

SECTION **IP**
INSTRUMENT PANEL

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PRECAUTIONS

PRECAUTIONS

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Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

GIS0006M

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. Information necessary to service the system safely is included in the SRS and SB section 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 section.
- 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 for SRS “AIR BAG” and “SEAT BELT PRE-TENSIONER” Service

GIS0006N

- Do not use electrical test equipment to check SRS circuits unless instructed to in this Service Manual.
- Before servicing the SRS, turn ignition switch OFF, disconnect both battery cables and wait at least 3 minutes.
For approximately 3 minutes after the cables are removed, it is still possible for the air bag and seat belt pre-tensioner to deploy. Therefore, do not work on any SRS connectors or wires until at least 3 minutes have passed.
- The air bag diagnosis sensor unit must always be installed with the arrow marks “←” pointing toward the front of the vehicle for proper operation. Also check the air bag diagnosis sensor unit for cracks, deformities or rust before installation and replace as required.
- The spiral cable must be aligned with the neutral position since its rotations are limited. Do not attempt to turn steering wheel or column after removal of steering gear.
- Handle air bag module carefully. Always place driver and front passenger air bag modules with the pad side facing upward and seat mounted front side air bag module standing with the stud bolt side facing down.
- Conduct self-diagnosis to check entire SRS for proper function after replacing any components.
- After air bag inflates, the front instrument panel assembly should be replaced if damaged.

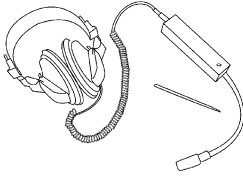
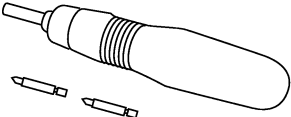
PREPARATION

PREPARATION

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Commercial Service Tools

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| Tool name | Description |
|--|--|
| <p data-bbox="140 310 256 340">Engine ear</p>  <p data-bbox="837 512 903 532">SIIA0995E</p> | <p data-bbox="997 310 1185 340">Locating the noise</p> |
| <p data-bbox="140 549 256 578">Power Tool</p>  <p data-bbox="837 751 903 770">PBIC0191E</p> | <p data-bbox="997 549 1254 578">Loosening bolts and nuts</p> |

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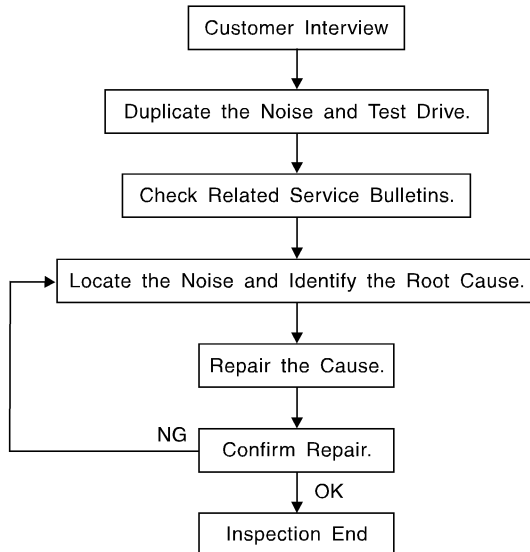
SQUEAK AND RATTLE TROUBLE DIAGNOSES

SQUEAK AND RATTLE TROUBLE DIAGNOSES

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Work Flow

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SBT842

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 customer's comments; refer to [IP-8, "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 test driving the vehicle 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 you 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.

SQUEAK AND RATTLE TROUBLE DIAGNOSES

DUPLICATE THE NOISE AND TEST DRIVE

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 you confirm the repair.

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.

CHECK RELATED SERVICE BULLETINS

After verifying the customer concern or symptom, check ASIST for Technical Service Bulletins (TSBs) related to that concern or symptom.

If a TSB relates to the symptom, follow the procedure to repair the noise.

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 and mechanic's 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 you suspect the noise is coming from.
Do not use too much force when removing clips and fasteners, otherwise clips and fasteners can be broken or lost during the repair, resulting in the creation of new noise.
 - tapping or pushing/pulling the component that you suspect is causing 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 with your hand by touching the component(s) that you suspect is (are) causing the noise.
 - placing a piece of paper between components that you suspect are causing the noise.
 - looking for loose components and contact marks.
Refer to [IP-6, "Generic Squeak and Rattle Troubleshooting"](#).

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. A NISSAN Squeak and Rattle Kit (J-43980) is available through your authorized NISSAN Parts Department.

CAUTION:

Do not use excessive force as many components are constructed of plastic and may be damaged. Always check with the Parts Department for the latest parts information.

CONFIRM THE REPAIR

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.

SQUEAK AND RATTLE TROUBLE DIAGNOSES

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Generic Squeak and Rattle Troubleshooting

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

INSTRUMENT PANEL

Most incidents are caused by contact and movement between:

1. The 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 silicone spray (in hard to reach areas). Urethane pads can be used to insulate wiring harness.

CAUTION:

Do not use silicone spray to isolate a squeak or rattle. If you saturate the area with silicone, you will not be able to recheck the repair.

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:

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. You can usually insulate the areas 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 owner.

In addition look for:

1. Trunk lid bumpers out of adjustment
2. Trunk lid striker out of adjustment
3. The 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.

SQUEAK AND RATTLE TROUBLE DIAGNOSES

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. Sun visor shaft shaking in the holder
3. Front or rear windshield touching headliner and squeaking

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.

OVERHEAD CONSOLE (FRONT AND REAR)

Overhead console noises are often caused by the console panel clips not being engaged correctly. Most of these incidents are repaired by pushing up on the console at the clip locations until the clips engage.

In addition look for:

1. Loose harness or harness connectors.
2. Front console map/reading lamp lens loose.
3. Loose screws at console attachment points.

SEATS

When isolating seat noise it's important to note the position the seat is in and the load placed on the seat when the noise is present. 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. The 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.

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SQUEAK AND RATTLE TROUBLE DIAGNOSES

Diagnostic Worksheet

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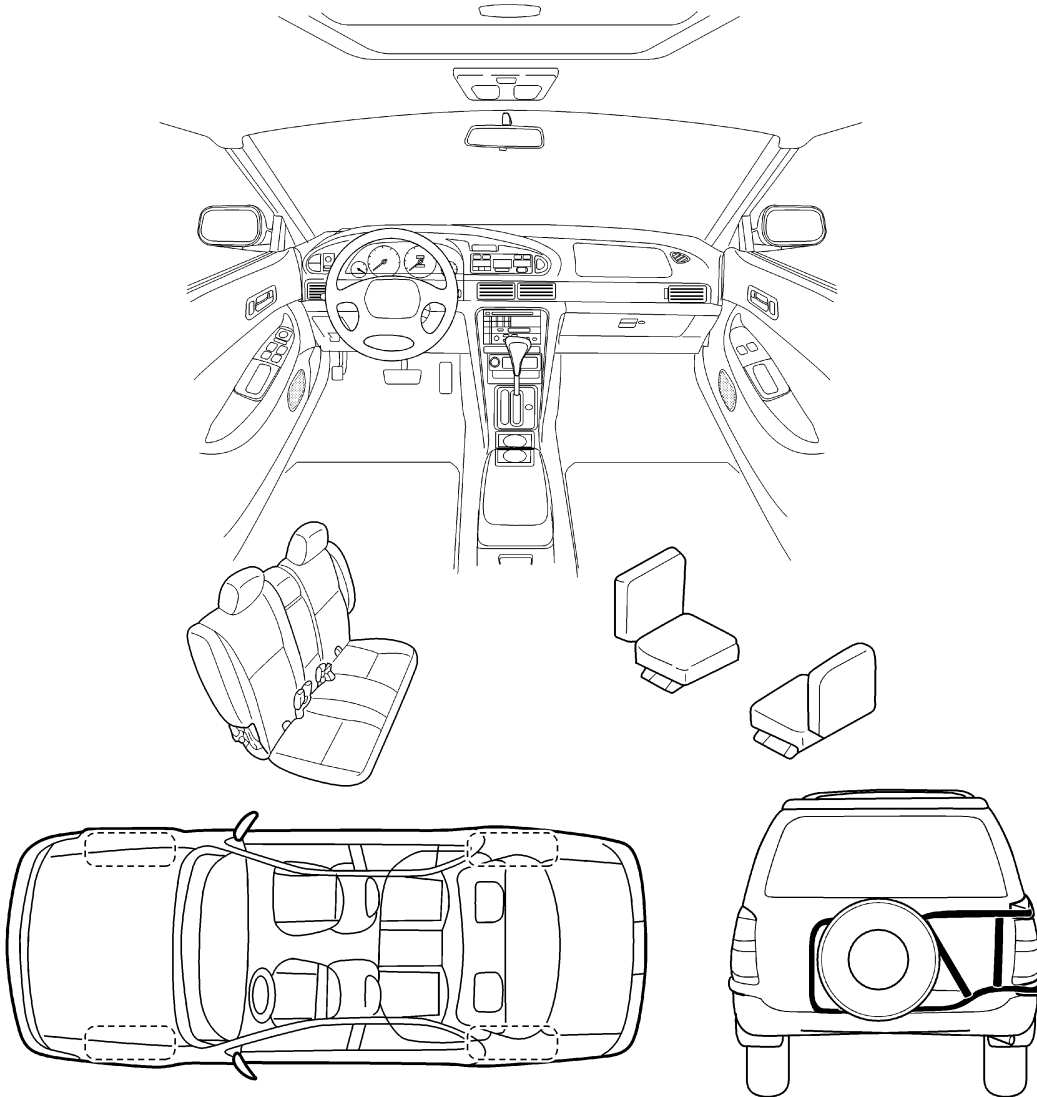
SQUEAK & RATTLE DIAGNOSTIC WORKSHEET

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 the back 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

SQUEAK & RATTLE DIAGNOSTIC WORKSHEET- page 2

Briefly describe the location where the noise occurs:

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

- | | |
|--|---|
| <input type="checkbox"/> anytime | <input type="checkbox"/> after sitting out in the sun |
| <input type="checkbox"/> 1 st 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 at 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 on a 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: _____

SBT844

This form must be attached to Work Order

INSTRUMENT PANEL ASSEMBLY

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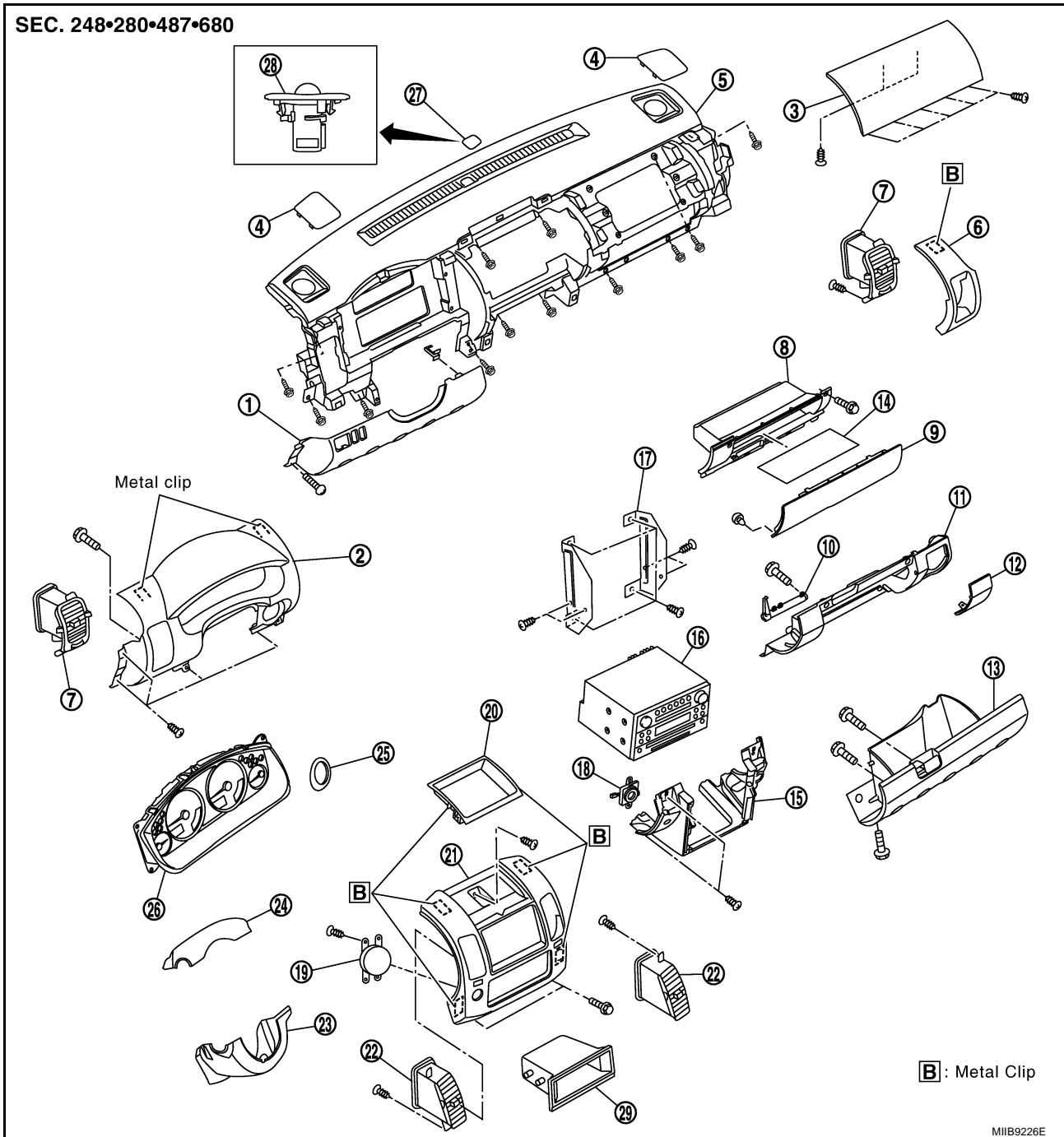
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INSTRUMENT PANEL ASSEMBLY

Removal and Installation INSTRUMENT PANEL

Removal

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- | | | |
|-------------------------------------|-----------------------------------|-----------------------------------|
| 1. Lower instrument panel LH | 2. Cluster lid A | 3. Front passenger air bag module |
| 4. Speaker grille RH/LH | 5. Instrument panel | 6. Instrument side finisher |
| 7. Side ventilator grille RH/LH | 8. Upper glove box | 9. Upper glove box door |
| 10. Lower glove box damper assembly | 11. Lower instrument panel RH | 12. Fuse block cover |
| 13. Lower glove box assembly | 14. Liner | 15. Cluster lid D |
| 16. Audio unit | 17. Audio unit bracket RH/LH | 18. In-vehicle sensor |
| 19. Hazard switch | 20. Storage tray (If equipped) | 21. Cluster lid C |
| 22. Center ventilator grille RH/LH | 23. Steering column cover (lower) | 24. Steering column cover upper |

INSTRUMENT PANEL ASSEMBLY

- | | | |
|----------------------------------|-----------------------|---------------------------------------|
| 25. Steering lock escutcheon | 26. Combination meter | 27. Optical sensor mask (if equipped) |
| 28. Optical sensor (if equipped) | 29. Pocket deck | |

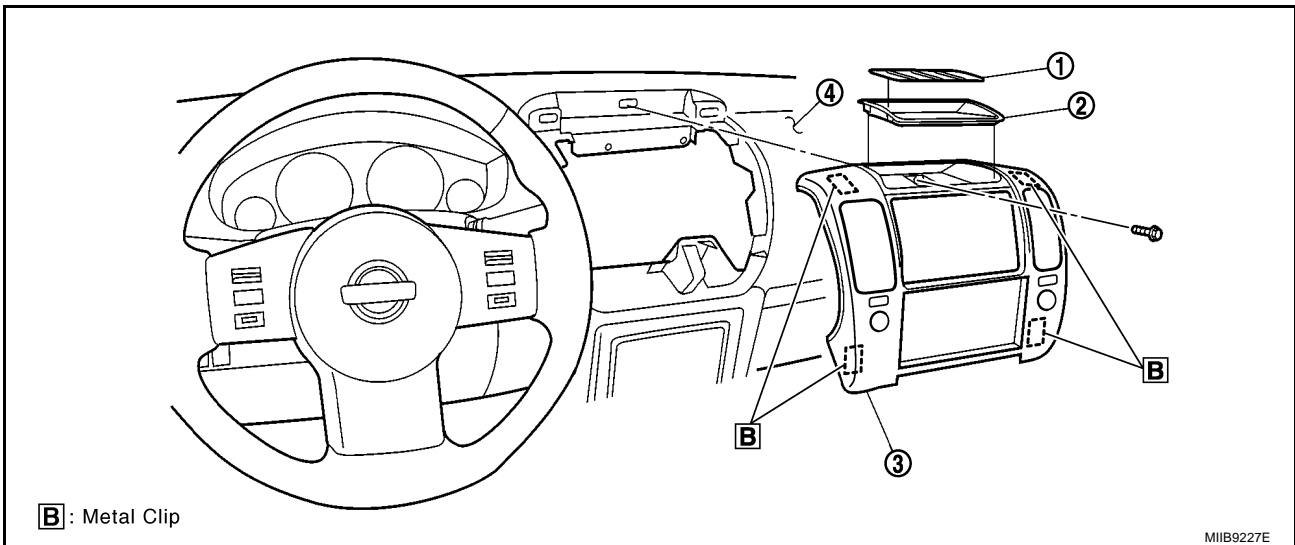
1. Remove the center console. Refer to [IP-16, "CENTER CONSOLE"](#) .
2. Remove the steering column covers. Refer to [PS-11, "STEERING COLUMN"](#) .
3. Remove the combination meter. Refer to [IP-12, "COMBINATION METER"](#) .
4. Release then disconnect the optical sensor harness.
5. Remove the LH and RH front pillar upper garnish.
6. Remove cluster lid C.
7. Remove screws fixing CD Audio bracket, then remove CD Audio unit assembly. (If equipped). Refer to [AV-11, "Audio Unit"](#) .
8. Remove cluster lid D. Refer to [IP-12, "CLUSTER LID D"](#) .
9. Remove screws fixing GPS Antenna, then move GPS Antenna.
10. Remove screws fixing display unit bracket, then remove display unit assembly. (If equipped)
11. Remove front passenger air bag module.
12. Remove instrument panel.
 - Disconnect harnesses to instrument panel speakers LH and RH and remove speakers.
 - Disconnect all remaining harnesses.
 - Remove the passenger air bag module. Refer to [SRS-30, "FRONT PASSENGER AIR BAG MODULE"](#) .

Installation

Installation is in the reverse order of removal.

CLUSTER LID C

Removal - without NAVI



- | | | |
|---------------------|-----------------|------------------|
| 1. Liner | 2. Storage tray | 3. Cluster lid C |
| 4. Instrument panel | | |

1. Remove storage tray and storage tray liner, then remove cluster lid C screw.
2. Pull cluster lid C rearward to release clips.
3. Disconnect electrical connectors and remove cluster lid C.

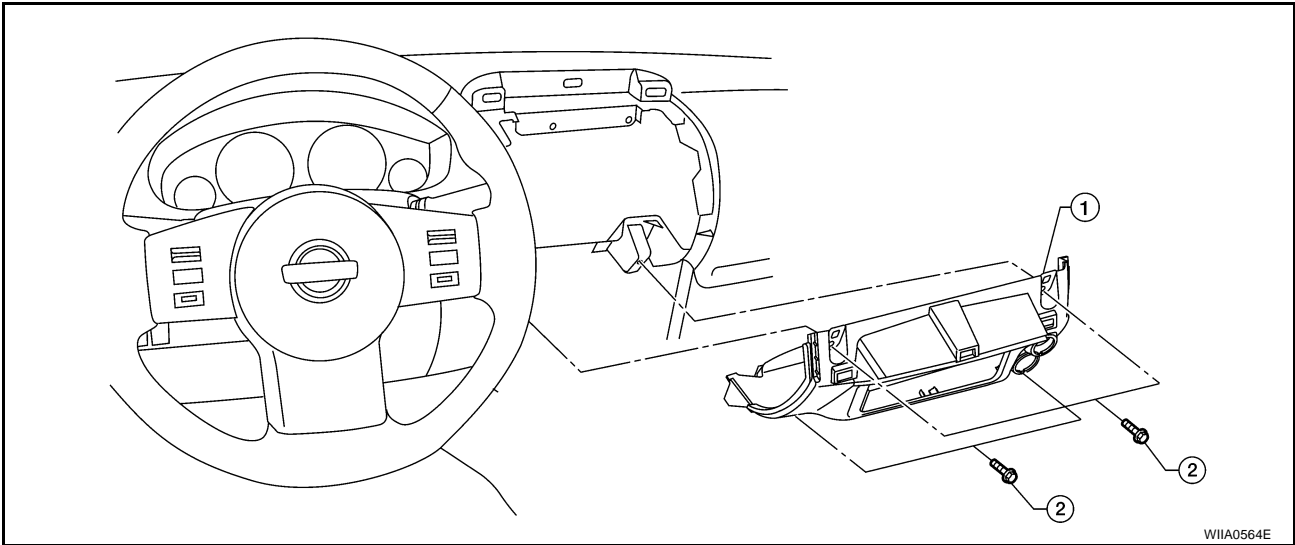
Installation - without NAVI

Installation is in the reverse order of removal.

INSTRUMENT PANEL ASSEMBLY

CLUSTER LID D

Removal



1. Cluster lid D

2. Screws

1. Remove center console. Refer to [IP-16, "CENTER CONSOLE"](#) .
2. Remove lower instrument panel LH. Refer to [IP-12, "LOWER INSTRUMENT PANEL LH"](#) .
3. Remove glove box lower. Refer to [IP-15, "LOWER INSTRUMENT PANEL RH AND GLOVE BOX"](#) .
4. Disconnect the electrical connectors and remove cluster lid D.

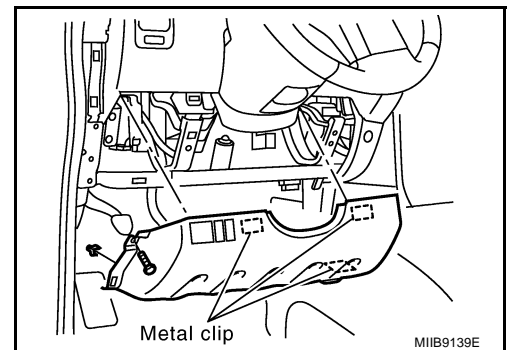
Installation

Installation is in the reverse order of removal.

LOWER INSTRUMENT PANEL LH

Removal

1. Remove LH front kick plate.
2. Remove lower dash side finisher. Refer to [EI-31, "Removal"](#) .
3. Remove front pillar finisher. Refer to [EI-31, "Removal"](#) .
4. Remove screws using power tool, and remove lower instrument panel LH.
5. Pull rearward to release clips, disconnect connectors, and remove lower instrument panel LH.



Installation

Installation is in the reverse order of removal.

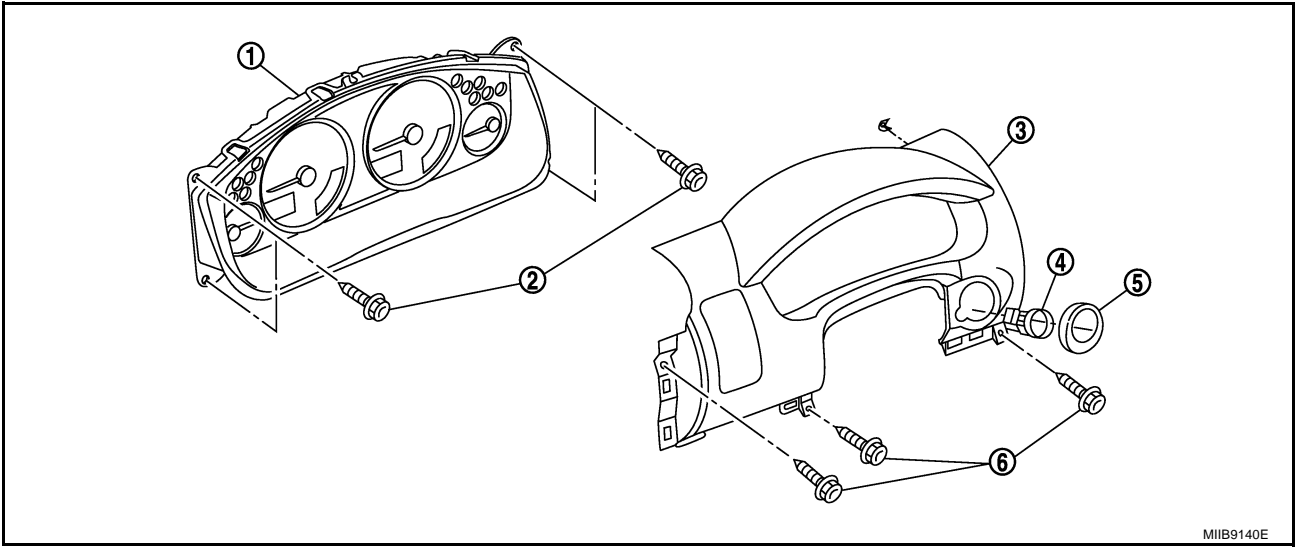
COMBINATION METER

Removal

1. Disconnect the negative battery cable.
2. Remove the lower instrument panel LH. Refer to [IP-12, "LOWER INSTRUMENT PANEL LH"](#) .
3. Remove cluster lid A.
4. Remove screws using power tool and remove the combination meter assembly.

INSTRUMENT PANEL ASSEMBLY

- Disconnect electrical connectors.



- | | | |
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| 1. Combination meter | 2. Screws | 3. Cluster lid A |
| 4. Ignition key lamp assembly | 5. Steering lock escutcheon | 6. Screw |

Installation

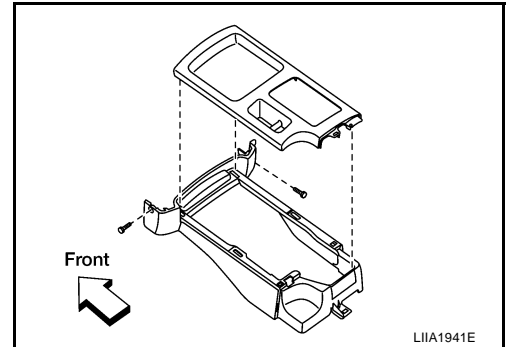
Installation is in the reverse order of removal.

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INSTRUMENT PANEL ASSEMBLY

A/T CONTROL FINISHER (A/T)

1. Remove cup holder finisher.
2. Remove finisher, from A/T control finisher.
3. Pull up to release clips and remove the A/T finisher.

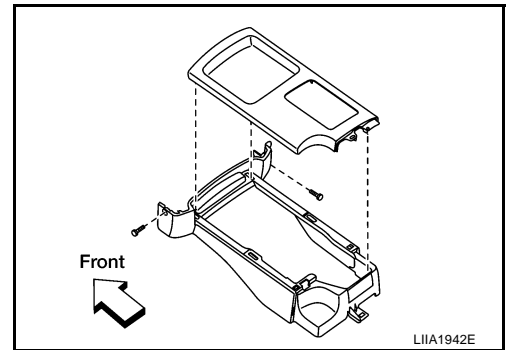


Installation

Installation is in the reverse order of removal.

CONSOLE BOOT M/T

1. Remove cup holder finisher.
2. Remove M/T finisher bezel.
3. Pull up to release clips and remove the M/T finisher.



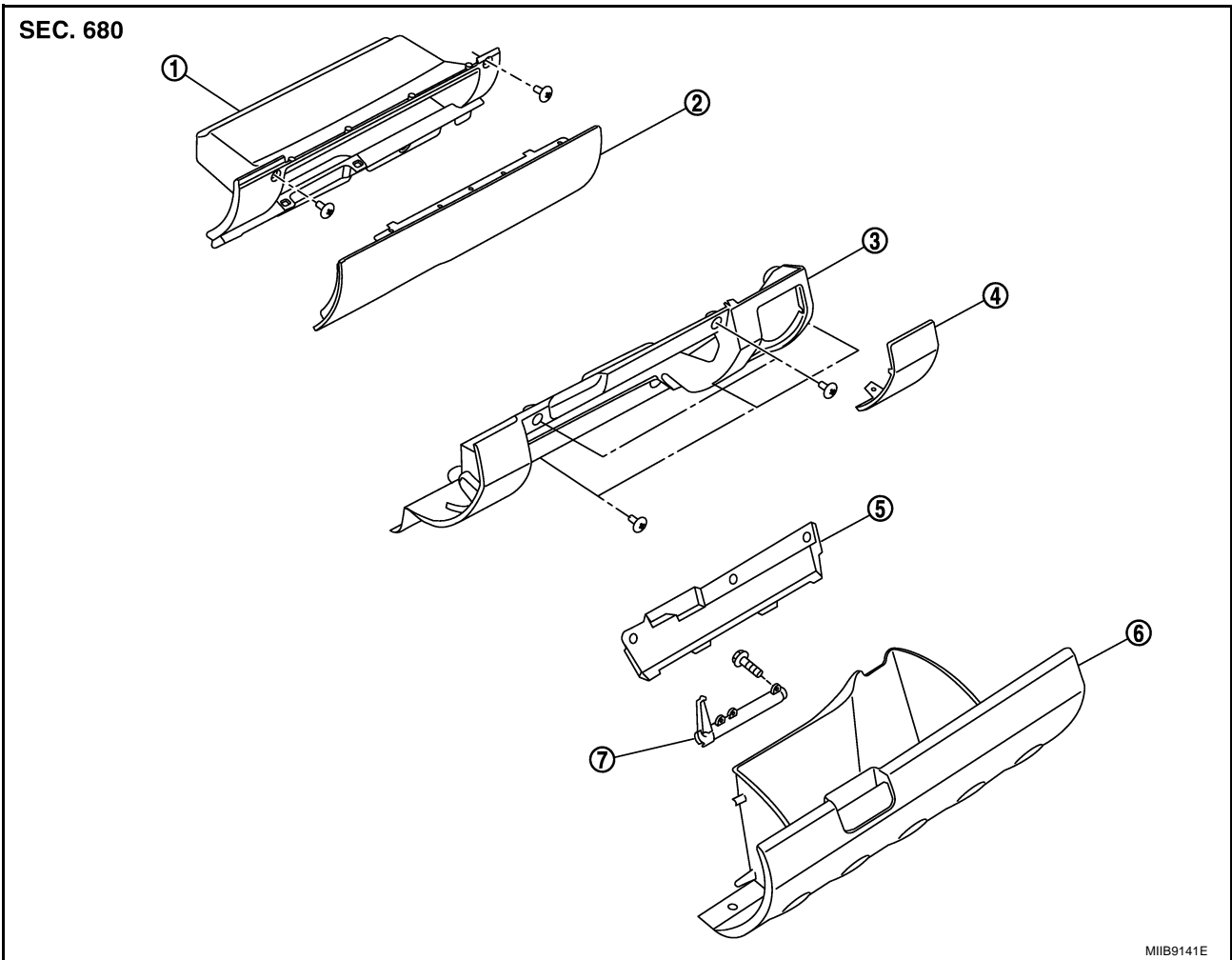
Installation

Installation is in the reverse order of removal.

INSTRUMENT PANEL ASSEMBLY

LOWER INSTRUMENT PANEL RH AND GLOVE BOX

Removal - lower glove box



- | | | |
|------------------------------------|--------------------------------|-----------------------------------|
| 1. Glove box upper | 2. Glove box upper door | 3. Lower instrument panel RH |
| 4. Fuse block cover | 5. Glove box lower latch cover | 6. Glove box lower latch assembly |
| 7. Lower glove box damper assembly | | |

1. Remove lower glove box lower screws.
2. Remove lower dash side finisher. Refer to [EI-31, "Removal"](#).
3. Remove lower front pillar finisher. Refer to [EI-31, "Removal"](#).
4. Remove lower glove box side screw.
5. Using power tool, remove screws and glove box lower latch cover.
6. Remove lower glove box upper screws, then remove lower instrument panel RH and glove box (lower) as an assembly.

Installation - lower glove box

Installation is in the reverse order of removal.

NOTE:

Upper glove box assembly must be installed prior to lower glove box assembly.

Removal - upper glove box

1. Remove lower glove box assembly. Refer to [IP-15, "LOWER INSTRUMENT PANEL RH AND GLOVE BOX"](#).
2. Remove screws and upper glove box assembly.

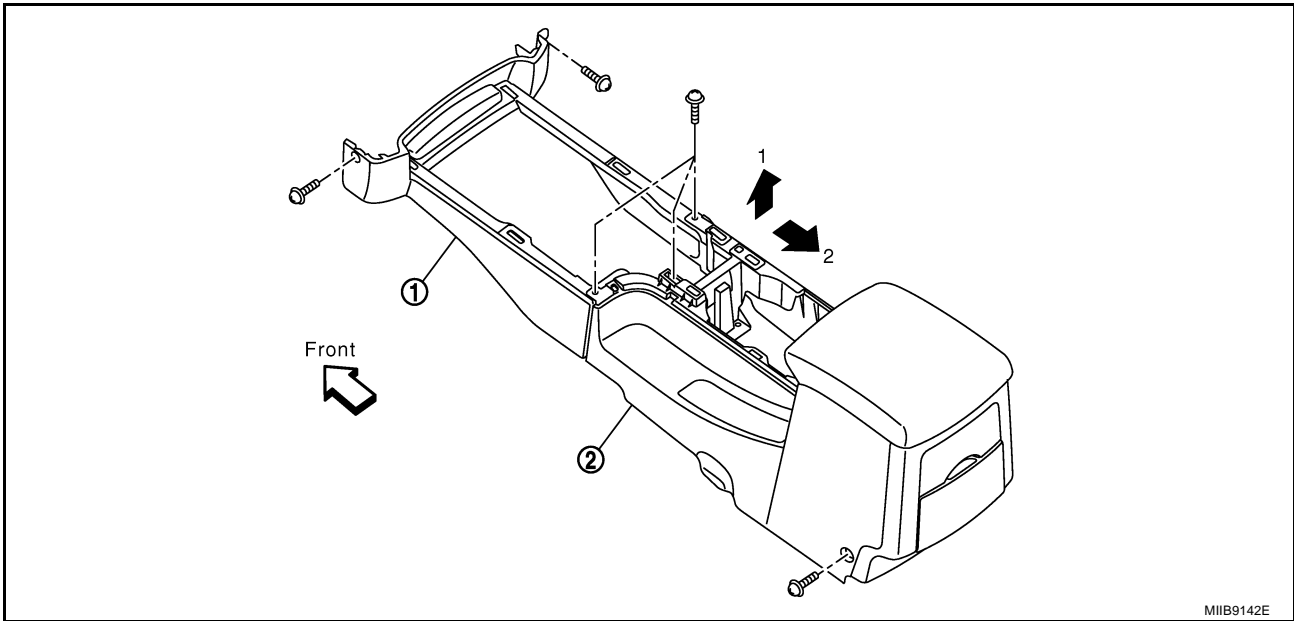
Installation - upper glove box

Installation is in the reverse order of removal.

INSTRUMENT PANEL ASSEMBLY

CENTER CONSOLE

Removal



1. Center console front base. 2. Center console rear base.

1. Remove cup holder finisher.
2. Remove A/T or M/T finisher. Refer to [IP-14, "A/T CONTROL FINISHER \(A/T\)"](#).
3. Remove RH lower glove box assembly.
4. Remove center console screws.
5. Release center console, rear base, from front base.
6. Disconnect electrical connectors and remove center console.

Installation

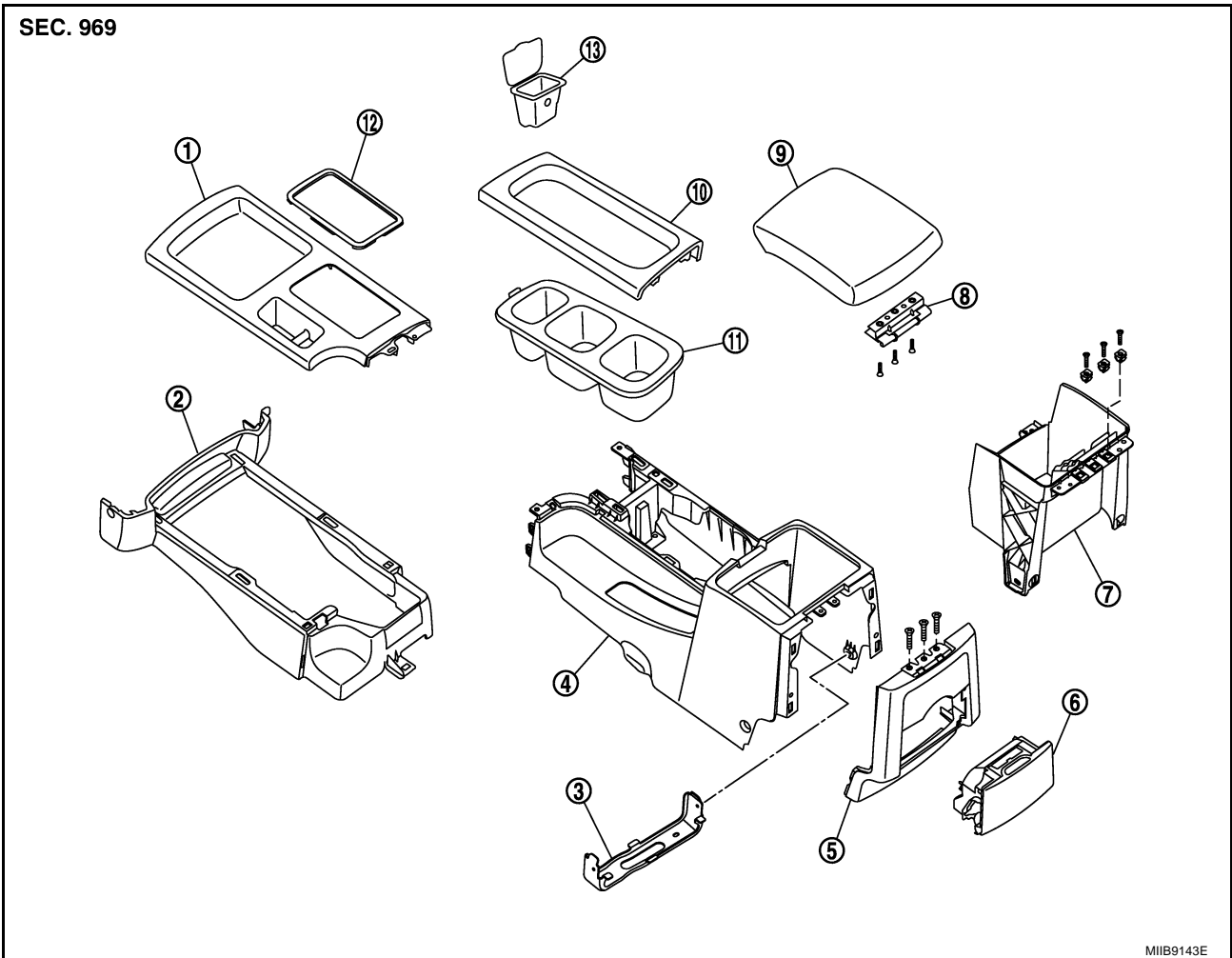
Installation is in the reverse order of removal.

INSTRUMENT PANEL ASSEMBLY

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Disassembly and Assembly CENTER CONSOLE

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|---|------------------------------|-----------------------|
| 1. A/T control finisher (A/T) | 2. Center console front base | 3. Bracket |
| 4. Center console rear base | 5. Rear finisher assembly | 6. Cup holder |
| 7. Center console bin and reinforcement | 8. Hinge | 9. Center console lid |
| 10. Cup holder finisher | 11. Cup holder insert | 12. A/T finisher |
| 13. Ashtray | | |

Disassembly

1. Remove the center console. Refer to [IP-16, "CENTER CONSOLE"](#).
2. Remove front cup holder insert and assembly.
3. Remove latch from console lid.
4. Remove hinge from console lid. Remove console lid.
5. Remove console bin and reinforcement assembly.
6. Remove rear finisher assembly.
7. Remove rear cup holder assembly.
8. Remove ash tray (if equipped).
9. Remove console bracket.
10. Remove wire harness bracket.

Assembly

Assembly is in the reverse order of disassembly.

INSTRUMENT PANEL ASSEMBLY
