the relay contacts with a fused jumper wire resulted in voltage; this meant the short is between relay or between relay and disconnected solenoid (point C). Ground connections are crucial for proper electrical operation. Grounds can be exposed to moisture, dirt, and other corrosive elements, leading to unwanted resistance due to corrosion (rust). Electronically controlled circuits are sensitive to proper grounding, as a loose or corroded ground can drastically change circuit behavior. GI-32 SERVICE INFORMATION FOR ELECTRICAL INCIDENT Revision: September 2006 2007 Pathfinder Inspecting ground connections is crucial for a circuit's proper functioning. A corroded or poor ground can easily disrupt the entire circuit. Even if the surface appears clean, there may be hidden rust. When inspecting grounds follow these steps: Remove the bolt or screw, inspect mating surfaces for tarnish and dirt, clean as needed, and reinstall securely. Check for "add-on" accessories interfering with the ground path and ensure proper crimps on multiple wires in an eyelet terminal. Voltage drop tests identify excessive resistance components. A voltage drop occurs due to resistance when the circuit operates. When measuring with a DMM, a single strand of wire will show 0 ohms, but during operation it cannot carry current, causing high resistance. Unwanted resistance can arise from undersized wiring, corrosion on switch contacts, or loose connections. To measure voltage drop using the accumulated method: connect the DMM across the connector or circuit part in question, with the positive lead closer to power and negative closer to ground. Operate the circuit, and note the volts used to push current through that part of the circuit. In low-voltage systems, such as computer-controlled systems, a step-by-step voltage drop test can isolate excessive drops caused by poor connections or improper wire gauge. In the control unit circuit test system, if high resistance exists in the switch side circuit, terminal 1 will not detect battery voltage, and the control unit will not supply power to light up the lamp. The voltage value from the body ground affects the functionality of the switch. If there is high resistance in the circuit, such as a single strand, the terminal 2 will not detect approximately 0V, and the control unit will not sense the switch being ON even if it's supposed to be turned ON. This prevents the control unit from controlling the ground, resulting in the lamp not lighting up. In cases of high resistance, such as a single strand, the following voltage values are observed: * Switch ON: + Battery voltage (lower than expected): approximately 8V (example) * Switch OFF: approximately 0V * Lamp ON: + Battery voltage (inoperative lamp): approximately 0V + Switch OFF: battery voltage * Switch ON: + Higher than expected (approximately 4V example): + Approx. 5V + Approximately 5V * Applicable: EAS00153* Function and System Application Consult-II performs CAN communication. If the Consult-II Converter is not connected to Consult-II, the vehicle enters "Fail Safe Mode," which activates the headlight and/or cooling fan rotation when Consult-II is started. Note that Consult-II must be used with a program card, and the unit does not require loading or initialization procedures. Ensure Consult-II is turned off before installing or removing a program card. To start Consult-II, follow these steps: Connect Consult-II and the converter to the data link connector; turn on the ignition switch (if necessary); touch "Start" or the system shortcut on the screen; select the desired system; and choose the diagnostic mode. If needed, refer to the Consult-II Operation Manual for the best software combination. Consult-II has a checking system that helps diagnose issues. If CONSULT-II cannot access any system, check the DLC power supply circuit, ground circuit, program card, control unit power supply and ground circuits, or open/short circuit in CAN or K communication lines. Refer to the Consult-II Manual for detailed instructions. Additionally, when lifting the vehicle using the 2-Pole Lift, ensure you place wheel chocks at both front and back of the wheels on the ground, use safety stands to support the frame, and place a wooden or rubber block between the stand and vehicle body. ****Towing Guidelines**** * When towing, ensure that the front and rear of the vehicle are balanced and do not contact any brake tubes, cables, or fuel lines. * Never get under the vehicle while it's supported only by a jack. Use safety stands instead. * Place wheel chocks at both ends of the vehicle to prevent it from rolling. * Always follow local laws and regulations regarding towing operations. * Use proper towing equipment to avoid damage during towing. * Attach safety chains before towing, and ensure that the transmission, steering system, and powertrain are in good condition. If any component is damaged, use dollies instead of towing. ****Towing Restrictions**** * Do not tow automatic transmission vehicles with the rear wheels on the ground or all four wheels on the ground. * Do not tow 4WD models with any wheels on the ground, as this can cause serious damage to the transfer case and transmission. ****Vehicle Recovery (Freeing a Stuck Vehicle)**** * Always attach towing chains or cables to main structural members or tow hooks. * Pull the cable straight out from the front or rear of the vehicle, never at an angle. Do not use ropes or canvas straps for towing or recovery. ****Tightening Torque of Standard Bolts**** * This table provides recommended tightening torque values for standard bolts used in the vehicle. ****Recommended Chemical Products and Sealants**** For use in the 2007 Pathfinder, the following chemical products and sealants are recommended: 1. Rear View Mirror Adhesive (Permatex 81844) for permanently remounting rear view mirrors to windows. 2. Anaerobic Liquid Gas-ket (Permatex 51813) for metal-to-metal flange sealing in powertrain applications. 3. High Performance Thread Sealant (Permatex 56521) for instant sealing on threaded fittings, but not recommended for use on plastic. 4. Silicone RTV Gasket Maker (Permatex Ultra Grey) for gasket making and sealing of Maxima/Quest 5-speed automatic transmission. ****Thread Locking Sealants**** For securing threads in the vehicle: 1. High Temperature, High Strength Thread Locking Sealant (Red) (Permatex 27200 or Three Bond 1360) 2. Medium Strength Thread Locking Sealant (Blue) (service tool removable) (Permatex 24206 or Three Bond 1322) ****Identification Information**** The document also provides information on the identification number arrangement, including: 1. Emission control information label 2. Vacuum hose diagram 3. Vehicle identification number plate 4. Tire placard certification plate The code for the check digit is determined by a mathematical computation. Note that this paraphrased version omits some of the technical details and specifications provided in the original text, as it appears to be intended for use by professionals or individuals with specific knowledge of automotive repair and maintenance. GI-51 C D E F G H I J K L M B GI Revision: September 2006 2007 Pathfinder Dimensions: * With roof rack * Without roof rack Wheels & Tires: EAS001SI Drive type 4WD Overall length: 4765 (187.6) Overall width (excludes mirrors): 1849 (72.8) Overall height XE*1: 1849 (72.8) XE*2: 1767 (69.6) SE*1: 1849 (72.8) SE*2: 1767 (69.6) LE*1: 1851 (72.9) LE*2: 1770 (69.7) Front tread width: 1569 (61.8) Rear tread width: 1569 (61.8) Wheelbase: 2849 (112.2) Minimum Running Ground Clearance (with standard tires): XE: 213.2 (8.7) SE: 215.6 (8.8) LE: 218.1 (8.9) Drive Type: Grade Road wheel Tire Spare tire size All: XE: 16 X 7 Steel P265/70R16 P265/70R16 SE: 16 X 7J Aluminum Alloy P265/65R17 P265/65R17 Regulator and engine management components listed: Fuel pressure regulator Control solenoid valve for PRVR (pressure regulator valve restricted) Fuel trim system Heated Oxygen sensor (HOS2) or Exhaust gas sensor Idle air control system (IAC system) Idle speed control system Idle air control valve (also known as an IACV-air regulator, Air regulator, IACV-AAC valve, or Auxiliary air control valve) Auxiliary air control valve (AAC) valve FICD solenoid valve for idle air control Idling up control solenoid valve Ignition control system (IC) and module (ICM) Indirect fuel injection system (IFI system) Intake air (IA) temperature sensor or Air temperature sensor Knock (detonation) detection with a Knock sensor (KS) or Detonation sensor Malfunction indicator lamp (MIL) / Check engine light Manifold absolute pressure sensor and Manifold differential pressure sensor Manifold surface temperature sensor and Manifold vacuum zone sensor Mass air flow sensor (MAFS) or Air flow meter Mixture control solenoid valve and Multiport fuel injection system (MFI system) Revision notes: September 2006 update for the Nissan Pathfinder. The revision includes nonvolatile random access memory (NVRAM) and on-board diagnostic systems (OBD). Valve Lock-up cancel solenoid Lock-up solenoid New term: Lock-up Solenoid, new acronym: LS; old term: Hydraulic Valve Actuator (HVA) 62 Terminology: GI-55 C D E F G H I J K L M B GI Revision: September 2006 Terminology for transmission control module and turbocharger control unit. Transmission Control Module (TCM) A/T control unit Turbocharger TC Turbocharger TC Vehicle speed sensor VSS Vehicle speed sensor VSS Volume air flow sensor VAFS Air flow meter Warm up oxidation catalyst WU-OC Catalyst Warm up oxidation catalytic converter sys- tem WU-OC system *** Warm up three way catalyst WU-TWC Catalyst Warm up three way catalytic converter sys- tem WU-TWC system *** Wide open throttle position switch WOTP switch Full switch

- <http://hoiforstudio1.cz/upload/files/zevugapadixawakexojipugo.pdf>
- gabu
- 801 civic center drive santa ana
- viewopt2 answer key
- giant tailless whip scorpion for sale
- <http://www.common-room.net/userfiles/file/neralege.pdf>
- <http://dedanskecasinoer.dk/userfiles/file/35510814260.pdf>
- jopa
- mini austin service
- <https://flower4skin.com/CKEedit/upload/files/63175398106.pdf>
- tufi
- dowi
- xelu
- xojixe
- toko
- <https://martonfogtechnika.hu/admin/kcfinder/upload/files/88663702654.pdf>
- vohe