

CO

SECTION

ENGINE COOLING SYSTEM

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PRECAUTION

PRECAUTIONS

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

INFOID:0000000012856709

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes dual stage front air bag modules. The SRS system may only deploy one front air bag, depending on the severity of a collision and whether the front passenger seat is occupied. Information necessary to service the system safely is included in the SR 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, it is recommended that all maintenance and repair be performed by an authorized NISSAN/INFINITI dealer.
- Improper repair, 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 SR 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 WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

WARNING:

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

Precaution for Liquid Gasket

INFOID:0000000012856710

REMOVAL OF LIQUID GASKET

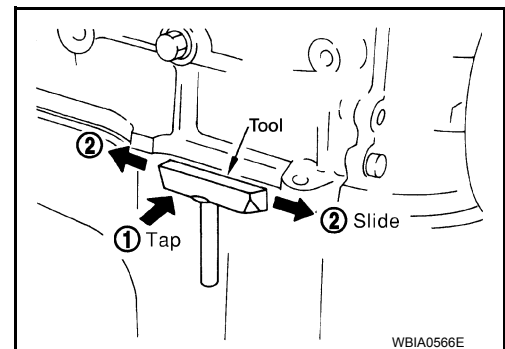
CAUTION:

Do not damage the mating surfaces.

- After removing the bolts and nuts, separate the mating surface and remove the old liquid gasket using Tool.

Tool number : KV10111100 (J-37228)

- Tap the pan seal cutter to insert it (1).
- In areas where the Tool is difficult to use, lightly tap to slide it (2).



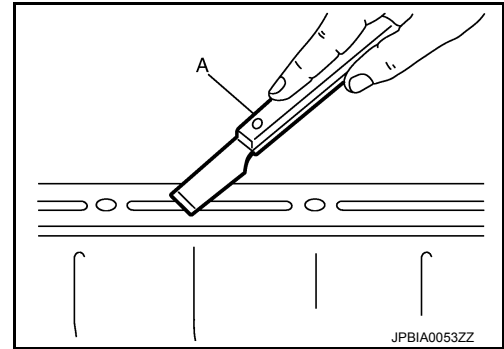
LIQUID GASKET APPLICATION PROCEDURE

PRECAUTIONS

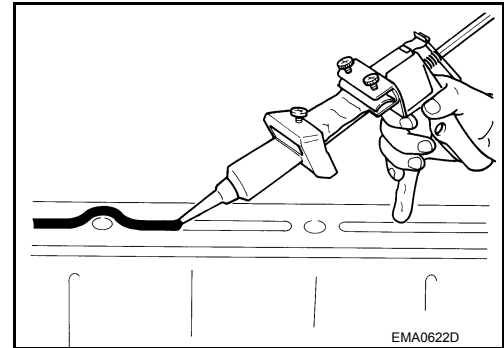
[VQ35DE]

< PRECAUTION >

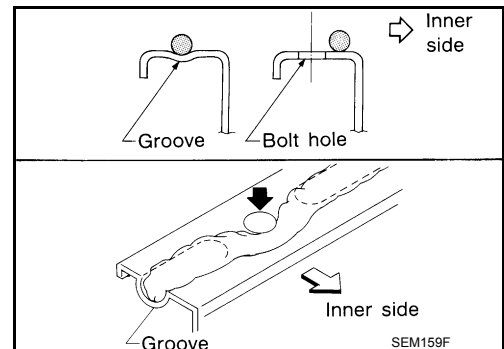
1. Using suitable tool (A), remove old liquid gasket adhering to the liquid gasket application surface and the mating surface.
 - Remove liquid gasket completely from the groove of the liquid gasket application surface, bolts, and bolt holes.
2. Wipe the liquid gasket application surface and the mating surface with white gasoline (lighting and heating use) to remove adhering moisture, grease and foreign materials.



3. Attach the liquid gasket tube to the suitable tool.
Use Genuine RTV Silicone Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".
4. Apply the liquid gasket without gaps to the specified location with the specified dimensions.



- If there is a groove for the liquid gasket application, apply the liquid gasket to the groove.
- Normally apply the liquid gasket on the inside edge of the bolt holes. Also apply to the outside edge of the bolt holes when specified in the procedure.
- Within five minutes of liquid gasket application, install the mating component.
- If the liquid gasket protrudes, wipe it off immediately.
- Do not retighten bolts after the installation.
- Wait 30 minutes or more after installation before refilling the engine with engine oil or engine coolant.



CAUTION:

If there are more specific instructions in the procedures contained in this manual concerning liquid gasket application, observe them.

PREPARATION

< PREPARATION >

[VQ35DE]

PREPARATION

PREPARATION

Special Service Tool

INFOID:0000000012856711

The actual shape of the tools may differ from those illustrated here.

Tool number (TechMate No.) Tool name	Description
KV10111100 (J-37228) Seal cutter NT046	Removing chain tensioner cover and water pump cover
KV991J0070 (J-45695-A) Coolant refill tool AWBIA2841ZZ	Refilling engine cooling system
— (J-51771) Cooling system pressure test kit — (J-51771-1) Main body — (J-51771-4) Small Adapter — (J-51771-5) Pump with quick release — (J-51771-9) Radiator cap assembly with quick coupler ALPIA0018ZZ	Checking cooling system and radiator cap
KV991J0010 (J-23688) Refractometer WBIA0539E	Checking concentration of ethylene glycol in engine coolant

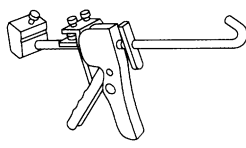
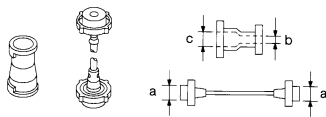
Commercial Service Tool

INFOID:0000000012856712

PREPARATION

< PREPARATION >

[VQ35DE]

(TechMate No.) Tool name	Description	A
(—) Power tool	Loosening nuts, screws and bolts	CO
 PIIB1407E		C
(—) Tube presser	Pressing the tube of liquid gasket	D
 S-NT052		E
(J-33984-A) Radiator pressure adapter	Adapting cooling system pressure tester to radiator cap and reservoir tank cap a: 28 (1.10) diameter b: 31.4 (1.236) diameter c: 41.3 (1.626) diameter Unit: mm (in)	F
 S-NT564		G
		H
		I
		J
		K
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OVERHEATING CAUSE ANALYSIS

< SYSTEM DESCRIPTION >

[VQ35DE]

SYSTEM DESCRIPTION

OVERHEATING CAUSE ANALYSIS

Troubleshooting Chart

INFOID:0000000012856713

Symptom		Check items	
Cooling system parts malfunction	Poor heat transfer	Water pump malfunction	Worn or loose drive belt
		Thermostat stuck closed	Thermostat
		Damaged radiator fins	Dust contamination or paper clogging
			Physical damage
		Clogged radiator cooling tube	Excess foreign material (rust, dirt, sand, etc.)
	Reduced air flow	Cooling fan motor assembly does not operate	Cooling fan motor assembly
		High resistance to fan rotation	
		Damaged fan blades	
	Damaged radiator shroud	—	Radiator shroud
	Improper engine coolant mixture ratio	—	Engine coolant viscosity
	Poor engine coolant quality	—	Engine coolant density
	Insufficient engine coolant	Engine coolant leaks	Radiator and heater hoses
			Loose clamp
			Cracked hose
			Water pump
			Poor sealing
			Radiator cap
			Loose
			Poor sealing
			Radiator
			O-ring for damage, deterioration or improper fitting
			Cracked radiator tank
			Cracked radiator core
			Coolant reservoir tank
			Cracked coolant reservoir tank
	Overflowing coolant reservoir tank	Exhaust gas leaks into cooling system	Cylinder head deterioration
			Cylinder head gasket deterioration

OVERHEATING CAUSE ANALYSIS

< SYSTEM DESCRIPTION >

[VQ35DE]

Symptom		Check items	
Except cooling system parts malfunction	—	Abusive driving	High engine rpm under no load
			Driving in low gear for extended time
			Driving at extremely high speed
		Powertrain system malfunction	—
		Improper size wheels and tires installed	
		Brakes dragging	
		Improper ignition timing	
	—	Blocked bumper	—
		Blocked condenser	
		Blocked radiator	
		Blocked radiator grille	
		Car brassiere installed	
		Large fog lamp installed	
		Mud contamination or paper clogging	

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COOLING SYSTEM

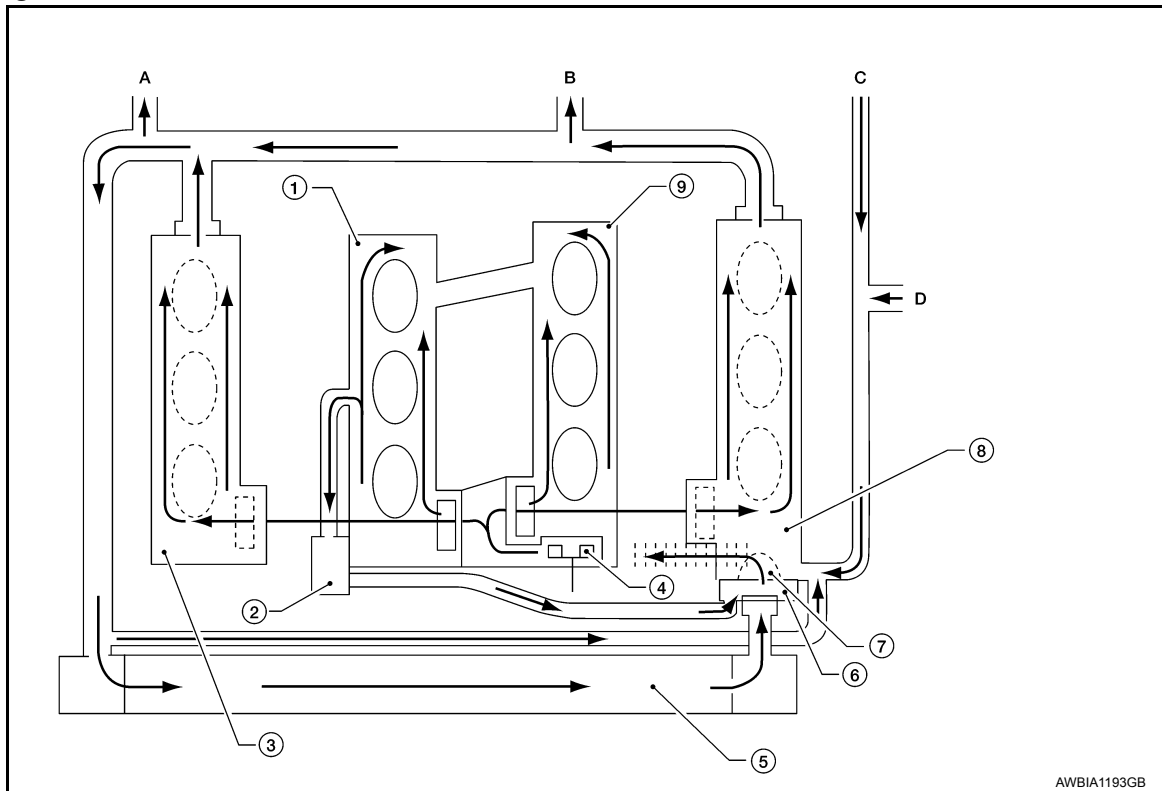
< SYSTEM DESCRIPTION >

[VQ35DE]

COOLING SYSTEM

Cooling Circuit

INFOID:0000000012856714



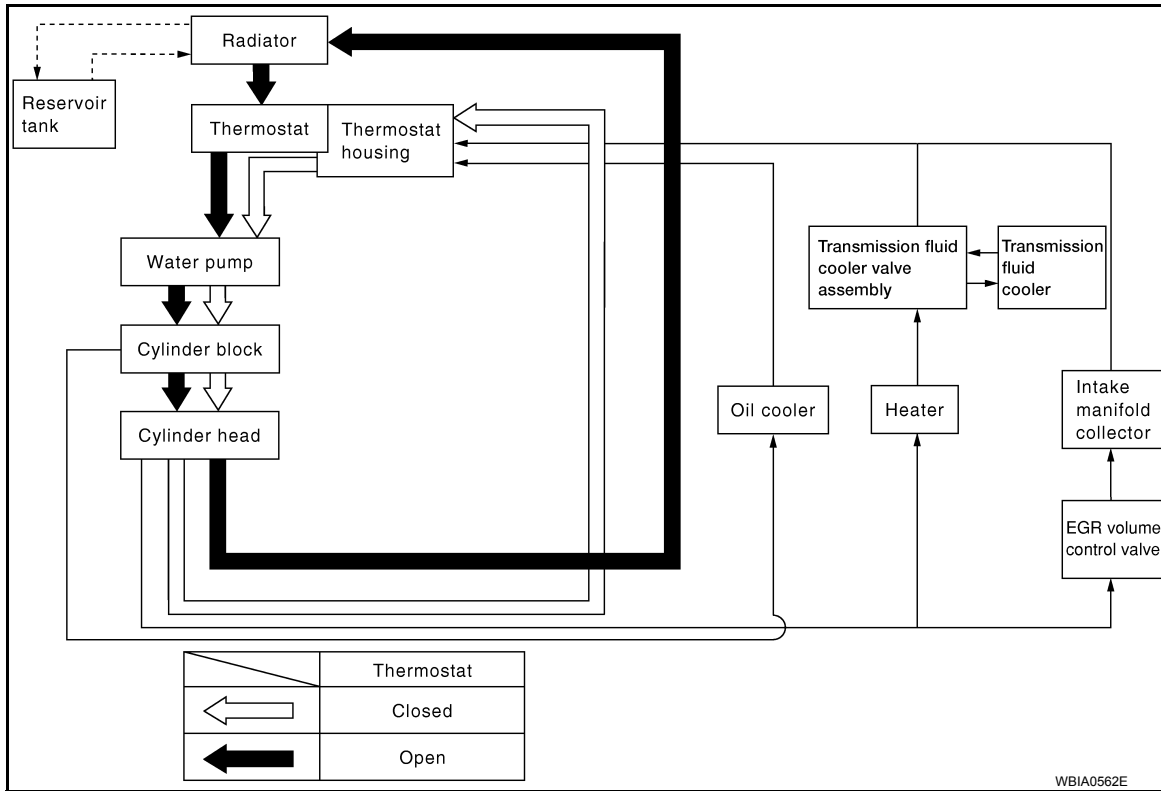
COOLING SYSTEM

< SYSTEM DESCRIPTION >

[VQ35DE]

Schematic

INFOID:000000012856715



PERIODIC MAINTENANCE

ENGINE COOLANT

System Inspection

INFOID:000000013512220

WARNING:

- Do not remove the radiator cap or reservoir tank cap when the engine is hot. Serious burns could occur from high-pressure engine coolant escaping from the cooling system.
- When removing the radiator cap or reservoir tank cap, wrap a thick cloth around the cap and slowly turn it a quarter turn to allow built-up pressure to escape. Then carefully remove the cap by turning it all the way.

CHECKING COOLING SYSTEM HOSES

Check hoses for the following:

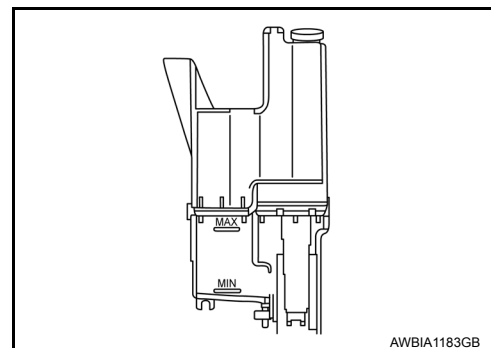
- Improper attachment
- Leaks
- Cracks
- Dents
- Bulges
- Internal obstruction
- Damage
- Loose connections
- Chafing
- Deterioration

CHECKING RESERVOIR LEVEL

- Check if the reservoir tank coolant level is within MIN to MAX when the engine is cool.
- Adjust coolant level (if necessary), to ensure that the engine coolant level is within the MIN to MAX range.

CAUTION:

Refill Genuine NISSAN Long Life Antifreeze/Coolant (blue) or equivalent in its quality mixed with water (distilled or demineralized). Refer to [MA-16, "FOR USA AND CANADA : Fluids and Lubricants"](#) (United States and Canada) or [MA-17, "FOR MEXICO : Fluids and Lubricants"](#) (Mexico).



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CHECKING COOLING SYSTEM FOR LEAKS

WARNING:

- Do not remove the radiator cap or reservoir tank cap when the engine is hot. Serious burns could occur from high-pressure engine coolant escaping from the cooling system.
- When removing the radiator cap or reservoir tank cap, wrap a thick cloth around the cap and slowly turn it a quarter turn to allow built-up pressure to escape. Then carefully remove the cap by turning it all the way.

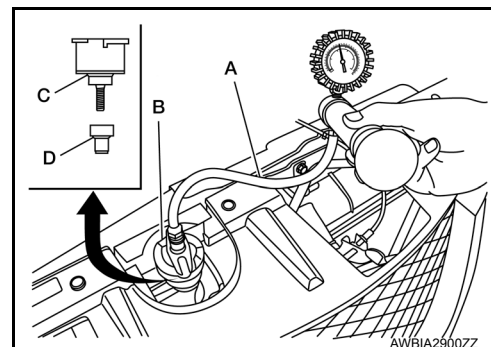
To check the cooling system for leaks, apply pressure to the cooling system using Tools (A), (B), (C) and (D).

- Tool number (A) : — (J-51771-5)
 Tool number (B) : — (J-51771-9)
 Tool number (C) : — (J-51771-1)
 Tool number (D) : — (J-51771-4)
 Leakage test pressure : Refer to [CO-28, "Radiator"](#).

CAUTION:

Higher testing pressure than specified may cause radiator damage.

NOTE:



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ENGINE COOLANT

< PERIODIC MAINTENANCE >

[VQ35DE]

- If engine coolant decreases, replenish radiator with engine coolant. Refer to [MA-16. "FOR USA AND CAN-ADA : Fluids and Lubricants"](#).
- If anything is found, repair or replace damaged parts.

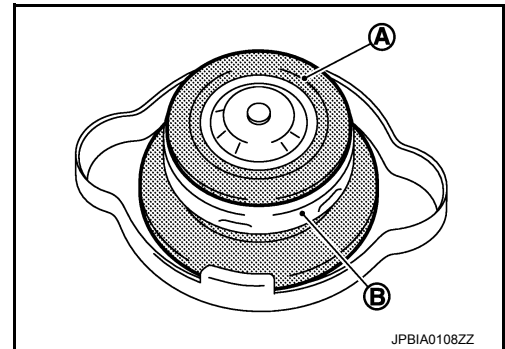
CHECKING RADIATOR CAP

WARNING:

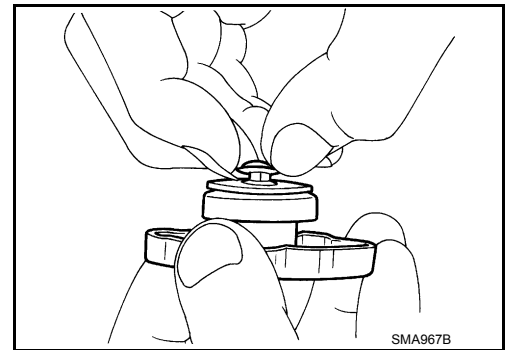
- **Do not remove the radiator cap or reservoir tank cap when the engine is hot. Serious burns could occur from high-pressure engine coolant escaping from the cooling system.**
- **When removing the radiator cap or reservoir tank cap, wrap a thick cloth around the cap and slowly turn it a quarter turn to allow built-up pressure to escape. Then carefully remove the cap by turning it all the way.**
- Check the pressure valve of the radiator cap.
- Replace the radiator cap if the metal plunger (B) on the pressure valve cannot be seen around the edge of the rubber gasket (A).
- Replace the radiator cap if there is damage or deposits of foreign material on the rubber gasket or pressure valve.

CAUTION:

Thoroughly wipe out the radiator filler neck to remove any waxy residue or foreign material.

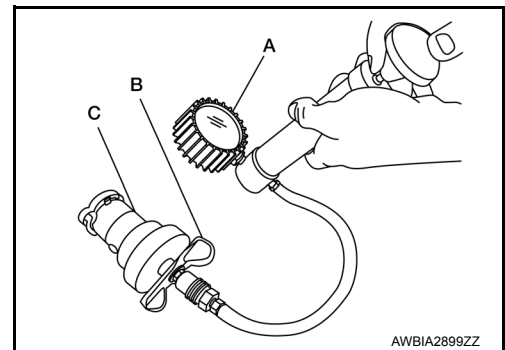


- Check the negative-pressure valve of the radiator cap.
- Replace the radiator cap if the negative-pressure valve does not close completely when pulled open and released.
- Replace the radiator cap if there is damage or deposits of foreign material on the valve seat of the negative-pressure valve.
- Replace the radiator cap if there is an abnormality in the operation of the negative-pressure valve.



- Check radiator cap relief pressure.
- Check the radiator cap relief pressure using Tools (A) and (B), and suitable tool (C).

Tool number (A) : — (J-51771-5)
Tool number (B) : — (J-51771-9)
Tool number (C) : — (J-33984-A or equivalent)
(commercially available)
Radiator cap relief pressure : Refer to [CO-28. "Radiator"](#).



- When connecting the radiator cap to suitable tool (C), apply water or coolant to the radiator cap seal surface.
- Replace the radiator cap if the radiator cap relief pressure is outside of specification.

CHECKING RADIATOR

Check radiator for mud or clogging. If necessary, clean radiator as follows.

CAUTION:

- **Be careful not to bend or damage the radiator fins.**
 - **When radiator is cleaned on-vehicle, remove surrounding parts in order to access the radiator core. Tape the harness and electrical connectors to prevent water from entering.**
1. Spray water to the back side of the radiator core using a side to side motion from the top down.
 2. Stop spraying when debris no longer flows from radiator core.

ENGINE COOLANT

[VQ35DE]

< PERIODIC MAINTENANCE >

3. Blow air into the back side of radiator core using a side to side motion from the top down.
 - Use compressed air lower than 490 kPa (4.9 bar, 5 kg/cm², 71 psi) and keep distance more than 30 cm (11.8 in).
4. Continue to blow air until no water sprays out.
5. Check for engine coolant leaks. Repair as necessary.

Changing Engine Coolant

INFOID:0000000012856717

WARNING:

Do not remove the radiator cap when the engine is hot. Serious burns could occur from high-pressure engine coolant escaping from the radiator. Wrap a thick cloth around the cap. Slowly push down and turn it a quarter turn to allow built-up pressure to escape. Carefully remove the cap by pushing it down and turning it all the way.

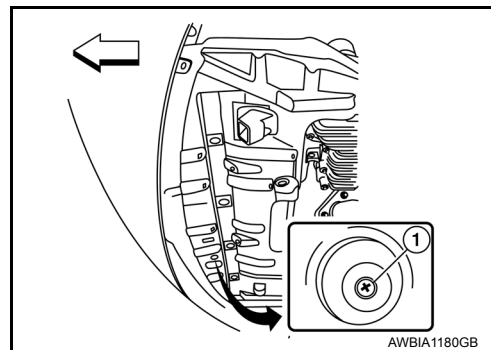
DRAINING ENGINE COOLANT

1. Open radiator drain plug (1) at the bottom of radiator and remove the radiator filler cap.

CAUTION:

Do not allow the engine coolant to contact the drive belt.

⇐ : Front

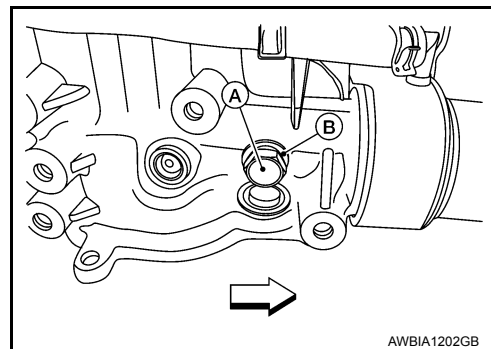


2. Remove blind plug (A) and copper sealing washer (B).

CAUTION:

Do not reuse copper sealing washers.

⇐ :Engine front



3. For a complete cooling system drain, remove the reservoir tank and drain the engine coolant, and then clean the reservoir tank before installation.

CAUTION:

Do not allow the engine coolant to contact the drive belt.

ENGINE COOLANT

< PERIODIC MAINTENANCE >

[VQ35DE]

- When performing a complete cooling system drain, remove the water drain plug (B), connector bolt (C), and copper sealing washer (A) on the cylinder block.

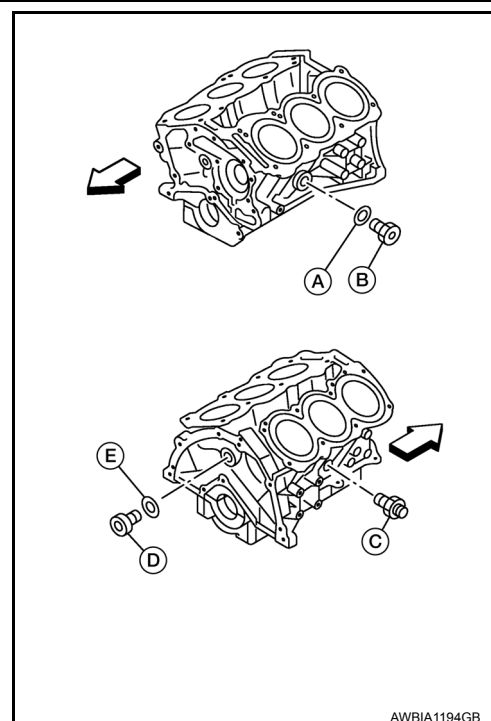
CAUTION:

Do not reuse copper sealing washers.

NOTE:

- For Canada, water drain plug (B) is a block heater, not a drain plug.
- Remove water drain plug (D) and copper sealing washer (E) during engine overhaul.

⇐ : Engine front



- Check the drained engine coolant for contaminants such as rust, corrosion or discoloration.
 - If contaminated, flush the engine cooling system. Refer to FLUSHING COOLING SYSTEM.

REFILLING ENGINE COOLANT

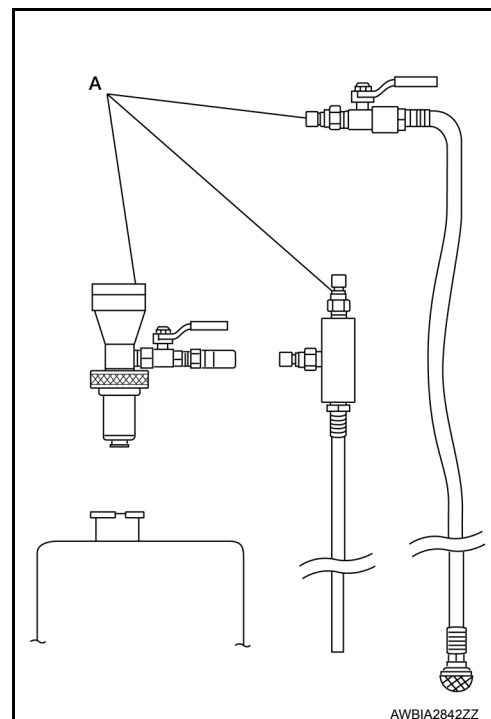
- Install the following, if removed:
 - Cylinder block drain plugs, refer to [EM-117, "Disassembly and Assembly"](#).
 - Reservoir tank, refer to [CO-15, "Exploded View"](#).
 - Cooling system hoses, refer to [CO-15, "Exploded View"](#).
 - Radiator drain plug, refer to [CO-15, "Exploded View"](#).
- Set the vehicle heater controls to the full HOT and heater ON positions. Turn the vehicle ignition ON with the engine OFF as necessary to activate the heater mode.
- Fill the cooling system with engine coolant using Tool (A), following the manufacturer's instructions included with the tool.

Tool number (A) : KV991J0070 (J-45695-A)

Engine Coolant : Refer to [MA-16, "FOR USA AND CANADA : Fluids and Lubricants"](#) (United States and Canada) or [MA-17, "FOR MEXICO : Fluids and Lubricants"](#) (Mexico).

CAUTION:

- Use recommended coolant or equivalent.
 - Do not use any cooling system additives such as radiator sealer. Additives may clog the cooling system and cause damage to the engine, transmission or cooling system.
 - The compressed air supply must be equipped with an air dryer.
- Remove the Tool (A) and top off the cooling system with engine coolant as necessary.



- Install the radiator cap and reservoir tank cap.

6. Run the engine until it reaches normal operating temperature.

CAUTION:

Do not allow the engine to exceed normal operating temperature or engine damage may occur.

7. Stop the engine and allow it to cool.
8. Check the engine coolant level and adjust if necessary.

FLUSHING COOLING SYSTEM

1. Fill the radiator from the filler neck above the radiator upper hose and reservoir tank with clean water and reinstall radiator filler cap.
2. Run the engine until it is at normal operating temperature.
3. Rev the engine two or three times under no-load.
4. Stop the engine and wait until it cools down.
5. Drain the water from the system.
6. Repeat steps 1 through 5 until clear water begins to drain from the radiator.

RADIATOR

< REMOVAL AND INSTALLATION >

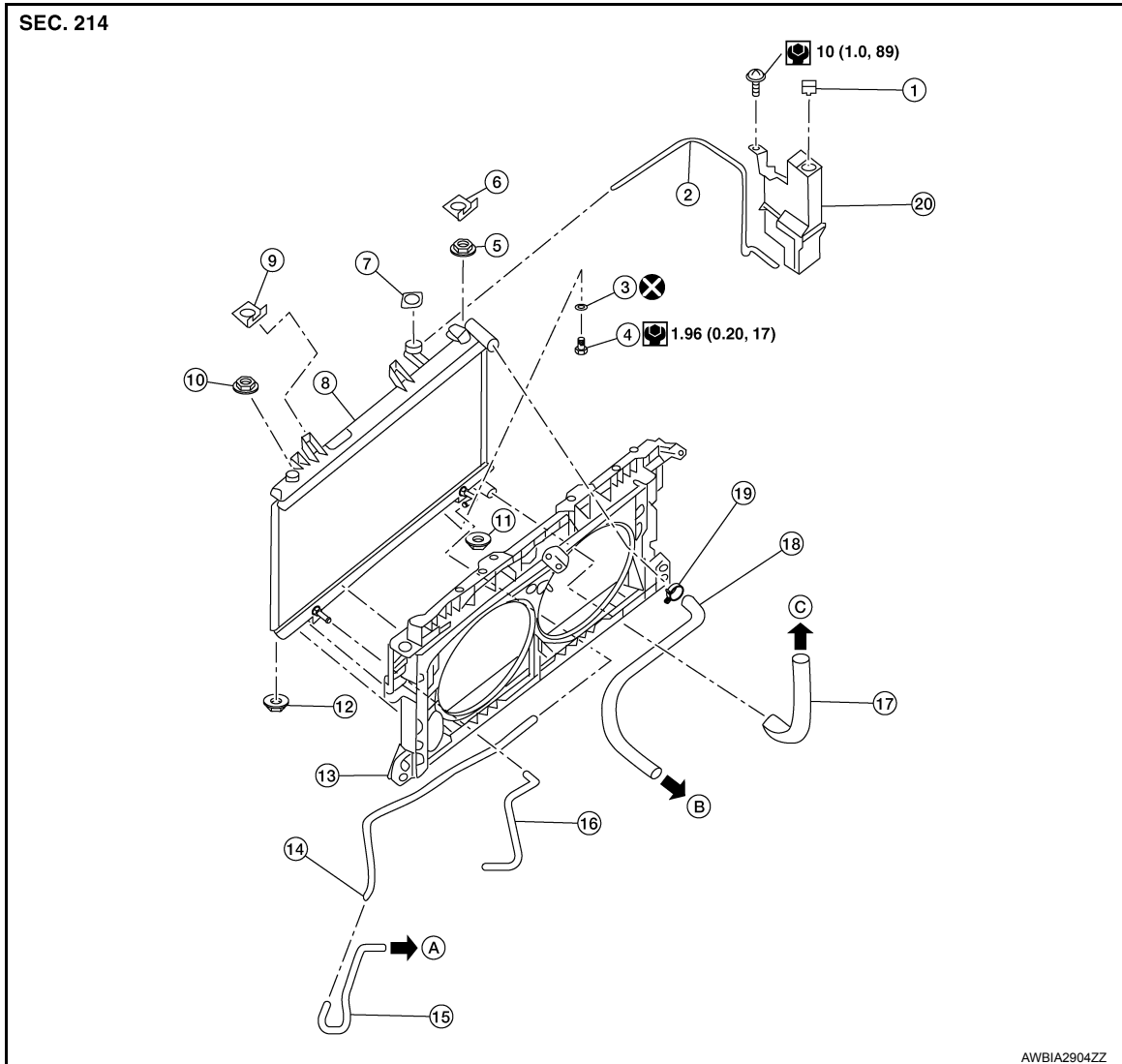
[VQ35DE]

REMOVAL AND INSTALLATION

RADIATOR

Exploded View

INFOID:0000000012856718



- | | | |
|----------------------------------|----------------------------------|----------------------------------|
| 1. Reservoir tank cap | 2. Reservoir tank hose | 3. O-ring |
| 4. Drain plug | 5. Mounting rubber (upper) (RH) | 6. Radiator mount (upper) (RH) |
| 7. Radiator cap | 8. Radiator | 9. Radiator mount (upper) (LH) |
| 10. Mounting rubber (upper) (LH) | 11. Mounting rubber (lower) (RH) | 12. Mounting rubber (lower) (LH) |
| 13. Radiator core support | 14. CVT fluid cooler hose | 15. CVT fluid cooler hose |
| 16. CVT fluid cooler hose | 17. Radiator hose (lower) | 18. Radiator hose (upper) |
| 19. Radiator hose clamp | 20. Reservoir tank | A. To CVT oil warmer |
| B. To water outlet | C. To water inlet | |

Removal and Installation

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WARNING:

Do not remove the radiator cap when the engine is hot. Serious burns could occur from high pressure engine coolant escaping from the radiator. Wrap a thick cloth around the cap. Slowly turn it a quarter turn to allow built-up pressure to escape. Carefully remove the cap by turning it all the way.

NOTE:

RADIATOR

[VQ35DE]

< REMOVAL AND INSTALLATION >

- When removing components such as hoses, tubes/lines, etc., cap or plug openings to prevent fluid from spilling.
- The radiator hose clamps on the radiator hose (upper) and on the radiator hose (lower), are not serviced separately. Radiator hose clamps are part of the radiator hose assembly and serviced as one unit with the radiator hose.

REMOVAL

1. Disconnect the negative battery terminal. Refer to [PG-147, "Removal and Installation"](#).
2. Drain engine coolant from radiator. Refer to [CO-12, "Changing Engine Coolant"](#).

CAUTION:

- **Perform this step when the engine is cold.**
- **Do not spill engine coolant on the drive belt.**

3. Remove core support cover. Refer to [DLK-249, "Exploded View"](#).
4. Remove front air duct. Refer to [EM-24, "Removal and Installation"](#).
5. Disconnect coolant reservoir hose from the radiator.
6. Remove front under cover. Refer to [EXT-30, "Exploded View"](#).
7. Disconnect radiator hose (upper) and radiator hose (lower) from the radiator.

CAUTION:

Do not allow the engine coolant to contact the drive belt.

NOTE:

The radiator hose clamps on the radiator hose (upper) and on the radiator hose (lower), are not serviced separately. Radiator hose clamps are part of the radiator hose assembly and serviced as one unit with the radiator hose.

8. Disconnect the CVT oil cooler hoses.
9. Disconnect hood lock switch and cable. Refer to [DLK-244, "Exploded View"](#).
10. Remove the hood lock assembly. Refer to [DLK-244, "Exploded View"](#).
11. Remove the front bumper fascia. Refer to [EXT-16, "Exploded View"](#).
12. Remove the core support center brace. Refer to [DLK-249, "Exploded View"](#).
13. Remove the head lamp assemblies. Refer to [EXL-148, "Removal and Installation"](#).
14. Remove A/C condenser. Refer to [HA-39, "Removal and Installation"](#).

CAUTION:

Be careful not to damage condenser core.

15. Remove the radiator mounts (upper).
16. Remove radiator.

CAUTION:

Do not damage or scratch the radiator core when removing.

INSTALLATION

Installation is in the reverse order of removal.

- After installation, refill engine coolant and check for leaks. Refer to [CO-12, "Changing Engine Coolant"](#) and [CO-10, "System Inspection"](#).

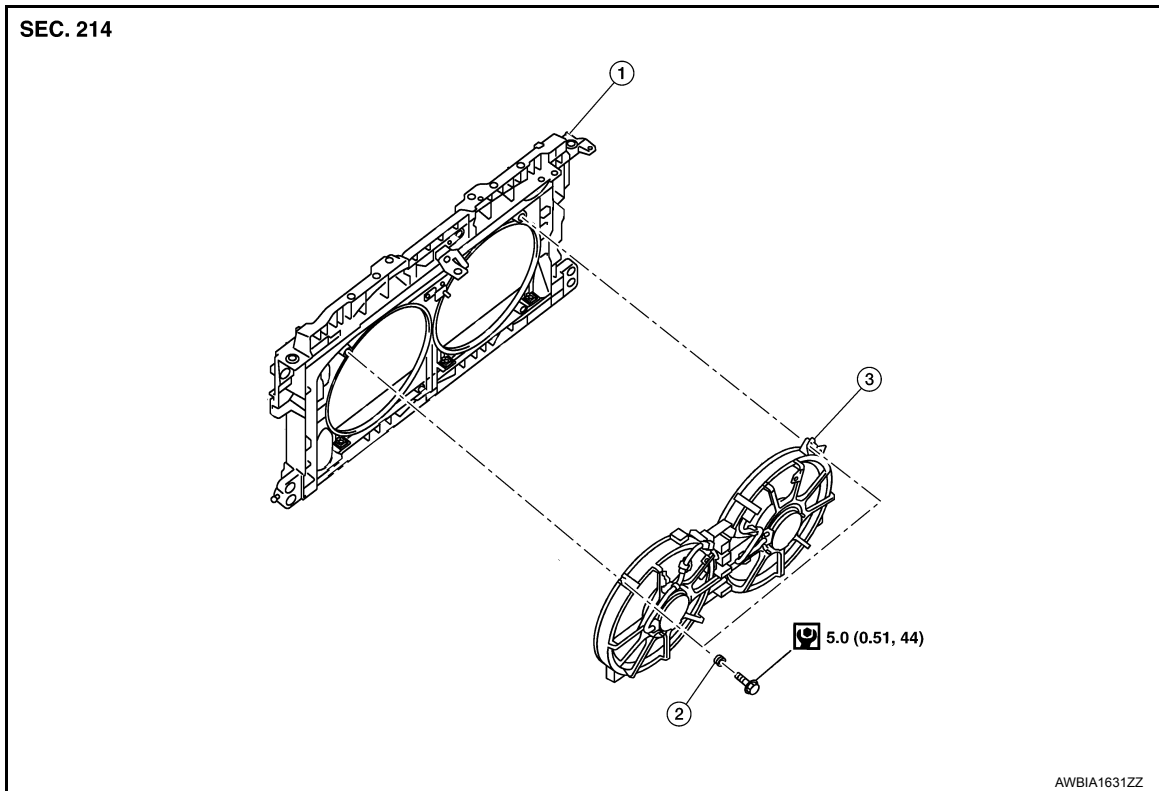
CAUTION:

Do not spill engine coolant in engine compartment. Use a shop cloth to absorb engine coolant.

COOLING FAN

Exploded View

INFOID:0000000012856720



1. Radiator core support

2. Grommet

3. Cooling fan motor assembly

Removal and Installation

INFOID:0000000012856721

WARNING:

Do not remove the radiator cap when the engine is hot. Serious burns could occur from high pressure engine coolant escaping from the radiator. Wrap a thick cloth around the cap. Slowly turn it a quarter turn to allow built-up pressure to escape. Carefully remove the cap by turning it all the way.

NOTE:

- When removing components such as hoses, tubes/lines, etc., cap or plug openings to prevent fluid from spilling.
- Replace cooling fan motor assembly as a unit.

REMOVAL

1. Partially drain engine coolant from radiator. Refer to [CO-12, "Changing Engine Coolant"](#).

CAUTION:

- Perform when engine is cold.
- Do not spill engine coolant on the drive belt.

2. Remove engine room cover. Refer to [EM-23, "Removal and Installation"](#).
3. Remove air cleaner and air duct assembly. Refer to [EM-24, "Removal and Installation"](#).
4. Remove blow by hose. Refer to [EM-43, "Exploded View"](#).
5. Remove battery, battery tray, and battery tray bracket. Refer to [PG-147, "Removal and Installation"](#).
6. Remove transmission air breather hose. Refer to [TM-203, "Exploded View"](#).
7. Disconnect the harness connector from cooling fan control module.
8. Remove cooling fan control module.
9. Remove cooling fan motor assembly.

COOLING FAN

< REMOVAL AND INSTALLATION >

[VQ35DE]

INSTALLATION

Installation is in the reverse order of removal.

- Cooling fan motor assembly is controlled by ECM. For details, refer to [EC-908, "Diagnosis Procedure"](#).

WATER PUMP

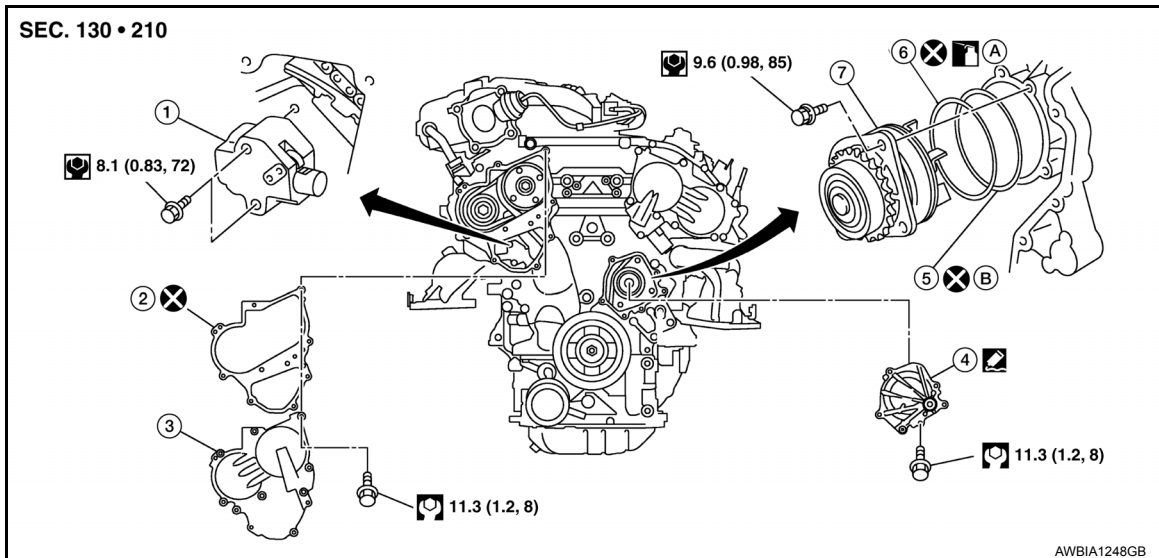
< REMOVAL AND INSTALLATION >

[VQ35DE]

WATER PUMP

Exploded View

INFOID:0000000012856722



- | | | |
|-------------------------------------|---|--|
| 1. Timing chain tensioner (primary) | 2. Valve timing control cover gasket (bank 1) | 3. Valve timing control cover (bank 1) |
| 4. Water pump cover | 5. O-ring | 6. O-ring |
| 7. Water pump | A. Apply engine coolant | B. Identify with white mark |

Removal and Installation

INFOID:0000000012856723

WARNING:

Do not remove the radiator cap when the engine is hot. Serious burns could occur from high pressure engine coolant escaping from the radiator. Wrap a thick cloth around the cap. Slowly turn it a quarter turn to allow built-up pressure to escape. Carefully remove the cap by turning it all the way.

CAUTION:

- When removing water pump assembly, be careful not to get engine coolant on drive belt.
- Water pump cannot be disassembled and must be replaced as a unit.
- After installing the water pump, connect hose and clamp securely, then check for leaks. Repair as necessary.

NOTE:

When removing components such as hoses, tubes/lines, etc., cap or plug openings to prevent fluid from spilling.

REMOVAL

1. Disconnect the negative battery terminal. Refer to [PG-147, "Removal and Installation"](#).
2. Remove the engine room cover. Refer to [EM-23, "Removal and Installation"](#).
3. Remove front air duct. Refer to [EM-24, "Removal and Installation"](#).
4. Remove front under cover. Refer to [EXT-30, "Exploded View"](#).
5. Drain engine coolant from the radiator. Refer to [CO-12, "Changing Engine Coolant"](#).

CAUTION:

Perform when the engine is cold.

6. Drain the power steering fluid reservoir. Refer to [ST-48, "Draining and Refilling"](#).
7. Remove the front wheel and tire (RH) using power tool. Refer to [WT-52, "Adjustment"](#).
8. Remove the fender protector (RH). Refer to [EXT-28, "FENDER PROTECTOR : Removal and Installation"](#).
9. Disconnect engine coolant reservoir hose and remove engine coolant reservoir tank.
10. Set No. 1 cylinder at TDC on its compression stroke.
 - Align pointer with TDC mark on crankshaft pulley.

WATER PUMP

< REMOVAL AND INSTALLATION >

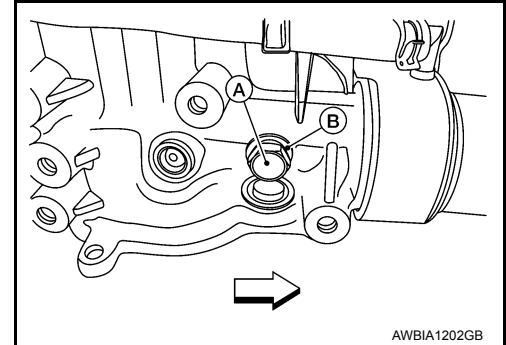
[VQ35DE]

11. Remove drive belt. Refer to [EM-12, "Removal and Installation"](#).
12. Remove the drive belt auto-tensioner assembly. Refer to [EM-14, "Removal and Installation of Drive Belt Auto-tensioner"](#).
13. Remove blind plug (A) and copper sealing washer (B) to drain engine coolant from engine.

CAUTION:

Do not reuse copper sealing washers.

⇐ : Front



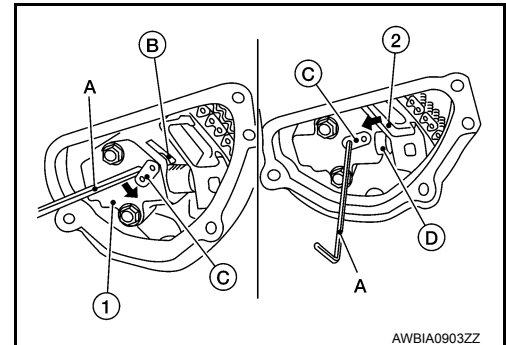
14. Remove the E-PSF cover, bracket and motor. Refer to [ST-58, "Removal and Installation"](#).
15. Support engine and remove the engine insulator and bracket (RH). Refer to [EM-111, "AWD : Exploded View"](#).
16. Disconnect the A/C lines at the junction. Refer to [HA-35, "HIGH-PRESSURE PIPE : Removal and Installation"](#).
17. Disconnect the harness connector from valve timing control solenoid valve (bank 1) and remove valve timing control cover (bank 1). Refer to [EM-57, "Exploded View"](#).
18. Remove water pump cover. Refer to [EM-57, "Exploded View"](#).
19. Remove the timing chain tensioner (primary) as follows:

- a. Pull the lever (C) down to release the plunger stopper tab (B).
- b. Insert the stopper pin A into the tensioner body hole to hold the lever (C) and keep the plunger stopper tab (B) released.

NOTE:

An allen wrench [(1.2 mm (0.047 in))] is used for a stopper pin A as an example.

- c. Compress the plunger (D) into the tensioner body (1) by pressing the slack guide (2).
- d. Keep the slack guide (2) pressed and lock the plunger (D) in by pushing the stopper pin A through the lever (C) and into the chain tensioner body hole.



- e. Remove timing chain tensioner bolts and then remove the timing chain tensioner.

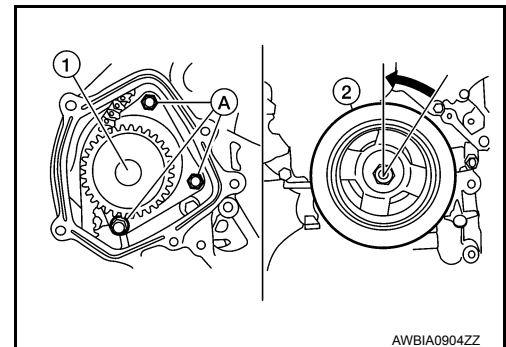
CAUTION:

Be careful not to drop timing chain tensioner bolts inside timing chain case.

20. Remove the three water pump bolts (A). Make a gap between water pump sprocket (1) and timing chain, by carefully turning crankshaft pulley (2) counterclockwise until timing chain loosens on water pump sprocket (1).

CAUTION:

Be careful not to drop water pump bolts inside timing chain case.

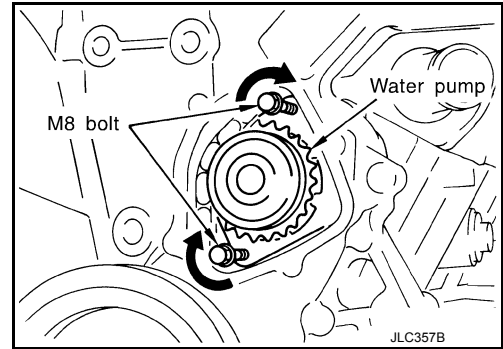


WATER PUMP

< REMOVAL AND INSTALLATION >

[VQ35DE]

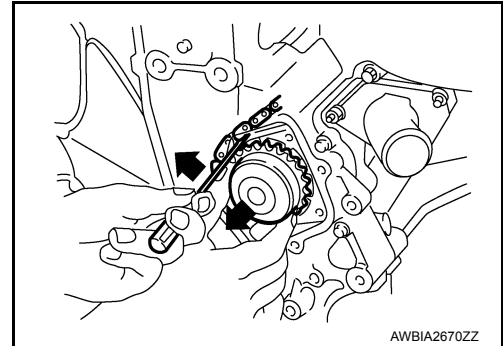
21. Screw M8 bolts [pitch: 1.25 mm (0.49 in) length: approx. 50 mm (1.97 in)] into water pump upper and lower bolt holes until they reach the timing chain case.



22. Hold the timing chain to side using a suitable tool and alternately tighten the M8 bolts for a half turn until the water pump can be removed.

CAUTION:

- Place a suitable shop cloth below the water pump housing to prevent any engine coolant from dripping into the timing chain case.
- Remove water pump without causing sprocket to contact timing chain.
- Pull water pump straight out while preventing vane from contacting socket in installation area.
- It may be necessary to adjust the timing chain until it loosens enough to remove the water pump.



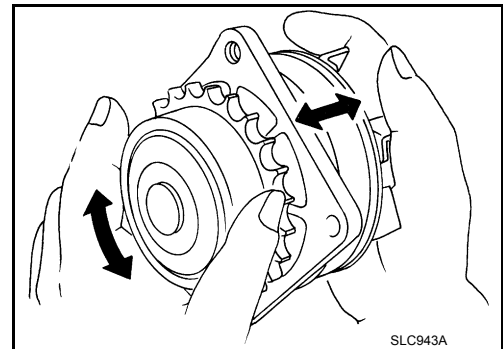
23. Remove M8 bolts and O-rings from water pump.

CAUTION:

Do not reuse O-rings.

INSPECTION AFTER REMOVAL

- Visually check for significant dirt or rust on the water pump body and vane.
- Check that the vane shaft turns smoothly by hand and is not excessively loose.
- Replace the water pump assembly if the water pump does not perform properly.



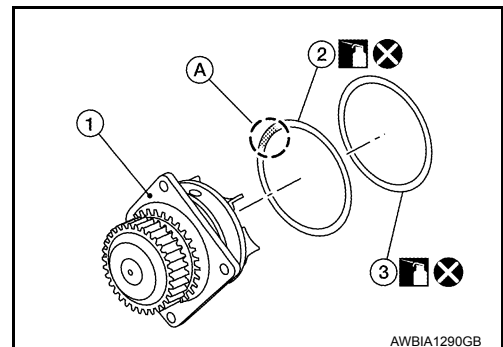
INSTALLATION

1. Install new O-rings to water pump (1).

CAUTION:

Do not reuse O-rings.

- Apply engine coolant to the O-rings (2,3) as shown.
- Locate the O-ring (2) with white paint mark (A) to engine front side.



WATER PUMP

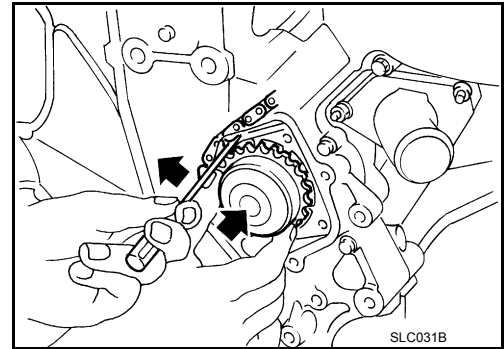
< REMOVAL AND INSTALLATION >

[VQ35DE]

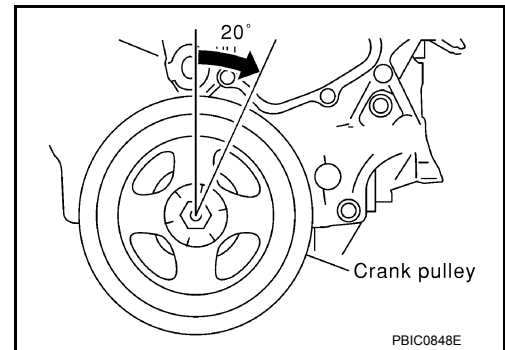
2. Hold timing chain to the side and install the water pump.

CAUTION:

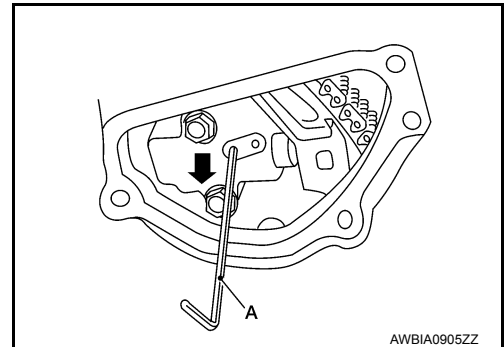
- Install water pump without causing sprocket to contact timing chain.
- It may be necessary to adjust the timing chain until it loosens enough to install the water pump.
- Install water pump straight in while preventing vane from contacting the engine block and timing chain case.
- Be careful not to damage the O-rings when installing the water pump.
- Check that timing chain and water pump sprocket are engaged.
- Tighten water pump bolts alternately and evenly to specification.



3. Remove dust and foreign material completely from installation area of timing chain tensioner and rear timing chain case.
4. Turn the crankshaft pulley approximately 20° clockwise so that the timing chain on the timing chain tensioner side is loose.



5. Apply engine oil to the oil feed hole and timing chain tensioner and install the timing chain tensioner.
6. Remove the stopper pin (A).



7. Install valve timing control cover (bank 1) and water pump cover.
- a. Before installing, remove all traces of liquid gasket from mating surface of water pump cover and IVT cover using a scraper. Also remove traces of liquid gasket from the mating surface of the front cover.
- b. Apply a continuous bead of liquid gasket to mating surface of IVT cover and water pump cover. **Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).**

CAUTION:

- Installation should be done within 5 minutes after applying liquid gasket.
- Do not fill the engine with engine oil for at least 30 minutes after the components are installed to allow the sealant to cure.

WATER PUMP

< REMOVAL AND INSTALLATION >

[VQ35DE]

8. Install blind plug (A) and copper sealing washer (B).

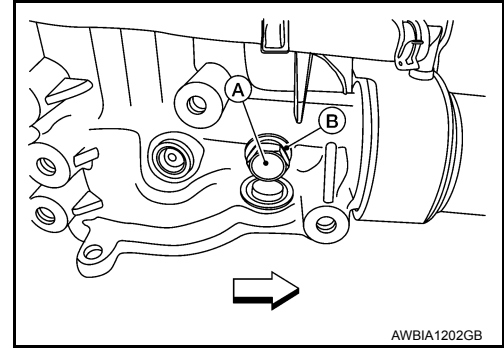
CAUTION:

Do not reuse copper sealing washers.

← : Front

- Apply liquid gasket to the threads of blind plug.
Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).

Blind plug (A) : 12.25 N·m (1.2 kg·m, 9.0 ft·lb)



9. Installation of remaining components is in the reverse order of removal.
- After installation, refill engine coolant and check for leaks. Refer to [CO-12, "Changing Engine Coolant"](#) and [CO-10, "System Inspection"](#).
- CAUTION:**
- Do not spill engine coolant in engine compartment. Use a shop cloth to absorb engine coolant.**
- After starting engine, let idle for three minutes, then rev engine up to 3,000 rpm under no load to purge air from the high-pressure chamber of the chain tensioner. The engine may produce a rattling noise. This indicates that air still remains in the chamber and is not a matter of concern.

INSPECTION AFTER INSTALLATION

- Before starting engine, check oil/fluid levels including engine coolant and engine oil. If less than required quantity, fill to the specified level. Refer to [MA-16, "FOR USA AND CANADA : Fluids and Lubricants"](#) (United States and Canada) or [MA-17, "FOR MEXICO : Fluids and Lubricants"](#) (Mexico).
- Use procedure below to check for fuel leaks.
- Turn ignition switch ON (with engine stopped). With fuel pressure applied to fuel piping, check for fuel leaks at connection points.
- Start engine. With engine speed increased, check again for fuel leaks at connection points.
- Run engine to check for unusual noise and vibration.

NOTE:

If hydraulic pressure inside timing chain tensioner drops after removal and installation, slack in the guide may generate a pounding noise during and just after engine start. However, this is normal. Noise will stop after hydraulic pressure rises.

- Warm up engine thoroughly to make sure there are no leaks of fuel, exhaust gas, or any oils/fluids including engine oil and engine coolant.
- Bleed air from passages in lines and hoses, such as in cooling system.
- After cooling down engine, again check oil/fluid levels including engine oil and engine coolant. Refill to specified level, if necessary.
- Summary of the inspection items:

Item		Before starting engine	Engine running	After engine stopped
Engine coolant		Level	Leaks	Level
Engine oil		Level	Leaks	Level
Transaxle fluid	CVT Models	Leaks	Level/Leaks	Leaks
Other oils and fluids*		Level	Leaks	Level
Fuel		Leaks	Leaks	Leaks
Exhaust gas		—	Leaks	—

*Power steering fluid, brake fluid, etc.

THERMOSTAT AND THERMOSTAT HOUSING

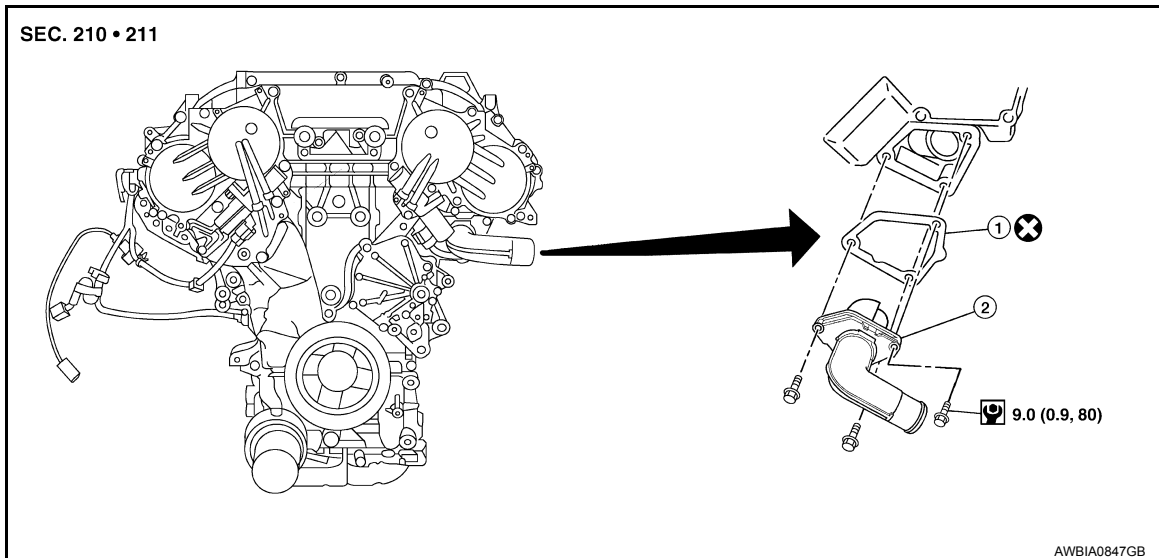
< REMOVAL AND INSTALLATION >

[VQ35DE]

THERMOSTAT AND THERMOSTAT HOUSING

Exploded View

INFOID:0000000012856724



1. Gasket

2. Thermostat assembly (water inlet)

Removal and Installation

INFOID:0000000012856725

WARNING:

Do not remove the radiator cap when the engine is hot. Serious burns could occur from high pressure engine coolant escaping from the radiator. Wrap a thick cloth around the cap. Slowly turn it a quarter of a turn to release built-up pressure. Carefully remove radiator cap by turning it all the way.

CAUTION:

- Perform when engine is cold.
- Do not spill engine coolant on the drive belt.
- Do not spill engine oil on rubber parts such as the drive belt or engine mount insulators.

NOTE:

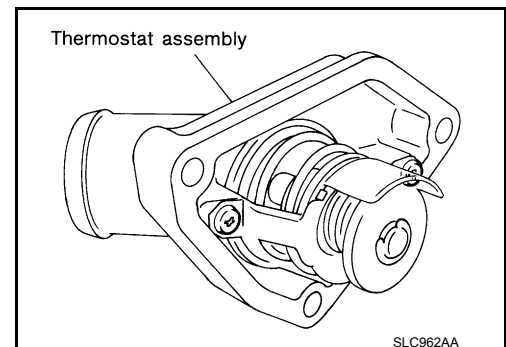
When removing components such as hoses, tubes/lines, etc., cap or plug openings to prevent fluid from spilling.

REMOVAL

1. Drain engine coolant from radiator. Refer to [CO-12, "Changing Engine Coolant"](#).
2. Disconnect coolant reservoir hose and remove coolant reservoir tank.
3. Remove front under cover. Refer to [EXT-30, "Exploded View"](#).
4. Disconnect the harness connector from intake valve timing control solenoid valve (LH).
5. Remove the lower radiator hose.
6. Remove thermostat assembly (water inlet).

CAUTION:

Do not disassemble thermostat assembly (water inlet).
Replace as a unit (if necessary).



INSPECTION AFTER REMOVAL

THERMOSTAT AND THERMOSTAT HOUSING

< REMOVAL AND INSTALLATION >

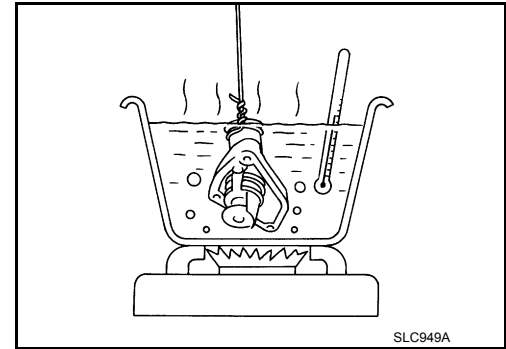
[VQ35DE]

- Place a thread so that it is caught in the valves of the thermostat. Immerse fully in a container filled with water. Heat while stirring.
- The valve opening temperature is the temperature at which the valve opens and the thermostat falls from the thread.
- Continue heating. Check the full-open lift amount.

NOTE:

The full-open lift amount standard temperature for the thermostat is the reference value.

- After checking the full-open lift amount, lower the water temperature and check the valve closing temperature.



Thermostat	Standard Values
Valve opening temperature	Refer to CO-28. "Thermostat"
Full-open lift amount	Refer to CO-28. "Thermostat"
Valve closing temperature	Refer to CO-28. "Thermostat"

- If thermostat values are out of standard range, replace water inlet and thermostat assembly.

INSTALLATION

Installation is in the reverse order of removal.

CAUTION:

Do not reuse gasket.

- After installation, refill engine coolant and check for leaks. Refer to [CO-12. "Changing Engine Coolant"](#) and [CO-10. "System Inspection"](#).

CAUTION:

Do not spill engine coolant in engine compartment. Use a shop cloth to absorb engine coolant.

WATER OUTLET AND WATER PIPING

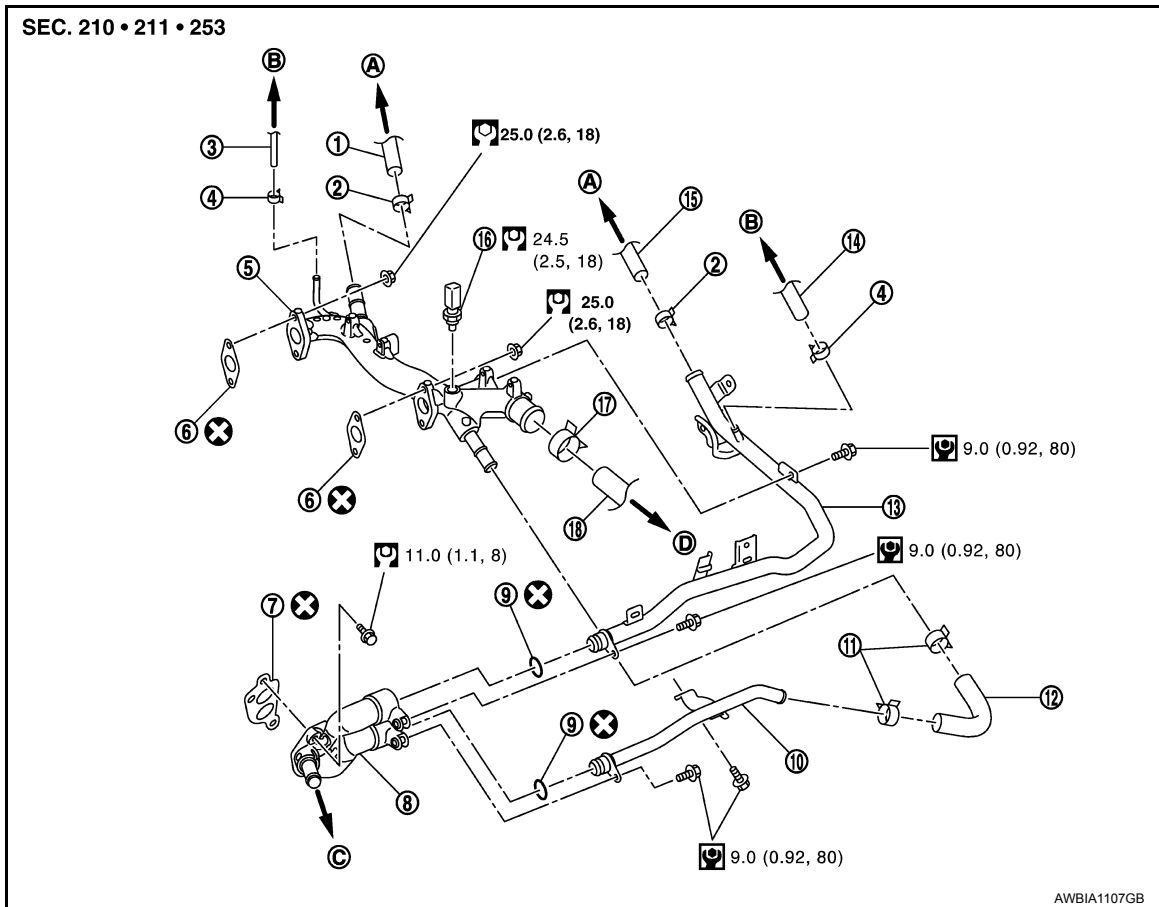
< REMOVAL AND INSTALLATION >

[VQ35DE]

WATER OUTLET AND WATER PIPING

Exploded View

INFOID:000000012856726



- | | | |
|---------------------------------------|--|---------------------------|
| 1. Heater hose | 2. Clamp | 3. Water hose |
| 4. Clamp | 5. Water outlet | 6. Gasket |
| 7. Gasket | 8. Water connector | 9. O-ring |
| 10. Water bypass pipe | 11. Clamp | 12. Water hose |
| 13. Heater pipe | 14. Water hose | 15. Heater hose |
| 16. Engine coolant temperature sensor | 17. Clamp | 18. Radiator hose (upper) |
| A. To heater core | B. To electric throttle control actuator | C. To oil cooler |
| D. To radiator | | |

Removal and Installation

INFOID:000000012856727

WARNING:

Do not remove the radiator cap when the engine is hot. Serious burns could occur from high pressure engine coolant escaping from the radiator. Wrap a thick cloth around the cap. Slowly turn it a quarter of a turn to release built-up pressure. Carefully remove radiator cap by turning it all the way.

CAUTION:

Perform when the engine is cold.

NOTE:

When removing components such as hoses, tubes/lines, etc., cap or plug openings to prevent fluid from spilling.

REMOVAL

1. Remove engine room cover. Refer to [EM-23. "Removal and Installation"](#)
2. Partially drain engine coolant from radiator. Refer to [CO-12. "Changing Engine Coolant"](#).

WATER OUTLET AND WATER PIPING

< REMOVAL AND INSTALLATION >

[VQ35DE]

3. Remove front air duct and air cleaner case assembly. Refer to [EM-24, "Removal and Installation"](#).
4. Remove the electric throttle control actuator engine coolant hoses.
5. Remove radiator hose (upper) and both heater hoses.
6. Remove connector(s) from heater pipe.
7. Remove engine coolant temperature sensor on water outlet.
8. Remove water outlet, heater pipe, water connector, and water bypass pipe nuts and bolts.

INSTALLATION

Installation is in the reverse order of removal.

- Securely insert each hose, and install a clamp at a position where it does not interfere with the pipe bulge.

CAUTION:

Do not reuse gasket.

- When inserting heater pipe and water bypass pipe into water connector, apply mild soap to new O-rings.

CAUTION:

Do not reuse O-rings.

- After installation, refill engine coolant and check for leaks. Refer to [CO-12, "Changing Engine Coolant"](#) and [CO-10, "System Inspection"](#).

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[VQ35DE]

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

Capacity

INFOID:0000000012856728

ℓ (US qt, Imp qt)

Engine coolant capacity*	9.6 (10-1/8, 8-1/2)
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*: Includes 0.75L with coolant reservoir tank at MAX level.

Thermostat

INFOID:0000000012856729

Valve opening temperature	82°C (180°F)
Full-open lift amount	8.6 mm / 95°C (0.339 in / 203°F)
Valve closing temperature	77°C (171°F)

Radiator

INFOID:0000000012856730

Unit: kPa (kg/cm², psi)

Cap relief pressure	Standard	88 (0.9, 12.8)
Test pressure		157 (1.6, 23)