

SECTION **GW**

GLASS & WINDOW SYSTEM

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SQUEAK AND RATTLE TROUBLE DIAGNOSES

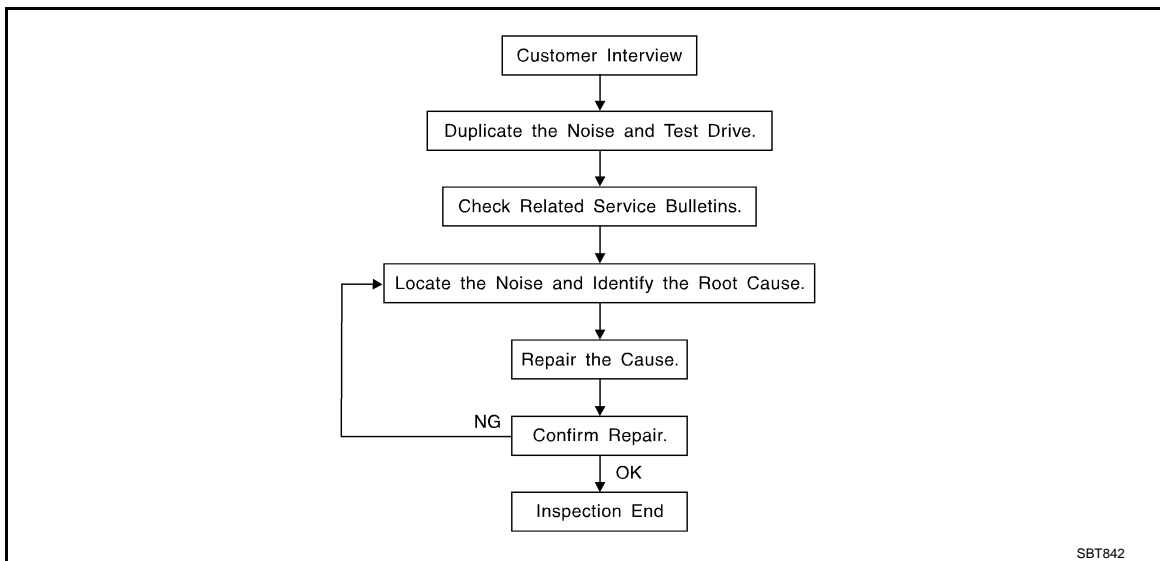
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SYMPTOM DIAGNOSIS

SQUEAK AND RATTLE TROUBLE DIAGNOSES

Work Flow

INFOID:000000001184798



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 [GW-6. "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 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.

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 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.

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 you suspect the noise is coming from.
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 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 [GW-4. "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 are available through your authorized Nissan Parts Department.

CAUTION:

Do not 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 will be visible or not fit.
Note: Will only last a few months.
- SILICONE SPRAY
Use when grease cannot be applied.
- DUCT TAPE
Use 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:000000001184799

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:

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 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

SQUEAK AND RATTLE TROUBLE DIAGNOSES

< SYMPTOM DIAGNOSIS >

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.

A

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 is present. These conditions should be duplicated when verifying and isolating the cause of the noise.

B

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

C

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.

D

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.

E

Causes of transmitted underhood noise include:

F

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

G

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

< SYMPTOM DIAGNOSIS >

Diagnostic Worksheet

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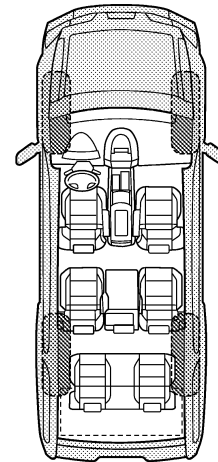
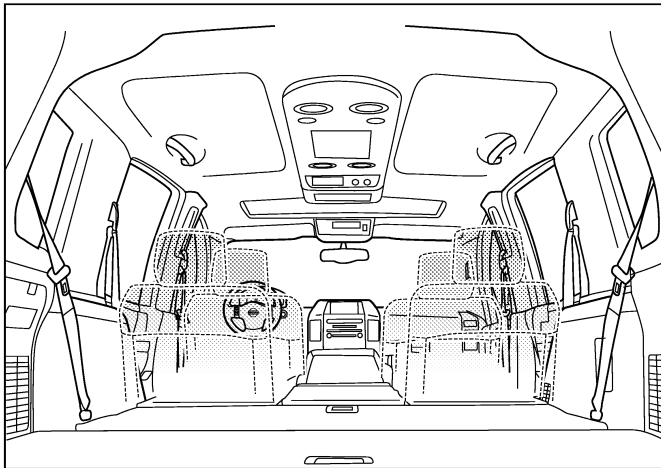
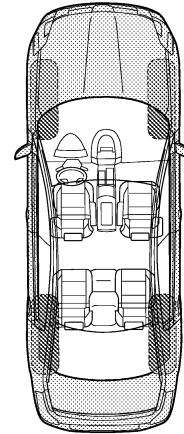
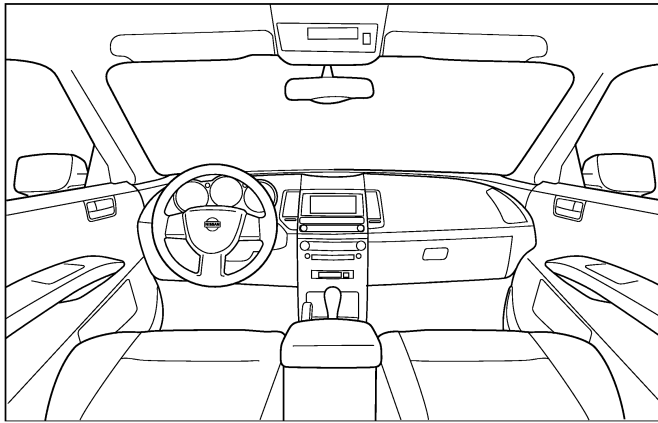
SQUEAK & RATTLE DIAGNOSTIC WORKSHEET

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 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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GW

PRECAUTIONS

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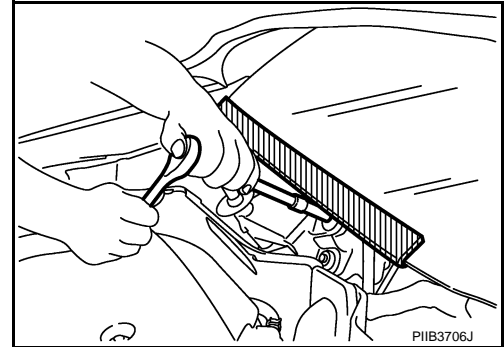
PRECAUTION

PRECAUTIONS

Precaution for Procedure without Cowl Top Cover

INFOID:000000001184801

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



Handling for Adhesive and Primer

INFOID:000000001184802

- Do not use an adhesive which is past its usable date. Shelf life of this product is limited to six months after the date of manufacture. Carefully adhere to the expiration or manufacture date printed on the box.
- Keep primers and adhesive in a cool, dry place. Ideally, they should be stored in a refrigerator.
- Open the seal of the primer and adhesive just before application. Discard the remainder.
- Before application, be sure to shake the primer container to stir the contents. If any floating material is found, do not use it.
- If any primer or adhesive contacts the skin, wipe it off with gasoline or equivalent and wash the skin with soap.
- When using primer and adhesive, always observe the precautions in the instruction manual.

PREPARATION

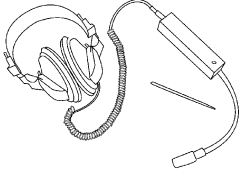
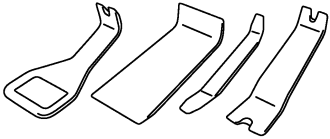
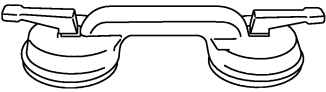
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PREPARATION

PREPARATION

Commercial Service Tools

INFOID:000000001184803

Tool name	Description
<p data-bbox="193 516 306 543">Engine ear</p>  <p data-bbox="803 632 868 646">SIIA0995E</p>	<p data-bbox="1000 516 1187 543">Locating the noise</p>
<p data-bbox="193 768 331 795">Remover tool</p>  <p data-bbox="803 884 868 898">PIIB7923J</p>	<p data-bbox="1000 768 1406 795">Remove the clip and pawl and metal clip</p>
<p data-bbox="193 1020 323 1047">Suction lifter</p>  <p data-bbox="803 1136 868 1150">PIIB1805J</p>	<p data-bbox="1000 1020 1227 1047">Holding the door glass</p>

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WINDSHIELD GLASS

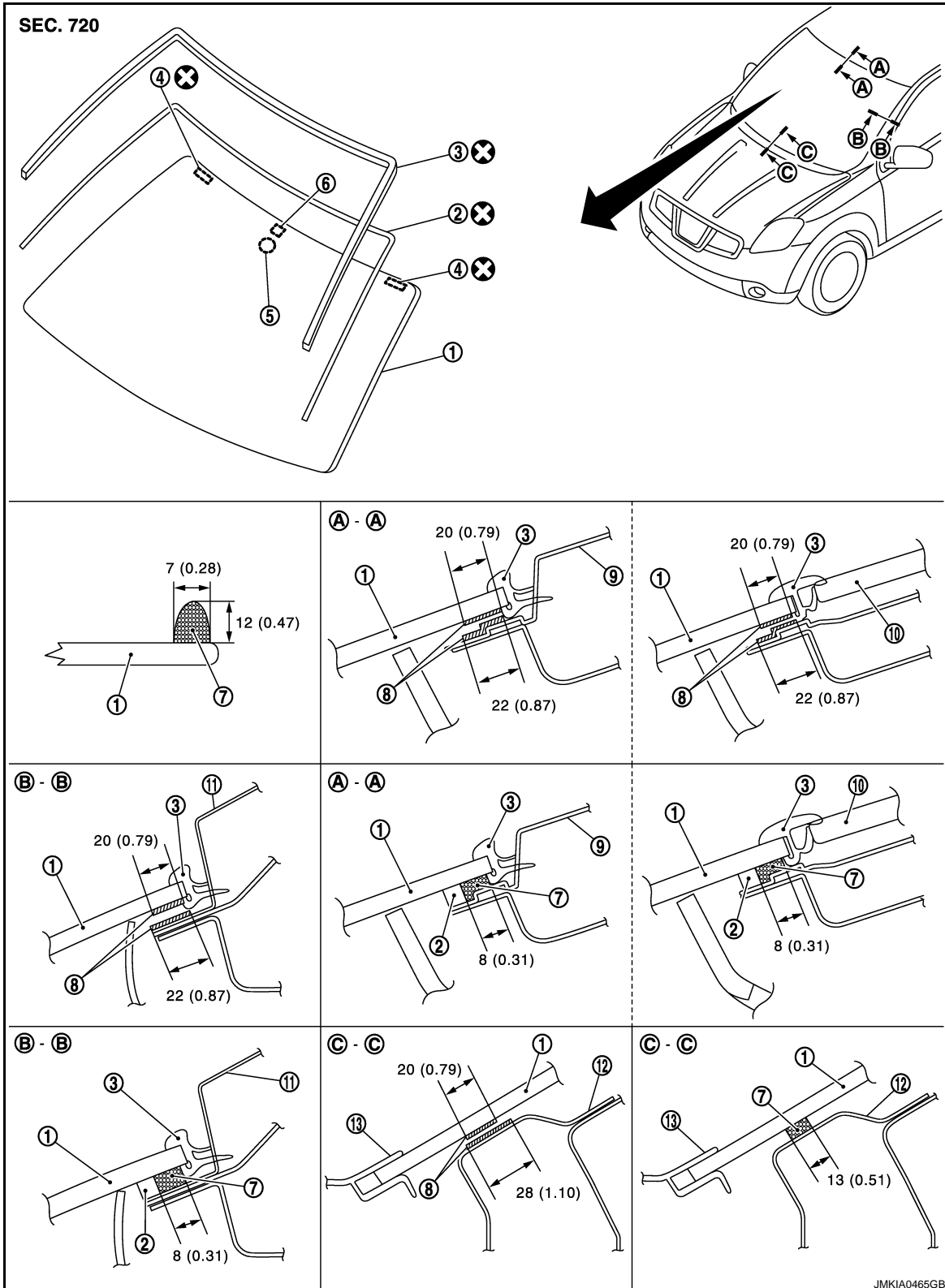
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ON-VEHICLE REPAIR

WINDSHIELD GLASS

Exploded View

INFOID:000000001184804



WINDSHIELD GLASS

< ON-VEHICLE REPAIR >

- | | | |
|---------------------|---------------------------|-----------------------|
| 1. Windshield glass | 2. Dam rubber | 3. Windshield molding |
| 4. Spacer | 5. Rain sensor bracket | 6. Mirror base |
| 7. Adhesive | 8. Primer | 9. Roof panel |
| 10. Roof glass | 11. Body side outer panel | 12. Cowl top |
| 13. Cowl top cover | | |

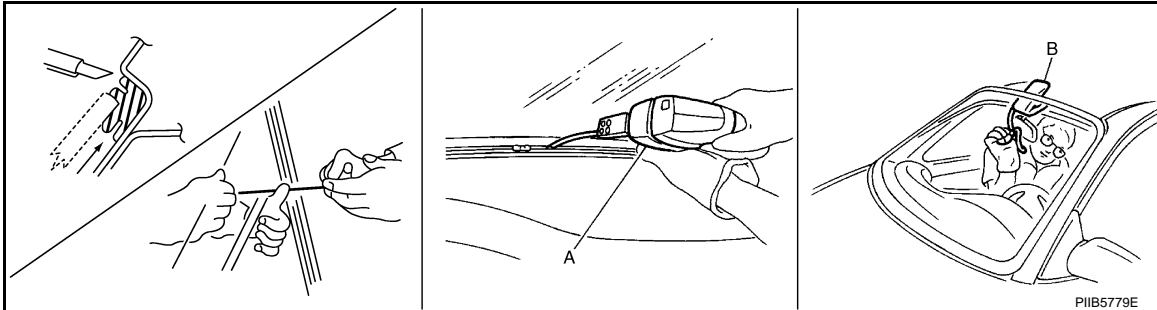
Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000001184805

REMOVAL

1. Remove the front pillar garnish. Refer to [INT-14, "Removal and Installation"](#).
2. Partially remove the headlining (front edge). Refer to [INT-21, "Removal and Installation"](#).
3. Remove the cowl top cover. Refer to [EXT-19, "Removal and Installation"](#).
4. Remove the roof side molding. Refer to [EXT-24, "Removal and Installation"](#).
5. Apply protective tape around the windshield glass and sunroof glass to protect the painted surface from damage.
6. After removing moldings, remove glass using piano wire or power cutting tool (A) and an inflatable pump bag (B).



NOTE:

If a windshield glass is to be reused, mark the body and the glass with matching marks.

WARNING:

When cutting the glass from the vehicle, always wear safety glasses and heavy gloves to help prevent glass splinters from entering your eyes or cutting your hands.

CAUTION:

- When a glass is to be reused, do not use a cutting knife or power cutting tool.
- Do not scratch the glass when removing.
- Do not set or stand the glass on its edge. Small chips may develop into cracks.

INSTALLATION

- The dam rubber and insulator should be installed in position.
- Use a genuine Nissan Urethane Adhesive Kit (if available) or equivalent and follow the instructions furnished with it.
- While the urethane adhesive is curing, open a door window. This will prevent the glass from being forced out by passenger room air pressure when a door is closed.
- The molding must be installed securely so that it is in position and leaves no gap.
- Inform the customer that the vehicle should remain stationary until the urethane adhesive has completely cured (preferably 24 hours). Curing time varies with temperature and humidity.

WARNING:

- Keep heat and open flames away as primers and adhesive are flammable.
- The materials contained in the kit are harmful if swallowed, and may irritate skin and eyes. Avoid contact with the skin and eyes.
- Use in an open, well ventilated location. Avoid breathing the vapors. They can be harmful if inhaled. If affected by vapor inhalation, immediately move to an area with fresh air.
- Driving the vehicle before the urethane adhesive has completely cured may affect the performance of the windshield in case of an accident.

CAUTION:

- Perform adjustment of front wiper stop location. Refer to [WW-105, "Adjustment"](#).

WINDSHIELD GLASS

< ON-VEHICLE REPAIR >

- Do not use an adhesive which is past its usable term. Shelf life of this product is limited to six months after the date of manufacture. Carefully adhere to the expiration or manufacture date printed on the box.
- Keep primers and adhesive in a cool, dry place. Ideally, they should be stored in a refrigerator.
- Do not leave primers or adhesive cartridge unattended with their caps open or off.
- The vehicle should not be driven for at least 24 hours or until the urethane adhesive has completely cured. Curing time varies depending on temperature and humidity. The curing time will increase under lower temperature and lower humidity.

Inspection

INFOID:000000001184806

Repairing Water Leakage for Windshield

Leakage can be repaired without removing and reinstalling glass.

If water is leaking between the urethane adhesive material and body or glass, determine the extent of leakage.

This can be done by applying water to the windshield area while pushing glass outward.

To stop the leakage, apply primer (if necessary) and then urethane adhesive to the leakage point.

SUNROOF

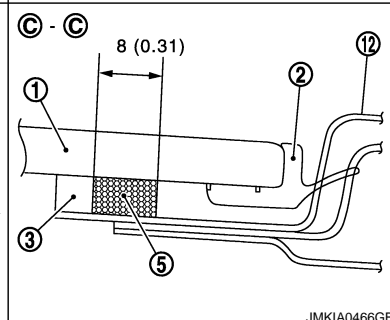
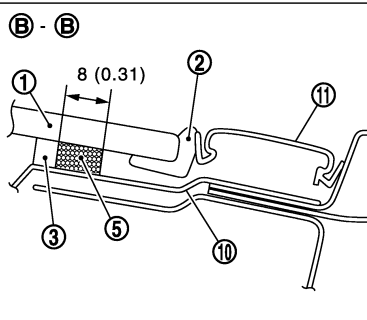
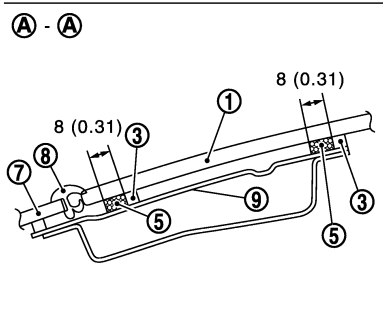
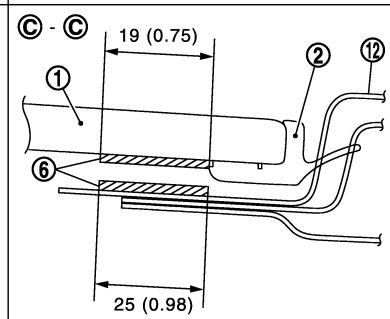
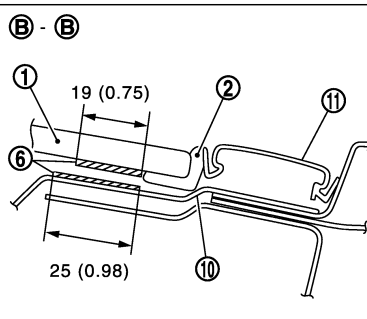
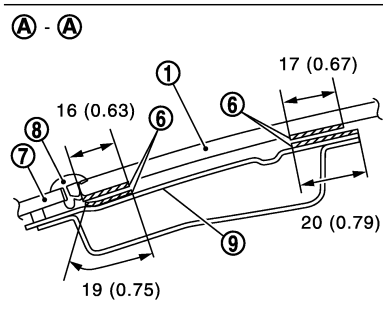
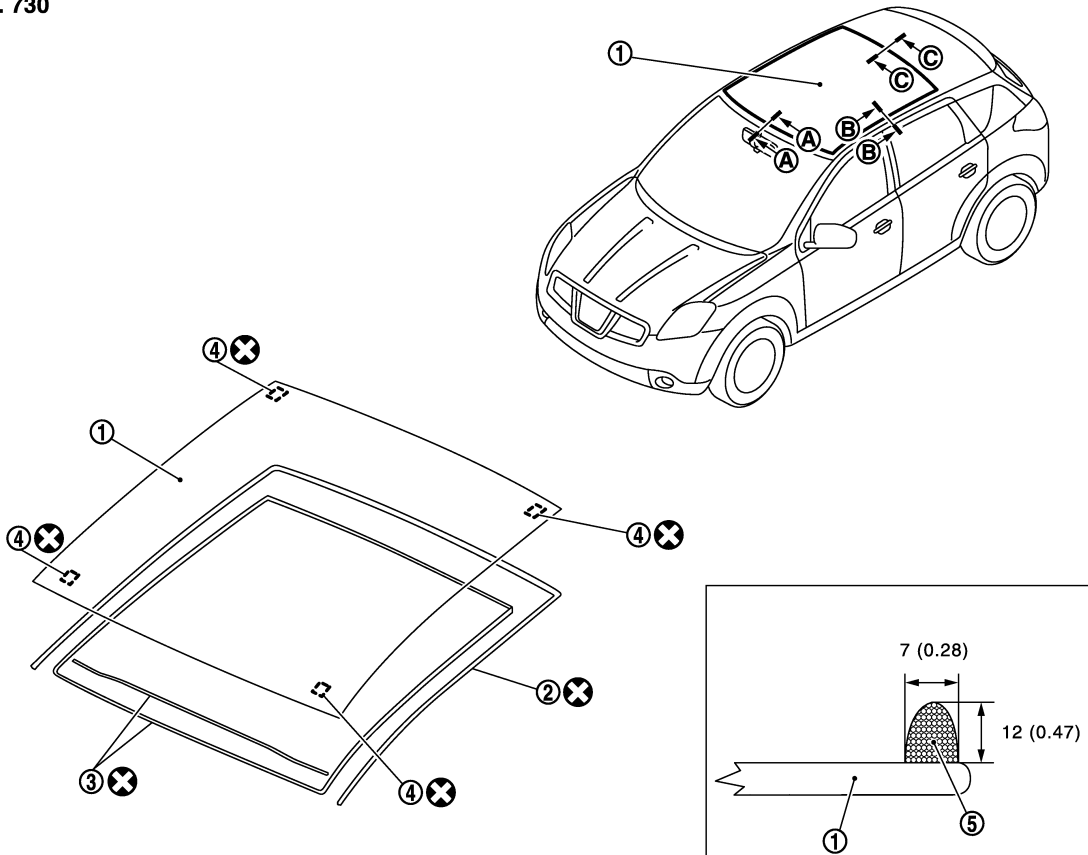
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SUNROOF

Exploded View

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|---------------------|-----------------------|--------------------------|
| 1. Sunroof glass | 2. Sunroof molding | 3. Dam rubber |
| 4. Spacer | 5. Adhesive | 6. Primer |
| 7. Windshield glass | 8. Windshield molding | 9. Front roof rail upper |

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SUNROOF

< ON-VEHICLE REPAIR >

10. Body side outer panel

11. Roof side molding

12. Roof panel

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

Removal and Installation

INFOID:000000001184808

REMOVAL

1. Remove the headlining. Refer to [INT-21, "Removal and Installation"](#).
2. Remove the sunshade unit assembly. Refer to [RF-54, "Removal and Installation"](#).
3. Remove the clips on sunroof inner finisher, and remove the sunroof inner finisher.
4. Remove the roof side molding. Refer to [EXT-24, "Removal and Installation"](#).
5. Remove the windshield molding. Refer to [GW-11, "Removal and Installation"](#).
6. Apply protective tape around the sunroof glass and windshield glass and panel to protect from damage.
7. Cut the sunroof moldings with the cutting knife.
8. Remove the sunroof moldings using pliers, remove sunroof glass using piano wire or power cutting tool and an inflatable pump bag.

NOTE:

If a glass is to be reused, mark the body and the glass with matching marks.

WARNING:

When cutting the glass from the vehicle, always wear safety glasses and heavy gloves to help prevent glass splinters from entering your eyes or cutting your hands.

CAUTION:

- When a glass is to be reused, do not use a cutting knife or power cutting tool.
- Do not scratch the glass when removing.
- Do not set or stand the glass on its edge. Small chips may develop into cracks.

INSTALLATION

- The dam rubber and insulator should be installed in position.
- Use a genuine Nissan Urethane Adhesive Kit (if available) or equivalent and follow the instructions furnished with it.
- While the urethane adhesive is curing, open a door window. This will prevent the glass from being forced out by passenger room air pressure when a door is closed.
- The molding must be installed securely so that it is in position and leaves no gap.
- Inform the customer that the vehicle should remain stationary until the urethane adhesive has completely cured (preferably 24 hours). Curing time varies with temperature and humidity.

WARNING:

- Keep heat and open flames away as primers and adhesive are flammable.
- The materials contained in the kit are harmful if swallowed, and may irritate skin and eyes. Avoid contact with the skin and eyes.
- Use in an open, well ventilated location. Avoid breathing the vapors. They can be harmful if inhaled. If affected by vapor inhalation, immediately move to an area with fresh air.
- Driving the vehicle before the urethane adhesive has completely cured may affect the performance of the windshield in case of an accident.

CAUTION:

- Do not use an adhesive which is past its usable term. Shelf life of this product is limited to six months after the date of manufacture. Carefully adhere to the expiration or manufacture date printed on the box.
- Keep primers and adhesive in a cool, dry place. Ideally, they should be stored in a refrigerator.
- Do not leave primers or adhesive cartridge unattended with their caps open or off.
- The vehicle should not be driven for at least 24 hours or until the urethane adhesive has completely cured. Curing time varies depending on temperature and humidity. The curing time will increase under lower temperature and lower humidity.

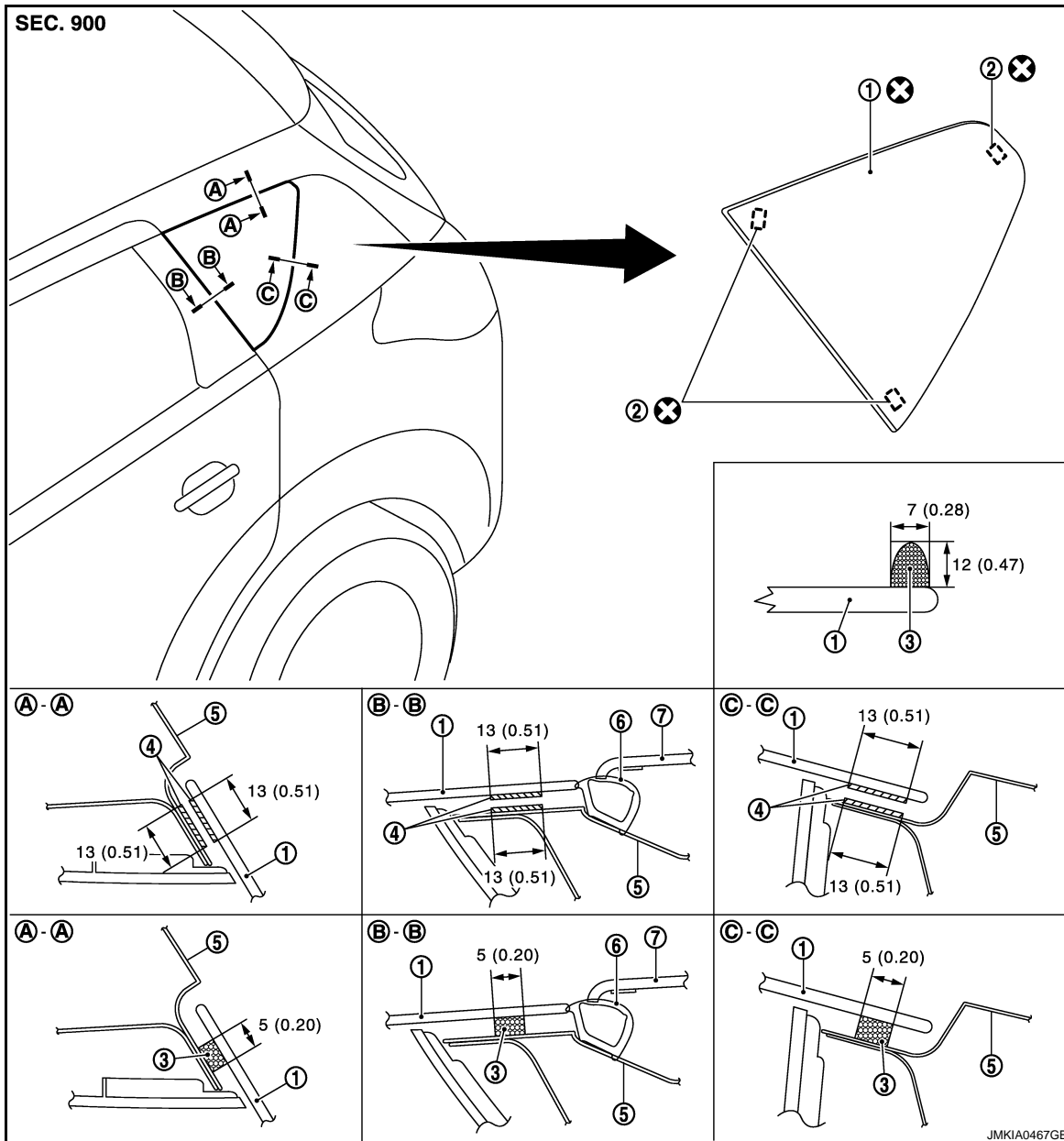
SIDE WINDOW GLASS

< ON-VEHICLE REPAIR >

SIDE WINDOW GLASS

Exploded View

INFOID:000000001184809



- | | | |
|--------------------------|--------------------------|----------------------------|
| 1. Side window glass | 2. Spacer | 3. Adhesive |
| 4. Primer | 5. Body side outer panel | 6. Rear door weather strip |
| 7. Rear door outer panel | | |

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

Removal and Installation

INFOID:000000001184810

REMOVAL

1. Remove the rear pillar finisher. Refer to [INT-14, "Removal and Installation"](#).
2. Remove the headlining. Refer to [INT-21, "Removal and Installation"](#).
3. Apply protective tape around the side window to protect the painted surface from damage.
4. Remove the side window glass using piano wire or power cutting tool and an inflatable pump bag.

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SIDE WINDOW GLASS

< ON-VEHICLE REPAIR >

WARNING:

When cutting the glass from the vehicle, always wear safety glasses and heavy gloves to help prevent glass splinters from entering your eyes or cutting your hands.

CAUTION:

- Be careful not to scratch the glass when removing.
- Do not set or stand the glass on its edge. Small chips may develop into cracks.

INSTALLATION

- Use a genuine Nissan Urethane Adhesive Kit (if available) or equivalent and follow the instructions furnished with it.
- While the urethane adhesive is curing, open a door window. This will prevent the glass from being forced out by passenger room air pressure when a door is closed.
- The molding must be installed securely so that it is in position and leaves no gap.
- Inform the customer that the vehicle should remain stationary until the urethane adhesive has completely cured (preferably 24 hours). Curing time varies with temperature and humidity.

WARNING:

- Keep heat and open flames away as primers and adhesive are flammable.
- The materials contained in the kit are harmful if swallowed, and may irritate skin and eyes. Avoid contact with the skin and eyes.
- Use in an open, well ventilated location. Avoid breathing the vapors. They can be harmful if inhaled. If affected by vapor inhalation, immediately move to an area with fresh air.
- Driving the vehicle before the urethane adhesive has completely cured may affect the performance of the side window in case of an accident.

CAUTION:

- Do not use an adhesive which is past its usable term. Shelf life of this product is limited to six months after the date of manufacture. Carefully adhere to the expiration or manufacture date printed on the box.
- Keep primers and adhesive in a cool, dry place. Ideally, they should be stored in a refrigerator.
- Do not leave primers or adhesive cartridge unattended with their caps open or off.
- The vehicle should not be driven for at least 24 hours or until the urethane adhesive has completely cured. Curing time varies depending on temperature and humidity. The curing time will increase under lower temperature and lower humidity.

Repairing Water Leaks

Leaks can be repaired without removing and reinstalling glass.

If water is leaking between the urethane adhesive material and body or glass, determine the extent of leakage.

This can be done by applying water to the side window area while pushing glass outward.

To stop the leak, apply primer (if necessary) and then urethane adhesive to the leak point.

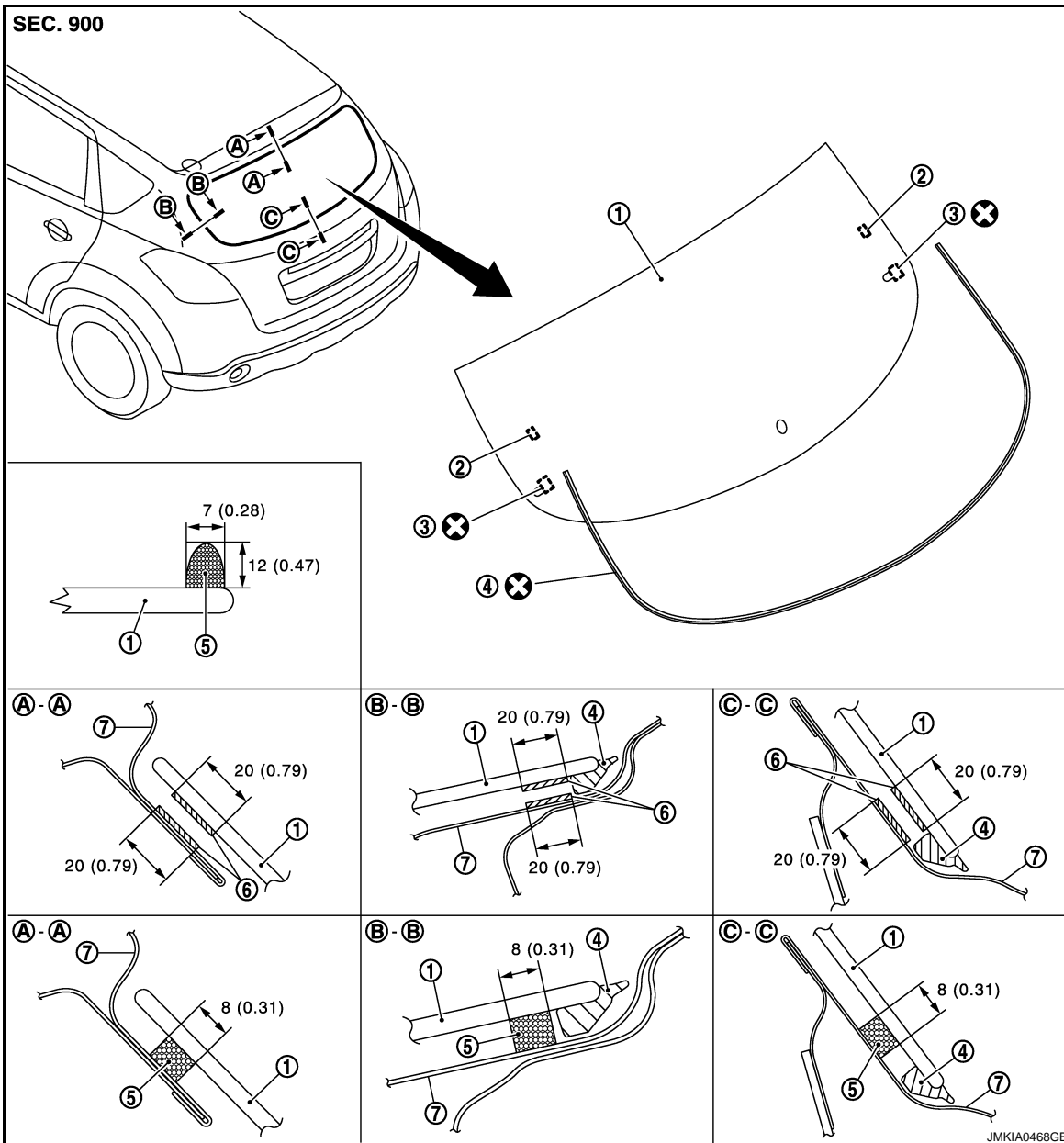
BACK DOOR WINDOW GLASS

< ON-VEHICLE REPAIR >

BACK DOOR WINDOW GLASS

Exploded View

INFOID:000000001184811



- | | | |
|---------------------------|-------------|---------------------------|
| 1. Back door window glass | 2. Terminal | 3. Back door glass holder |
| 4. Back door molding | 5. Adhesive | 6. Primer |
| 7. Back door outer panel | | |

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

Removal and Installation

INFOID:000000001184812

REMOVAL

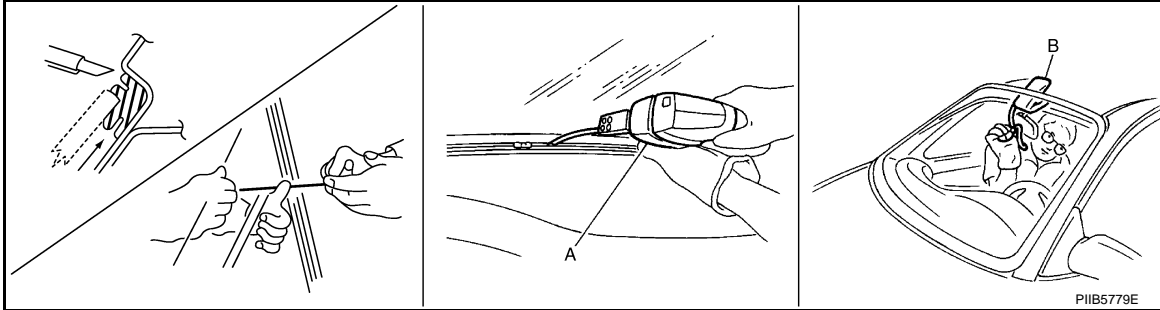
1. Remove the back door trim finisher upper and lower. Refer to [INT-26. "Removal and Installation"](#)
2. Remove the connectors and grounds for the back door window defogger and printed antenna.
3. Remove the rear wiper arm and moter. Refer to [WW-112. "Removal and Installation"](#).

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BACK DOOR WINDOW GLASS

< ON-VEHICLE REPAIR >

- After removing molding using pliers, remove glass using piano wire or power cutting tool (A) and an inflatable pump bag (B).



- If a rear window glass is reused, mark the body and the glass with matching marks.

WARNING:

When cutting the glass from the vehicle, always wear safety glasses and heavy gloves to help prevent glass splinters from entering your eyes or cutting your hands.

CAUTION:

- When a window glass is reused, do not use a cutting knife or power cutting tool.
- Do not scratch the glass when removing.
- Do not set or stand the glass on its edge. Small chips may develop into cracks.

INSTALLATION

- The dam rubber should be installed in position.
- Use a genuine Nissan Urethane Adhesive Kit (if available) or equivalent and follow the instructions furnished with it.
- While the urethane adhesive is curing, open a door window. This will prevent the glass from being forced out by passenger compartment air pressure when a door is closed.
- The molding must be installed securely so that it is in position and leaves no gap.
- Inform the customer that the vehicle should remain stationary until the urethane adhesive has completely cured (preferably 24 hours). Curing time varies with temperature and humidity.

WARNING:

- Keep heat and open flames away as primers and adhesive are flammable.
- The materials contained in the kit are harmful if swallowed, and may irritate skin and eyes. Avoid contact with the skin and eyes.
- Use in an open, well ventilated location. Avoid breathing the vapors. They can be harmful if inhaled. If affected by vapor inhalation, immediately move to an area with fresh air.
- Driving the vehicle before the urethane adhesive has completely cured may affect the performance of the rear window in case of an accident.

CAUTION:

- Perform adjustment of front wiper stop location. Refer to [WW-113, "Adjustment"](#).
- Do not use an adhesive which is past its usable term. Shelf life of this product is limited to six months after the date of manufacture. Carefully adhere to the expiration or manufacture date printed on the box.
- Keep primers and adhesive in a cool, dry place. Ideally, they should be stored in a refrigerator.
- Do not leave primers or adhesive cartridge unattended with their caps open or off.
- The vehicle should not be driven for at least 24 hours or until the urethane adhesive has completely cured. Curing time varies depending on temperature and humidity. The curing time will increase under lower temperature and lower humidity.

Inspection

INFOID:000000001184813

REPAIRING WATER LEAKAGE

Leakage can be repaired without removing and reinstalling glass.

If water is leaking between the urethane adhesive material and body or glass, determine the extent of leakage. This can be done by applying water to the side window area while pushing glass outward.

To stop the leakage, apply primer (if necessary) and then urethane adhesive to the leakage point.

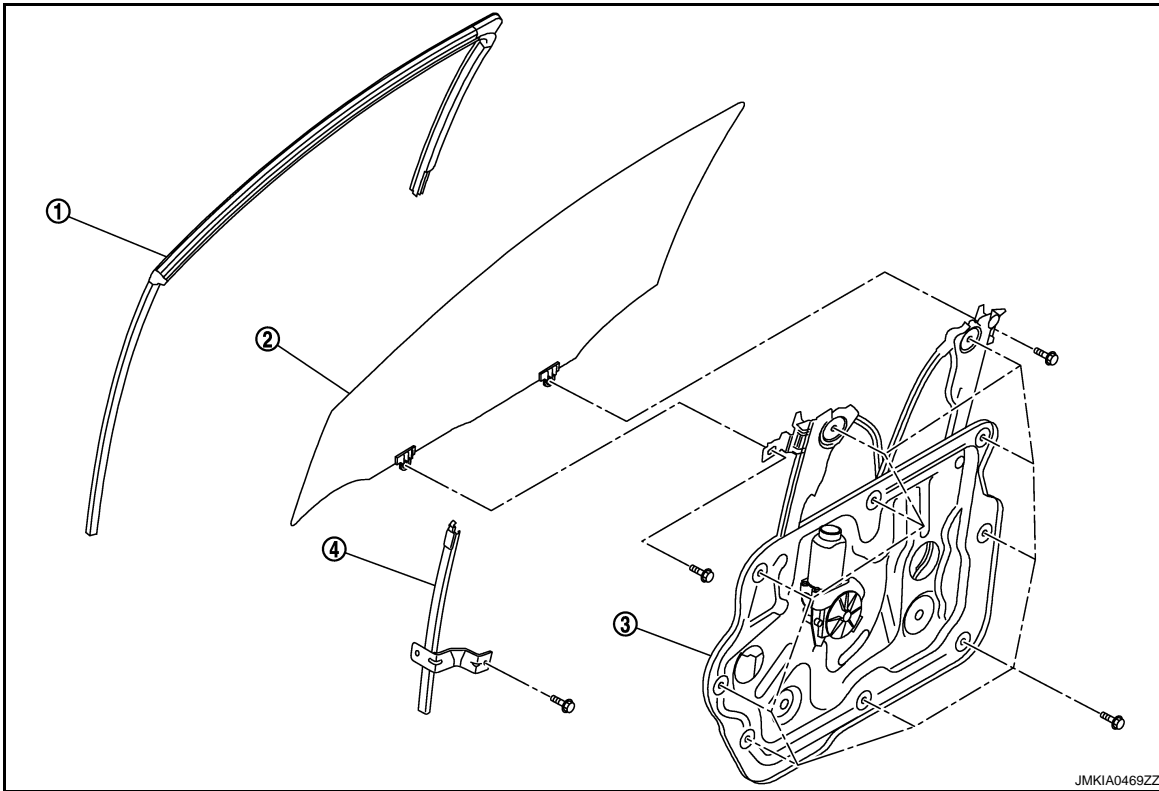
FRONT DOOR GLASS

< ON-VEHICLE REPAIR >

FRONT DOOR GLASS

Exploded View

INFOID:000000001184814



- 1. Door glass run
- 4. Front door sash

2. Door glass

3. Module assembly

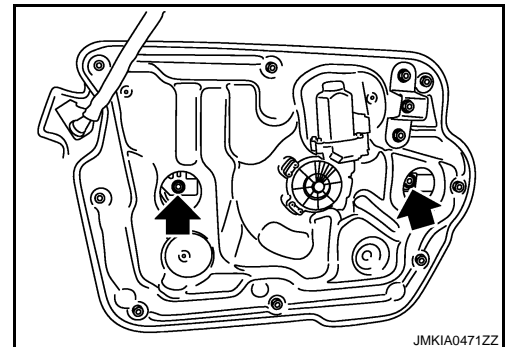
Removal and Installation

INFOID:000000001184815

GW

REMOVAL

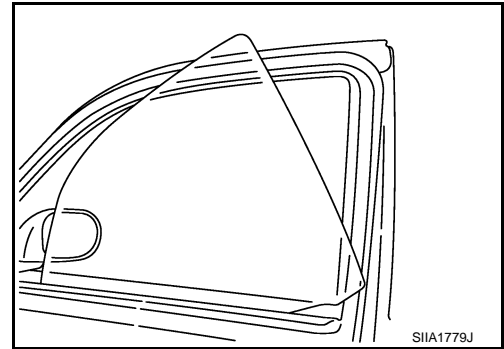
1. Remove the front door finisher. Refer to [INT-10. "FRONT DOOR FINISHER : Removal and Installation"](#).
2. Remove the corner cover.
3. Operate the power window main switch to raise/lower the door glass until the glass mounting bolts can be seen.
4. Remove the door glass mounting bolts.



FRONT DOOR GLASS

< ON-VEHICLE REPAIR >

5. While holding the door glass, raise it at the rear end to pull the glass out of the sash toward the inside of the door.



6. Remove the door glass run.
7. Remove the front door sash mounting bolt, and remove the front door sash.

INSTALLATION

Install in the reverse order of removal.

Inspection and Adjustment

INFOID:000000001184816

SYSTEM INITIALIZATION OF ANTI - PINCH SYSTEM (DRIVERS DOOR ONLY)

If any of the following work has been done, initialize the system.

- Electric power supply to power window switch or motor is interrupted by blown fuse or disconnecting battery cable, etc.
- Removal and installation of the regulator assembly.
- Removal and installation of the motor from the regulator assembly.
- Removal and installation of the harness connector of the power window switch.
- Operation of the regulator assembly as a unit.
- Removal and installation of the door glass.
- Removal and installation of the door glass run.

Initialization Procedure

After installing each component to the vehicle, follow the steps below.

1. Disconnect the minus terminal of battery or disconnect power window switch harness connector temporarily, then reconnect after at least 1 minute.
2. Turn ignition switch ON.
3. Operate power window switch to make over a half of the window area open.
4. Fully draw the power window switch in the up direction (auto close position) and hold, keep holding the switch even when window is completely closed and then release after 3 seconds have passed.
5. Inspect the anti-pinch system function.

NOTE:

Initialization may be cancelled with continued opening and closing operation without full close. In that case, initialize system.

INSPECT THE FUNCTION OF THE ANTI-PINCH SYSTEM (DRIVERS DOOR ONLY)

1. Fully open the door glass.
 2. Place a wooden piece (wooden hammer handle, etc.) at near fully closed position.
 3. Perform fully closing operation with auto up switch.
- Check that the glass reverses without pinching the wooden piece, is lowered approximately 150 mm (5.91 in) or for 3 seconds and then stops.
 - The glass should not be raised with power window main switch operated while it is reversing or lowering.

CAUTION:

- **Do not inspect by pinching a part of worker's body, a hand, etc. Be careful not to be pinched.**
- **Check that the auto up function is normal before inspection following the system initialization.**

FITTING INSPECTION

- Check that the glass is securely fit into the glass run groove.

FRONT DOOR GLASS

< ON-VEHICLE REPAIR >

- Lower the glass slightly [approximately 10 to 20 mm (0.39 to 0.79 in)] and check that the clearance to the sash is parallel. If the clearance between the glass and sash is not parallel, loosen the regulator mounting bolts, guide rail mounting bolts, and glass and guide rail mounting bolts to correct the glass position.

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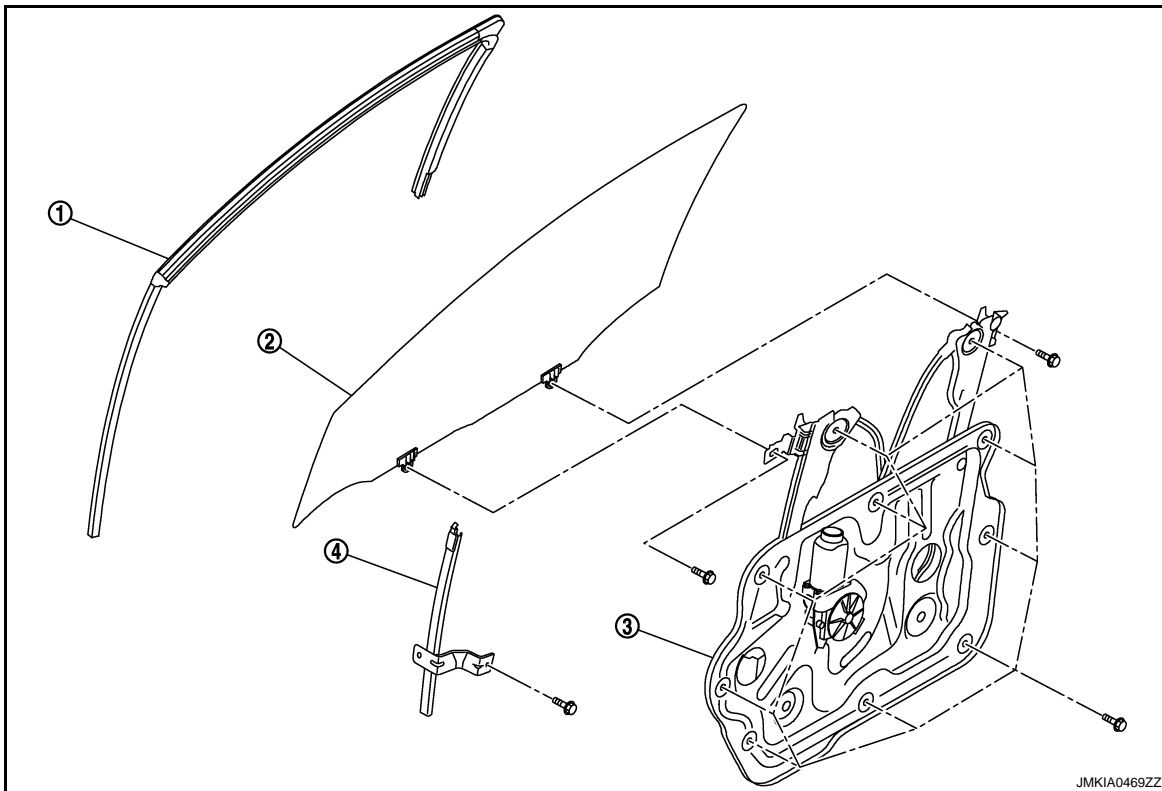
FRONT REGULATOR

< ON-VEHICLE REPAIR >

FRONT REGULATOR

Exploded View

INFOID:000000001184817



1. Door glass run

2. Door glass

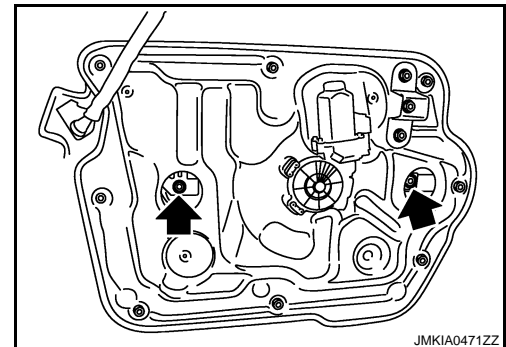
3. Regulator assembly

Removal and Installation

INFOID:000000001184818

REMOVAL

1. Remove the front door finisher. Refer to [INT-10. "FRONT DOOR FINISHER : Removal and Installation"](#).
2. Remove the corner cover.
3. Operate the power window main switch to raise/lower the door glass until the glass mounting bolts can be seen.
4. Remove the door glass mounting bolts.

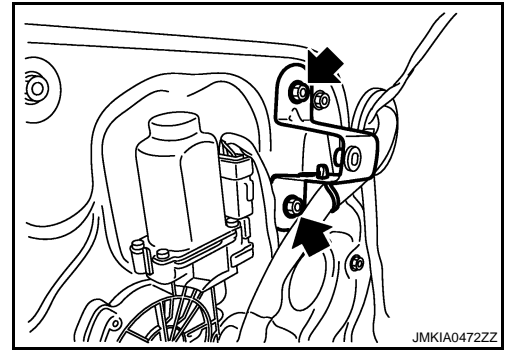


5. Raise up the door glass and hold with a suction lifter.
6. Disconnect the harness connector for the regulator assembly, and remove the harness clip.

FRONT REGULATOR

< ON-VEHICLE REPAIR >

7. Remove the harness clip from front door inner bracket, and remove the front door inner bracket.



8. Remove the bolt from inside handle.
9. Remove the regulator assembly mounting bolts.
10. Remove the regulator assembly.

INSTALLATION

Install in the reverse order of removal.

Inspection and Installation

INFOID:000000001184819

INSPECTION AFTER REMOVAL

Check the regulator assembly for the following items. If a malfunction is detected, replace or grease it.

- Wire wear
- Regulator deformation
- Grease condition for each sliding part

SYSTEM INITIALIZATION OF ANTI - PINCH SYSTEM (DRIVERS DOOR ONLY)

If any of the following work has been done, initialize the system.

- Electric power supply to power window switch or motor is interrupted by blown fuse or disconnecting battery cable, etc.
- Removal and installation of the regulator assembly.
- Removal and installation of the motor from the regulator assembly.
- Removal and installation of the harness connector of the power window switch.
- Operation of the regulator assembly as a unit.
- Removal and installation of the door glass.
- Removal and installation of the door glass run.

Initialization Procedure

After installing each component to the vehicle, follow the steps below.

1. Disconnect the minus terminal of battery or disconnect power window switch harness connector temporarily, then reconnect after at least 1 minute.
2. Turn ignition switch ON.
3. Operate power window switch to make over a half of the window area open.
4. Fully draw the power window switch in the up direction (auto close position) and hold, keep holding the switch even when window is completely closed and then release after 3 seconds have passed.
5. Inspect the anti-pinch system function.

NOTE:

Initialization may be cancelled with continued opening and closing operation without full close. In that case, initialize system.

INSPECT THE FUNCTION OF THE ANTI-PINCH SYSTEM (DRIVERS DOOR ONLY)

1. Fully open the door glass.
 2. Place a wooden piece (wooden hammer handle, etc.) at near fully closed position.
 3. Perform fully closing operation with auto up switch.
- Check that the glass reverses without pinching the wooden piece, is lowered approximately 150 mm (5.91 in) or for 3 seconds and then stops.
 - The glass should not be raised with power window main switch operated while it is reversing or lowering.

CAUTION:

FRONT REGULATOR

< ON-VEHICLE REPAIR >

- **Do not inspect by pinching a part of worker's body, a hand, etc. Be careful not to be pinched.**
- **Check that the auto up function is normal before inspection following the system initialization.**

FITTING INSPECTION

- Check that the glass is securely fit into the glass run groove.
- Lower the glass slightly [approximately 10 to 20 mm (0.39 to 0.79 in)] and check that the clearance to the sash is parallel. If the clearance between the glass and sash is not parallel, loosen the regulator mounting bolts, guide rail mounting bolts, and glass and guide rail mounting bolts to correct the glass position.

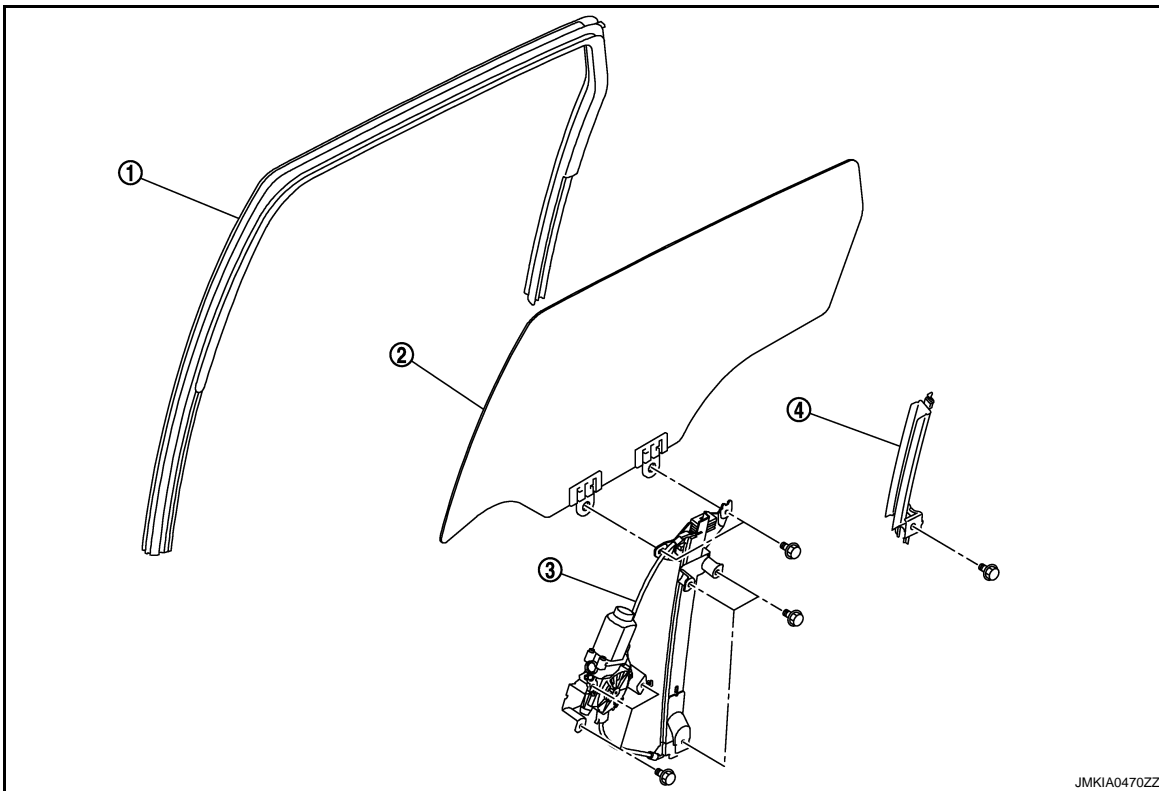
REAR DOOR GLASS

< ON-VEHICLE REPAIR >

REAR DOOR GLASS

Exploded View

INFOID:000000001184820



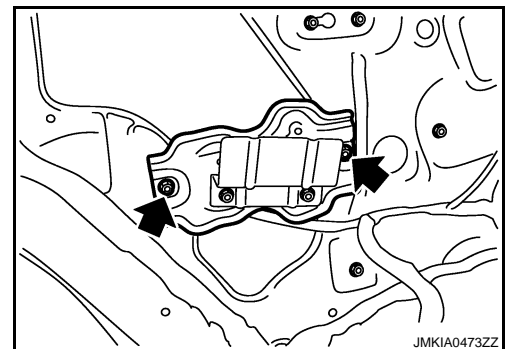
- 1. Door glass run
- 2. Door glass
- 3. Regulator assembly
- 4. Rear door sash

Removal and Installation

INFOID:000000001184821

REMOVAL

1. Remove the rear door finisher. Refer to [INT-13. "REAR DOOR FINISHER : Removal and Installation"](#).
2. Disconnect the rear door speaker connector.
3. Remove the rear door inner bracket.



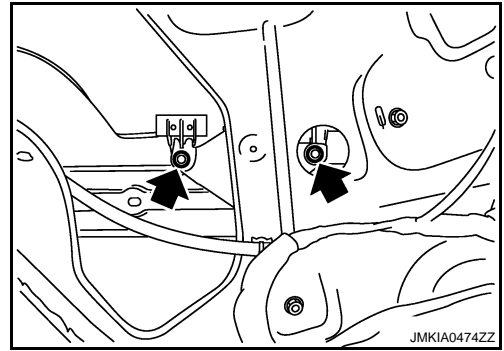
4. Remove the sealing screen.
5. Remove the cover rear door inner. Refer to [INT-13. "REAR DOOR FINISHER : Removal and Installation"](#).
6. Remove the seal assembly rear door inside. Refer to [INT-13. "REAR DOOR FINISHER : Removal and Installation"](#).
7. Remove the door glass run.
8. Remove the rear door sash mounting bolts, and remove the rear door sash.

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REAR DOOR GLASS

< ON-VEHICLE REPAIR >

9. Operate the power window switch to raise/lower the door window until the glass mounting bolts can be seen.
10. Remove the glass mounting bolts.



11. Remove the door glass from the inside of door panel.

INSTALLATION

Install in the reverse order of removal.

Inspection and Adjustment

INFOID:000000001184822

FITTING INSPECTION

- Check that the glass is securely fit into the glass run groove.
- Lower the glass slightly [approximately 10 to 20 mm (0.39 to 0.79 in)], and check that the clearance to the sash is parallel. If the clearance between the glass and sash is not parallel, loosen the regulator mounting bolts, guide rail mounting bolts, and glass and carrier plate mounting bolts to correct the glass position.

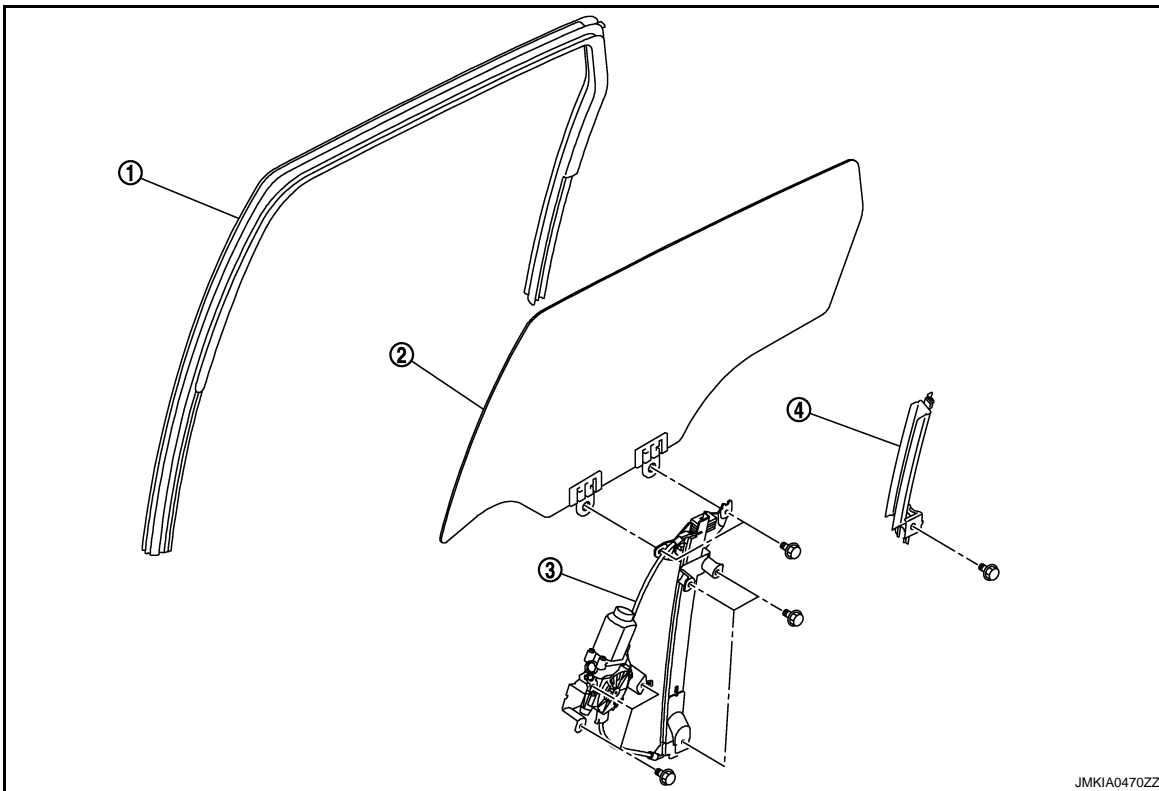
REAR REGULATOR

< ON-VEHICLE REPAIR >

REAR REGULATOR

Exploded View

INFOID:000000001184823



- 1. Door glass run
- 2. Door glass
- 3. Regulator assembly
- 4. Rear door sash

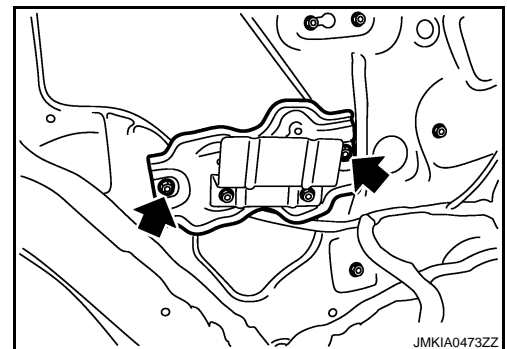
Removal and Installation

INFOID:000000001184824

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REMOVAL

1. Remove the rear door finisher. Refer to [INT-13. "REAR DOOR FINISHER : Removal and Installation"](#).
2. Disconnect the rear door speaker connector.
3. Remove the rear door inner bracket.

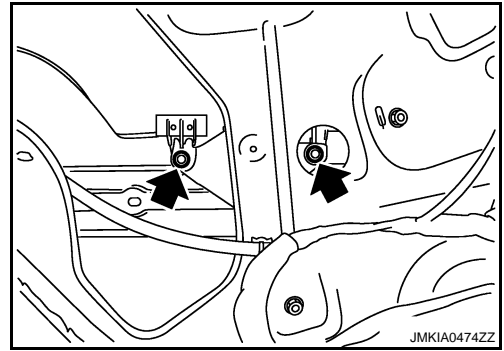


4. Remove the sealing screen.
5. Remove the cover rear door inner. Refer to [INT-13. "REAR DOOR FINISHER : Removal and Installation"](#).
6. Remove the seal assembly rear door inside. Refer to [INT-13. "REAR DOOR FINISHER : Removal and Installation"](#).
7. Remove the door glass run.
8. Remove the rear door sash mounting bolts, and remove the rear door sash.

REAR REGULATOR

< ON-VEHICLE REPAIR >

9. Operate the power window switch to raise/lower the door window until the glass mounting bolts can be seen.
10. Remove the glass mounting bolts.



11. Raise up the door glass and hold with a suction lifter.
12. Disconnect the connector for the regulator assembly.
13. Remove the regulator assembly mounting bolts, and remove the regulator assembly from the door panel.

INSTALLATION

Install in the reverse order of removal.

Inspection and Adjustment

INFOID:000000001184825

Inspection after Removal

Check the regulator assembly for the following items. If a malfunction is detected, replace or grease it.

- Gear wear
- Regulator deformation
- Grease condition for each sliding part

FITTING INSPECTION

- Check that the glass is securely fit into the glass run groove.
- Lower the glass slightly [approximately 10 to 20 mm (0.39 to 0.79 in)], and check that the clearance to the sash is parallel. If the clearance between the glass and sash is not parallel, loosen the regulator mounting bolts, guide rail mounting bolts, and glass and carrier plate mounting bolts to correct the glass position.