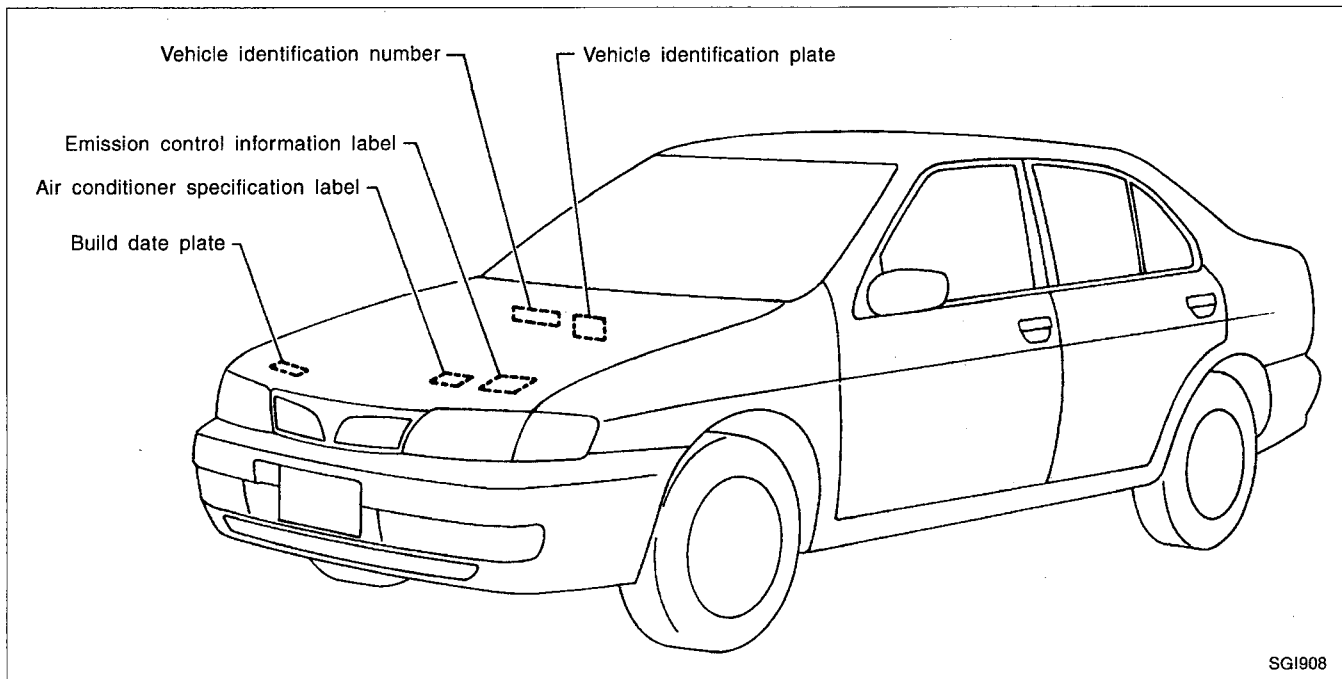


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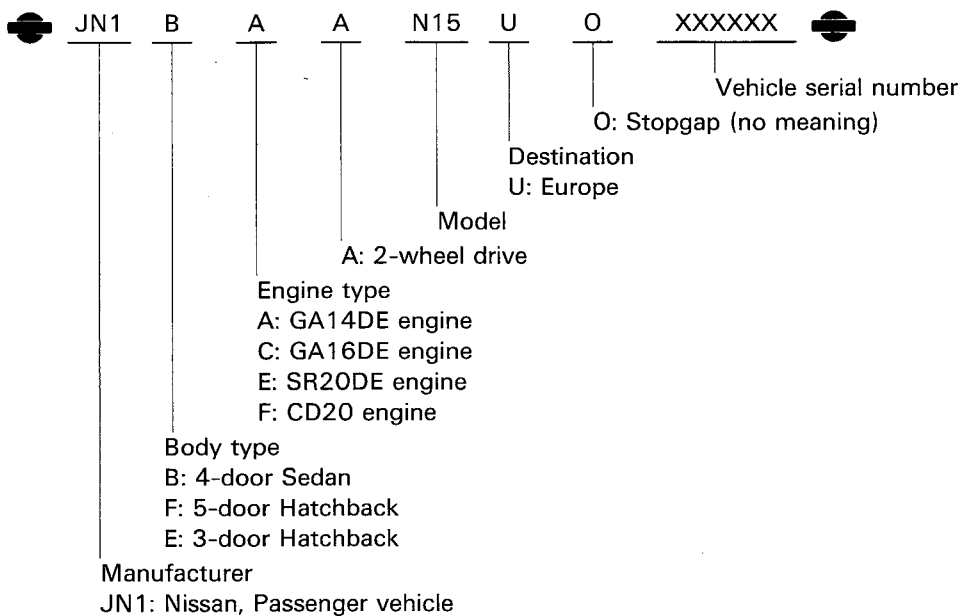
GENERAL INFORMATION

Identification Number



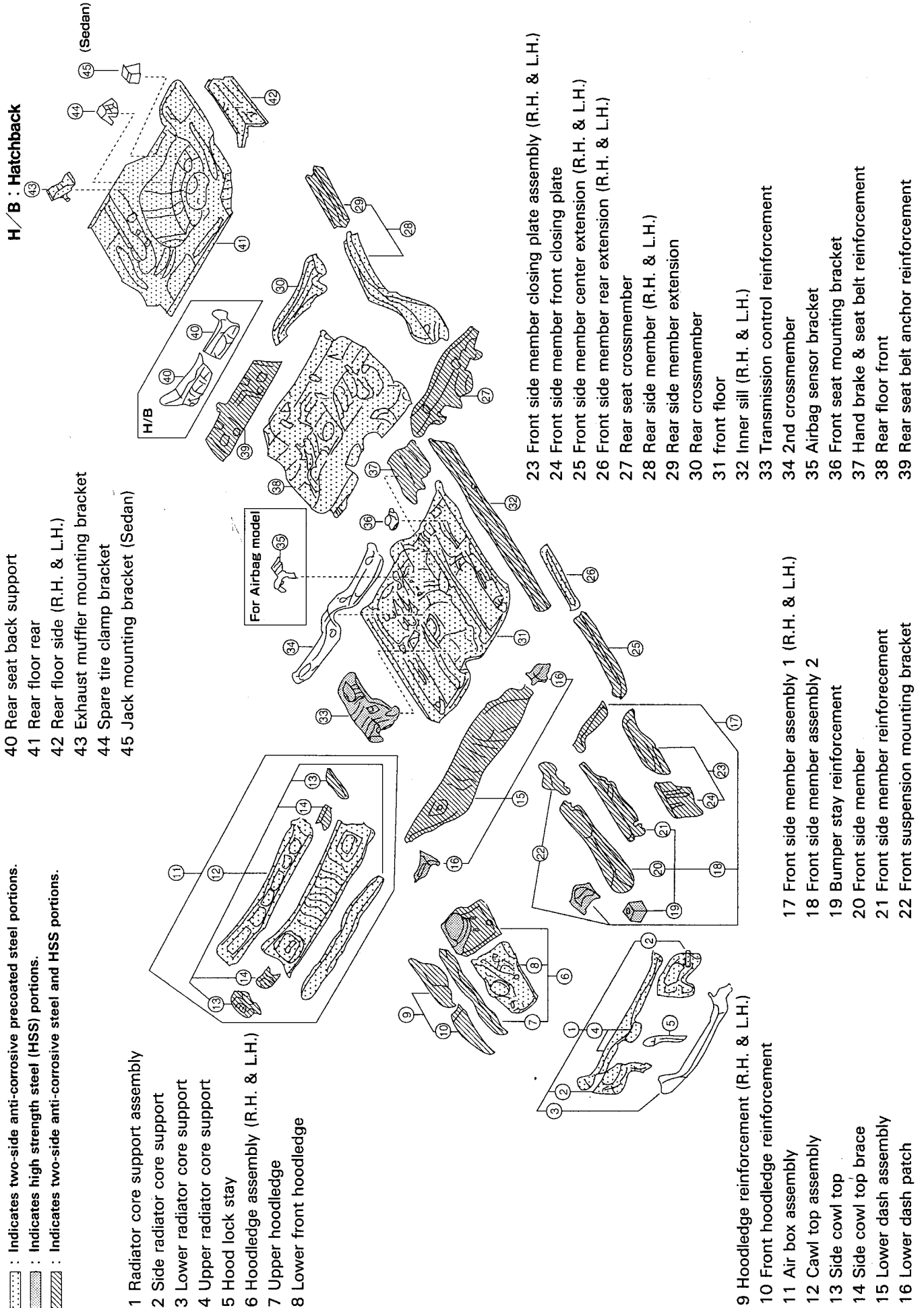
VEHICLE IDENTIFICATION NUMBER ARRANGEMENT

For Europe



BODY COMPONENT PARTS

Underbody Component Parts



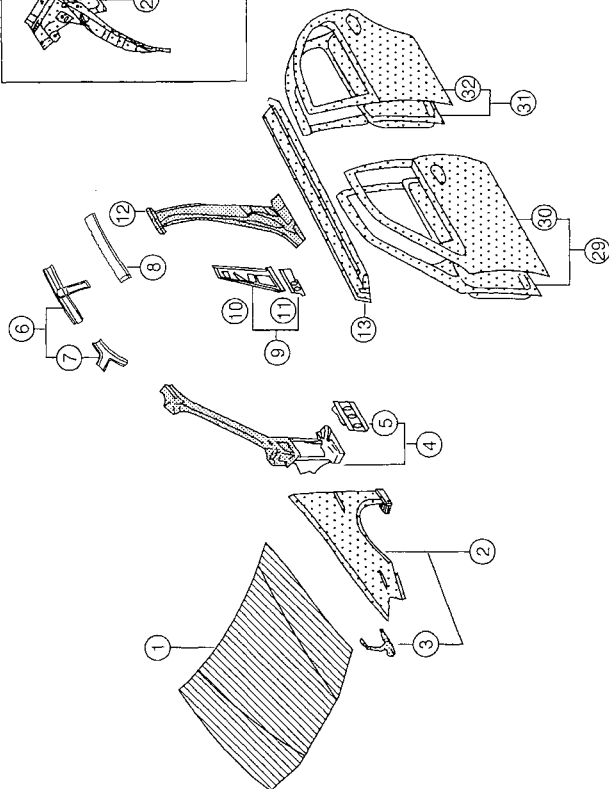
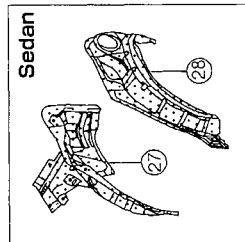
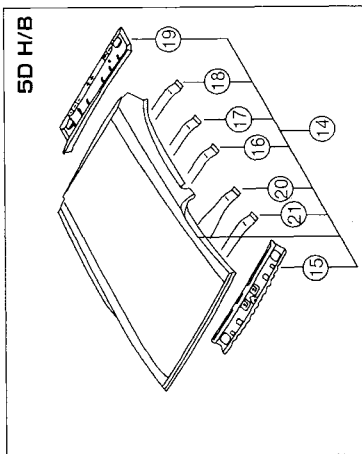
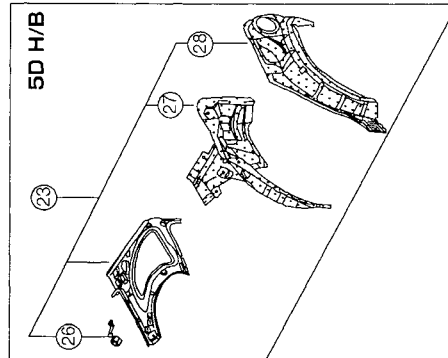
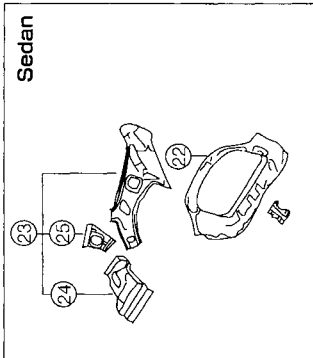
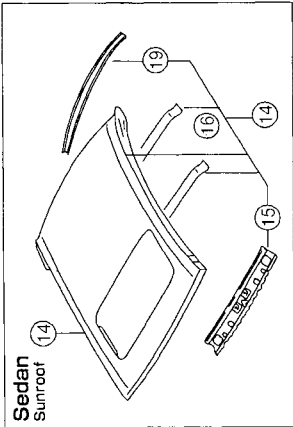
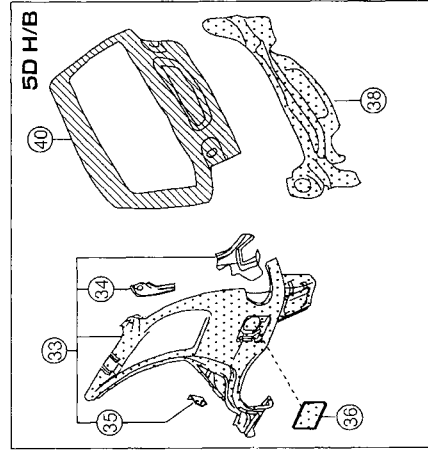
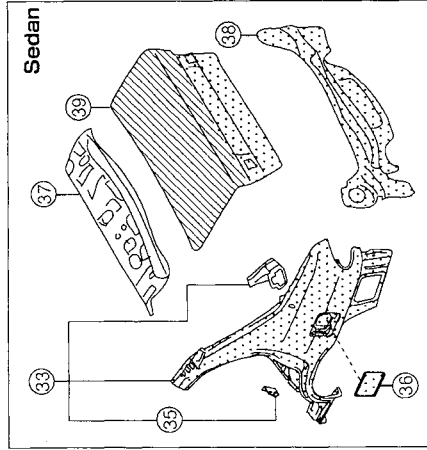
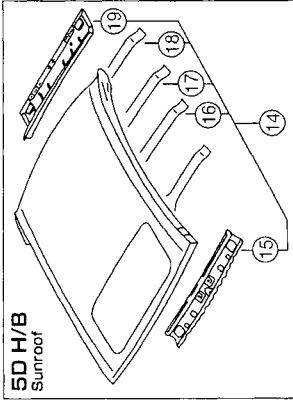
BODY COMPONENT PARTS

Body Component Parts

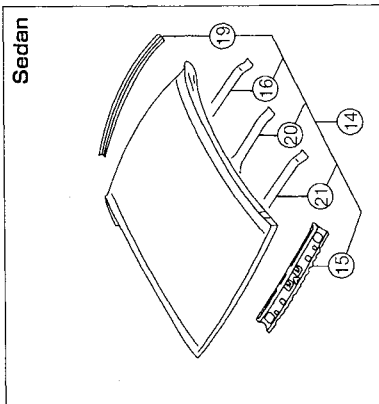
Sedan

5-door Hatchback

5D H/B: 5-door Hatchback



- : Indicates two-side anti-corrosive pre-coated steel portions.
- : Indicates high strength steel (HSS) portions
- : Indicates two-side anti-corrosive steel and HSS portions.



BODY COMPONENT PARTS

Body Component Parts

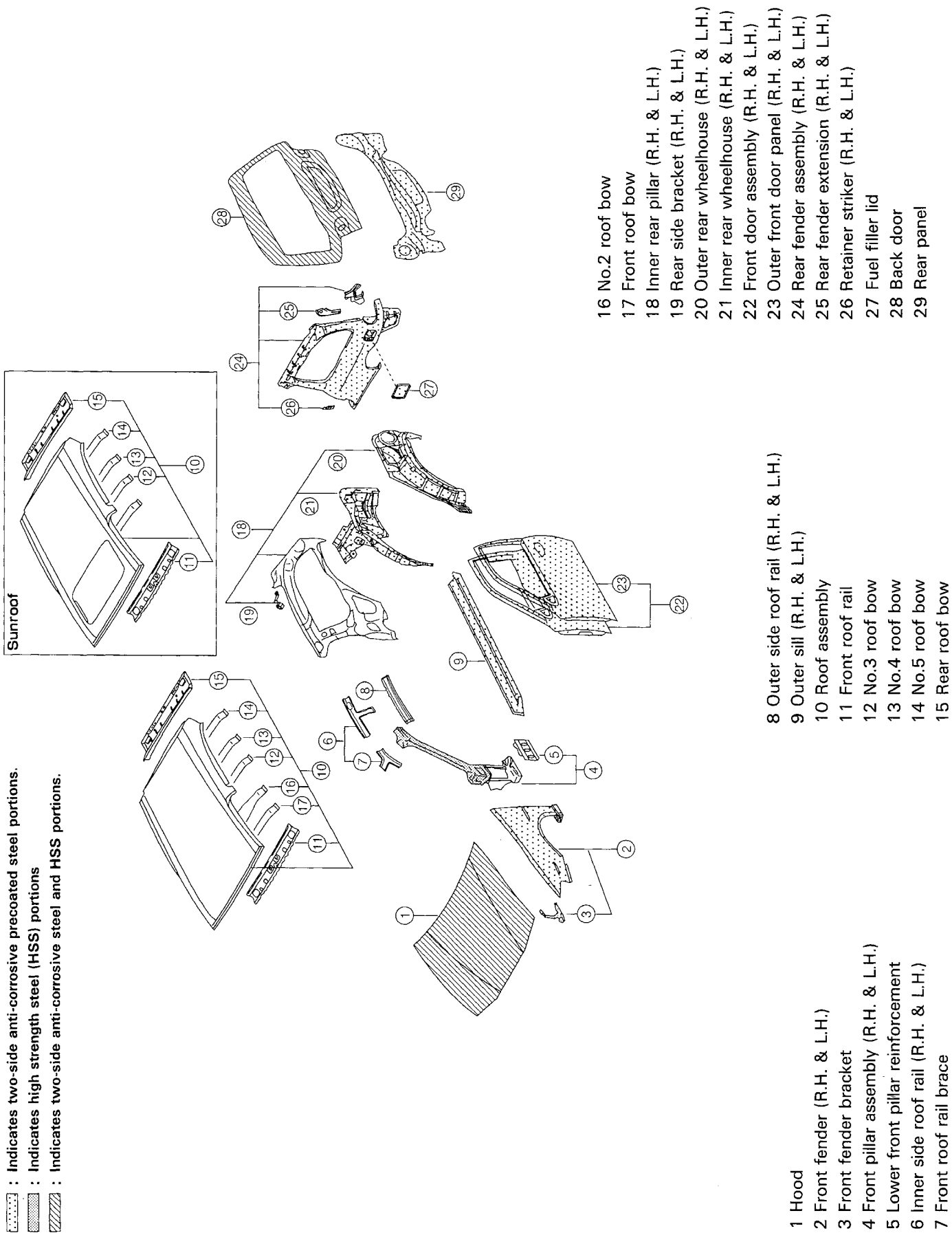
Sedan

5-door Hatchback

- | | | |
|--|--|---------------------------------------|
| 1 Hood | 16 No.3 roof bow | 31 Rear door assembly (R.H. & L.H.) |
| 2 Front fender (R.H. & L.H.) | 17 No.4 roof bow | 32 Outer rear door panel |
| 3 Front fender bracket | 18 No.5 roof bow | 33 Rear fender assembly (R.H. & L.H.) |
| 4 Front pillar assembly (R.H. & L.H.) | 19 Rear roof bow | 34 Rear fender extension |
| 5 Lower front pillar reinforcement | 20 No.2 roof bow | 35 Retainer striker |
| 6 Inner side roof rail (R.H. & L.H.) | 21 Front roof bow | 36 Fuel filler lid |
| 7 Front roof rail brace | 22 Rear seat back support | 37 Parcel shelf with rear waist |
| 8 Outer side roof rail (R.H. & L.H.) | 23 Inner rear pillar (R.H. & L.H.) | 38 Rear panel |
| 9 Inner center pillar assembly (R.H. & L.H.) | 24 Side parcel shelf | 39 Trunk lid |
| 10 Upper inner center pillar | 25 Rear pillar patch | 40 Back door |
| 11 Lower inner center pillar | 26 Rear pillar reinforcement | |
| 12 Outer center pillar (R.H. & L.H.) | 27 Inner rear wheelhouse (R.H. & L.H.) | |
| 13 Outer sill (R.H. & L.H.) | 28 Outer rear wheelhouse (R.H. & L.H.) | |
| 14 Roof assembly | 29 Front door assembly (R.H. & L.H.) | |
| 15 Front roof rail | 30 Outer front door panel | |

Body Component Parts

3-door Hatchback



CORROSION PROTECTION

Description

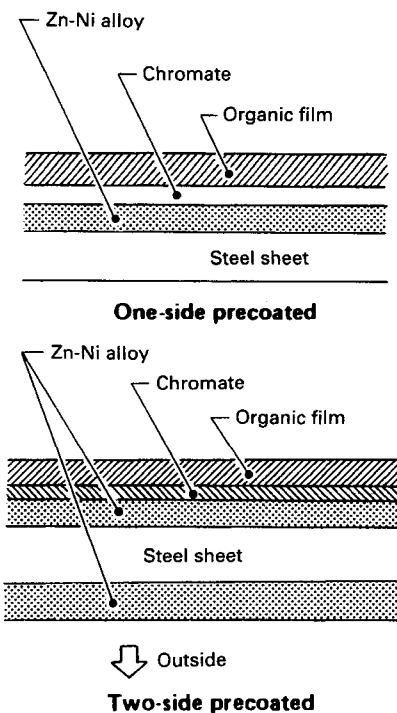
To provide improved corrosion prevention, the following anti-corrosive measures have been implemented in our production plants. When repairing or replacing body panels, it is necessary to use these same anti-corrosive measures.

ANTI-CORROSIVE PRECOATED STEEL (DURASTEEL)

To improve repairability and corrosion resistance, a new type of anti-corrosive precoated steel sheets have been adopted taking the place of conventional zinc-coated steel sheets.

This durasteel is electroplated, zinc-nickel alloy under organic film, which provides excellent corrosion resistance.

Durasteel is classified as either one-side precoated steel or two-side precoated steel. The two side precoated steel provides excellent corrosion resistance.



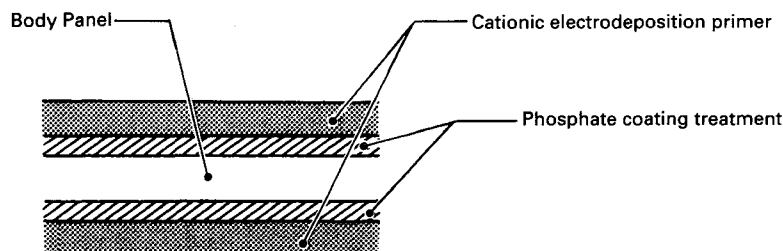
Nissan Genuine Service Parts are fabricated from durasteel sheets. Therefore, it is recommended that **GENUINE NISSAN PARTS** be used for panel replacement to maintain the anti-corrosive performance built into the vehicle at the factory.

PHOSPHATE COATING TREATMENT AND CATIONIC ELECTRODEPOSITION PRIMER

A phosphate coating treatment and a cationic electrodeposition primer, which provide an excellent anti-corrosion effect, are employed on all body components.

Caution:

Confine paint removal in the welding operation to the absolute minimum.

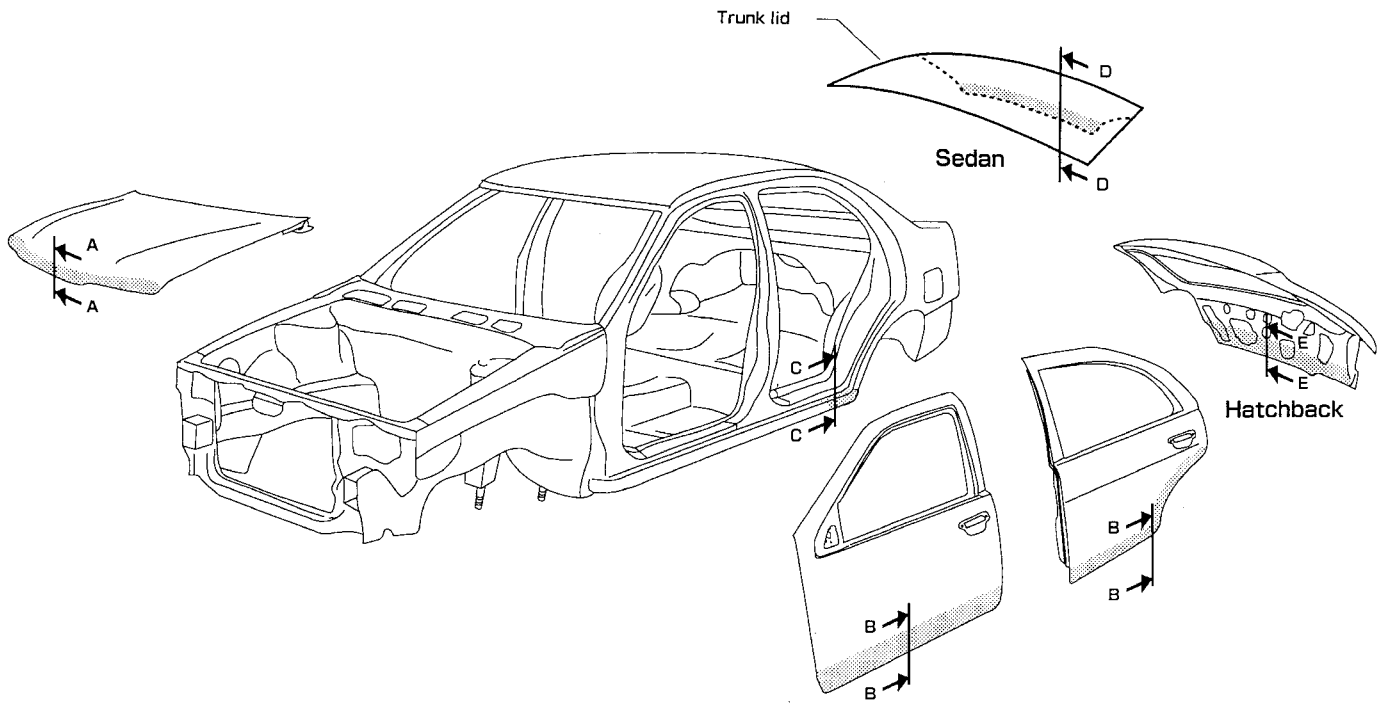


Nissan Genuine Service Parts also are treated in the same manner. Therefore, it is recommended that **GENUINE NISSAN PARTS** be used for panel replacement to maintain anti-corrosive performance built into the vehicle at the factory.

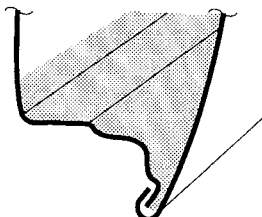
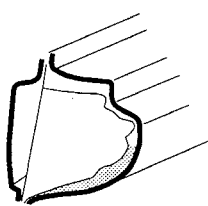
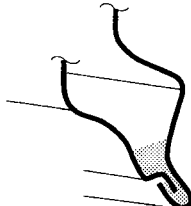
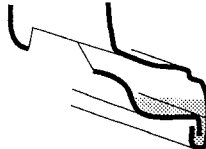
CORROSION PROTECTION

Anti-corrosive Wax

To improve corrosion resistance, anti-corrosive wax is applied inside the body sill and inside other closed sections. Accordingly, when replacing these parts, be sure to apply anti-corrosive wax to the appropriate areas of the new parts. Select an excellent anti-corrosive wax which will penetrate after application and has a long shelf life.



■ : Indicates anti-corrosive wax coated portions.

Section A-A:	Section B-B:	Section C-C:
		
Section D-D: SEDAN	Section E-E: Hatchback	
For Australia model	For Australia model	
		

Undercoating

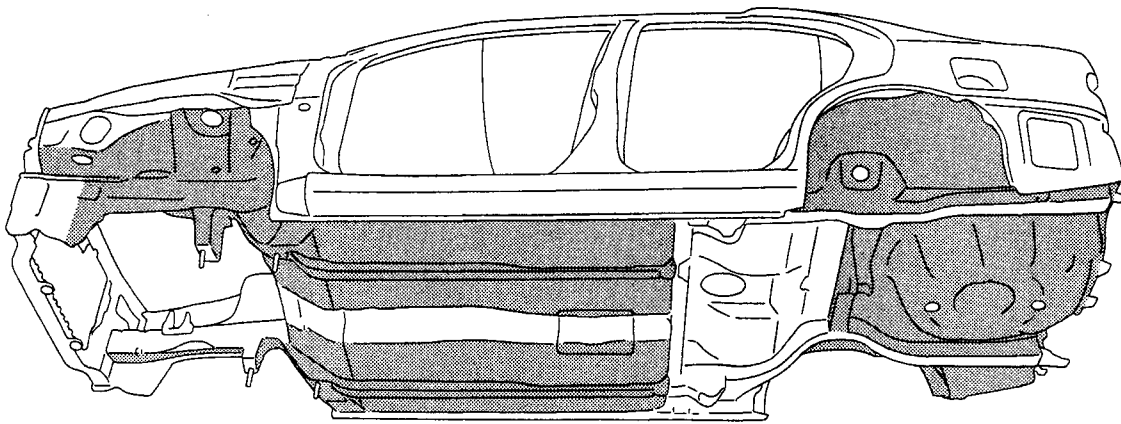
The undersides of the floor and wheelhouse are undercoated to prevent rust, vibration, noise and stone chipping.

Therefore, when such a panel is replaced or repaired, apply undercoating to that part. Use an undercoating with the following properties: rust preventive, soundproof, vibration-proof, shock-resistant, adhesive, and durable.

Precautions in undercoating

1. Do not apply undercoating to any place unless specified (such as the areas above the muffler and catalytic converter which are subjected to heat).
2. Do not undercoat the exhaust pipe, other parts which become hot, and rotary parts.
3. Apply bitumen wax after applying undercoating.

 : Indicates undercoated portions

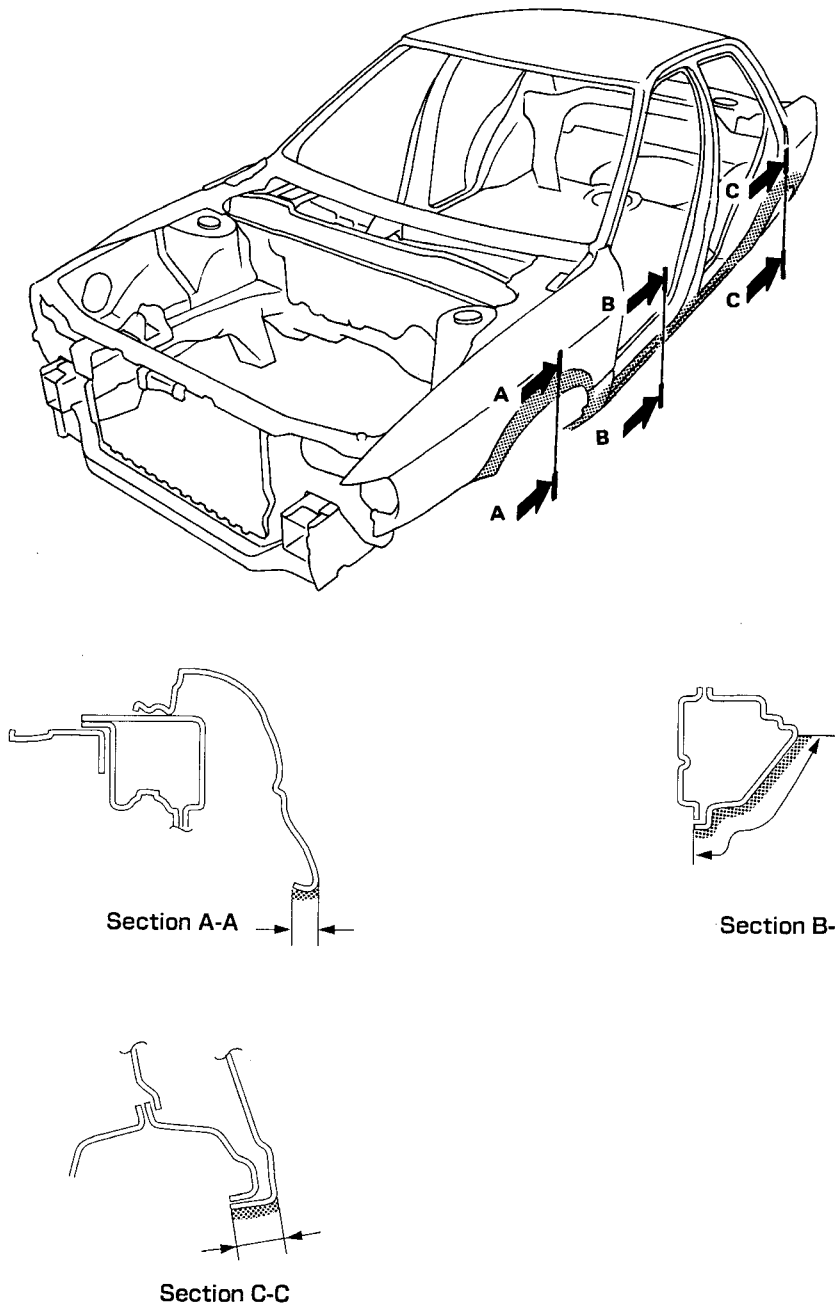


CORROSION PROTECTION

Stone Guard Coat

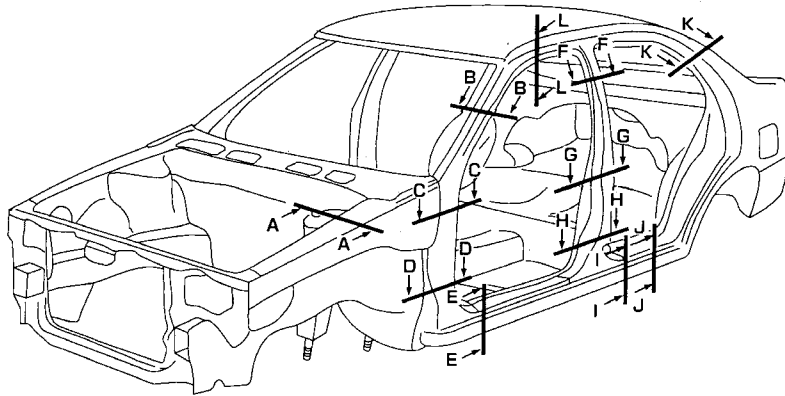
To prevent damage caused by stones, the lower outer body panels (fender, door, etc.) have an additional layer of Stone Guard Coat over the ED primer coating. Thus, when replacing or repairing these panels, apply undercoat to the same portions as before. Use a coat which is rust preventive, durable, shockresistant and has a long shelf life.

 : Indicates stone guard coated portions

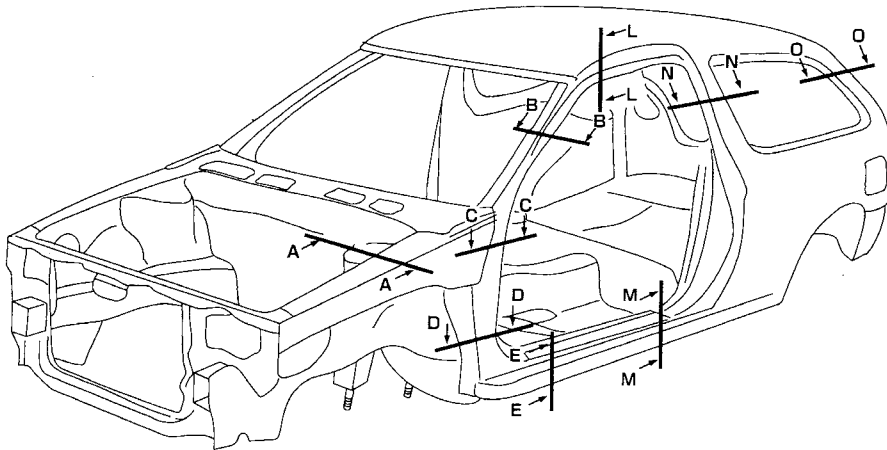


BODY CONSTRUCTION

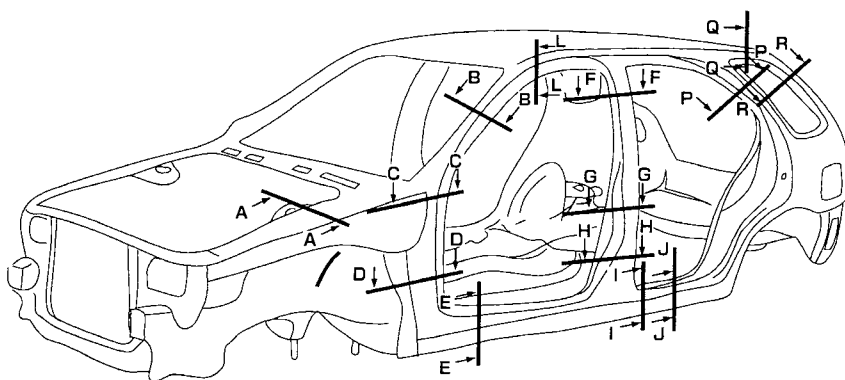
Body Construction



Sedan



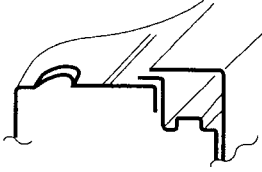
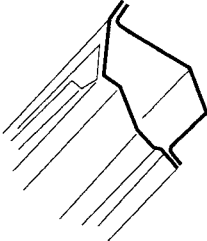
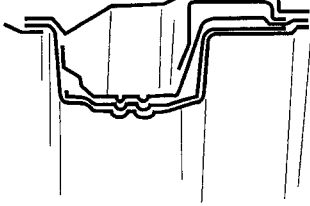
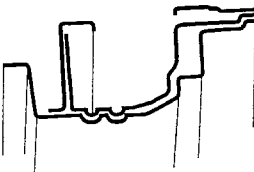
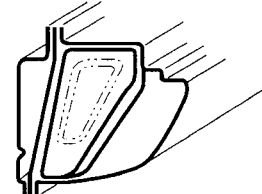
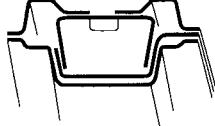
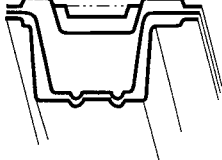
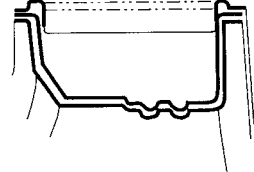
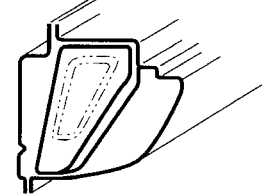
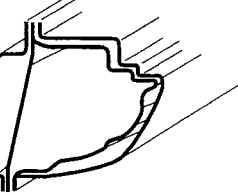
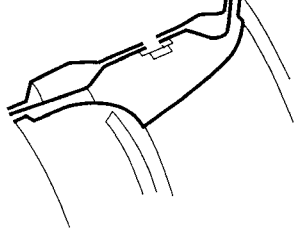
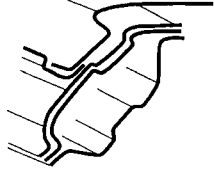
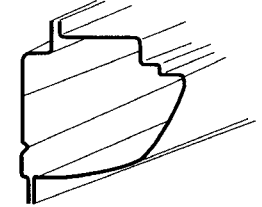
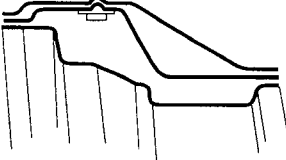
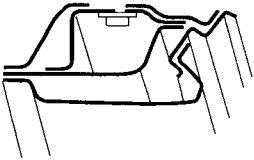
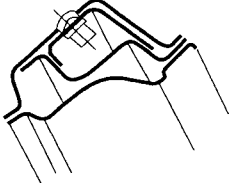
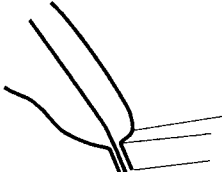
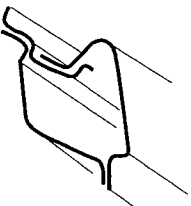
3-door Hatchback



5-door Hatchback

BODY CONSTRUCTION

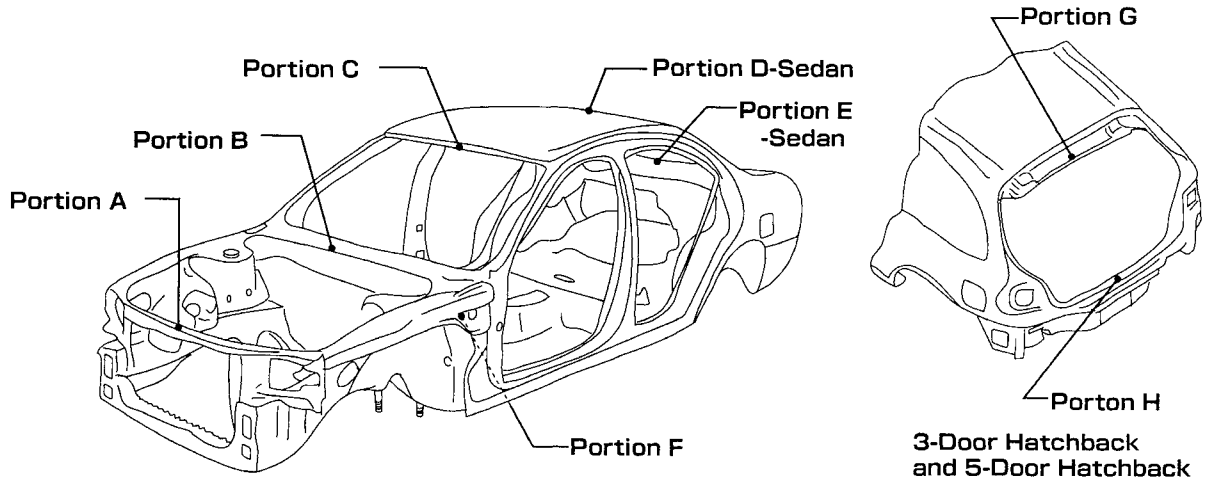
Body Construction

Section A-A:	Section B-B:	Section C-C:	Section D-D:
			
Section E-E:	Section F-F:	Section G-G:	Section H-H:
			
Section I-I:	Section J-J:	Section K-K:	Section L-L:
			
Section M-M:	Section N-N:	Section O-O:	Section P-P:
			
Section Q-Q:	Section R-R:		
			

BODY ALIGNMENT

Body Center Marks

A mark has been placed on each part of the body to indicate the vehicle center. When repairing parts damaged by an accident which might affect the vehicle frame (members, pillars, etc.) more accurate, effective repair will be possible by using these marks together with body alignment data.



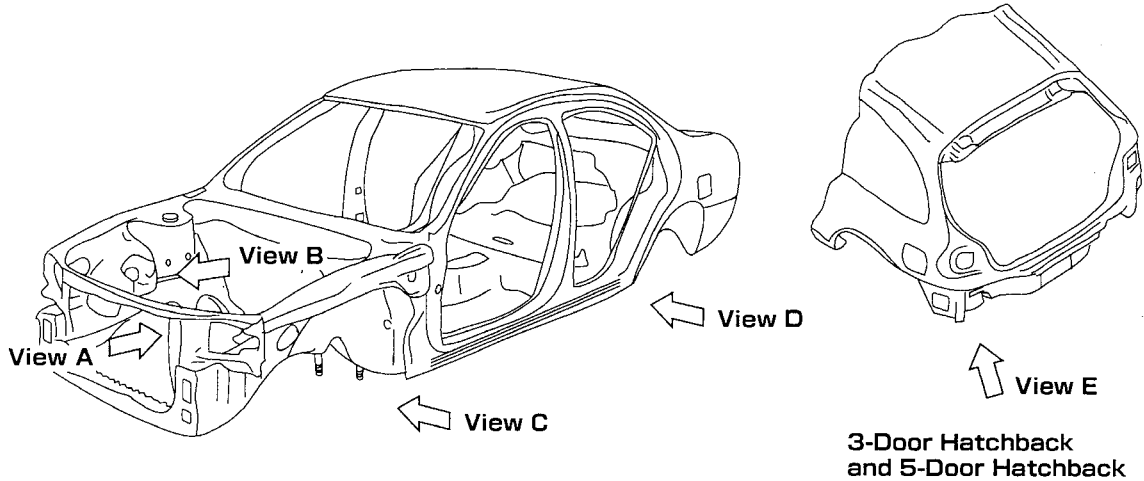
Unit: mm

Portion A	Portion B	Portion C
Hole(4 dia) ● Upper radiator core support	Hole(5 dia) ● Cowl top	Lozenge mark ● Front roof
Portion D	Portion E	Portion F
Sedan Lozenge mark ● Rear roof	Sedan Slot(7×11) ● Rear waist panel slot	Hole ● Second cross member
Portion G	Portion H	
3-door and 5-door Hatchback Lozenge mark ● Rear roof	3-door and 5-door Hatchback Back door striker opening center ● Rear panel	

BODY ALIGNMENT

Panel Parts Matching Marks

A mark has been placed on each part of the body to indicate the panel parts matching positions. When repairing parts damaged by an accident which might affect the vehicle frame (members, pillars, etc.) more accurate, effective repair will be possible by using these marks together with body alignment data.



Type W:

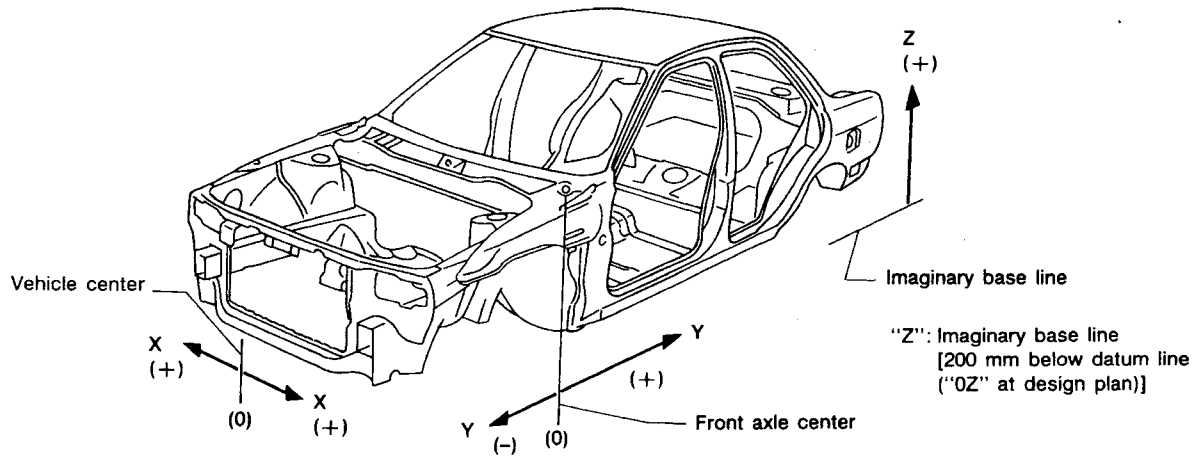
Type V:

View A	View B	View C
View D-1	View D-2	View E
Sedan and 5-door Hatchback 	3-door Hatchback 	3-door Hatchback and 5-door Hatchback

BODY ALIGNMENT

Description

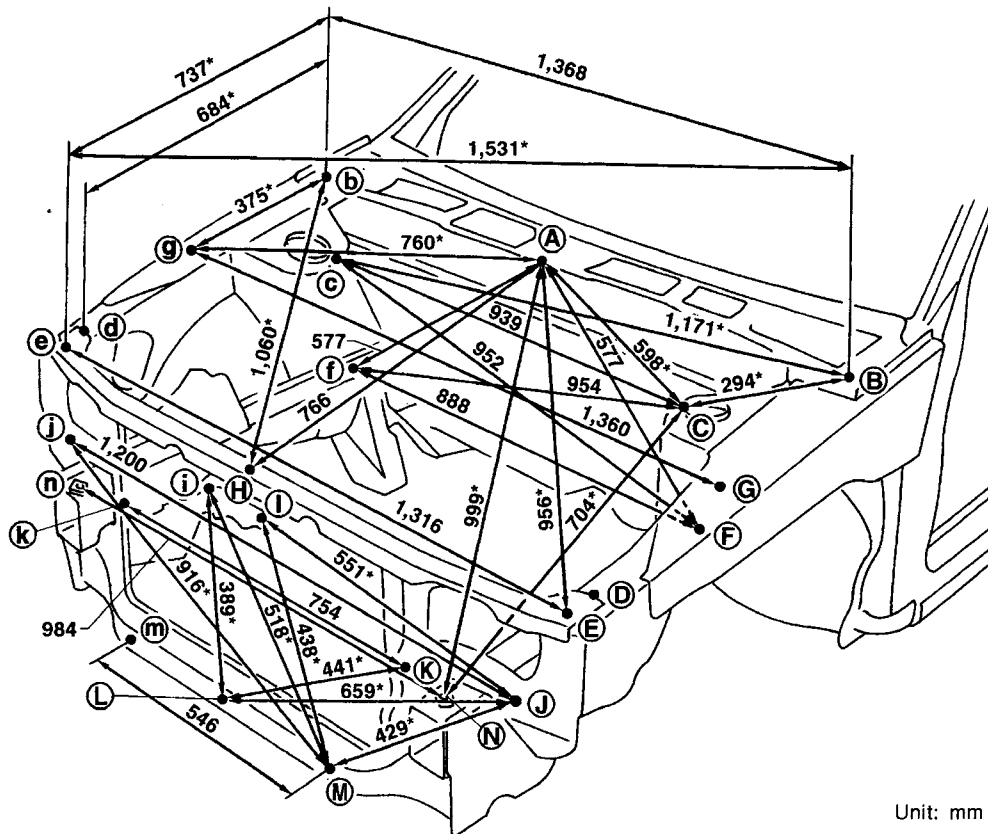
- All dimensions indicated in figures are actual ones.
- When using a tracking gauge, adjust both pointers to equal length. Then check the pointers and gauge itself to make sure there is no free play.
- When a measuring tape is used, check to be sure there is no elongation, twisting or bending.
- Measurements should be taken at the center of the mounting holes.
- An asterisk (*) following the value at the measuring point indicates that the measuring point on the other side is symmetrically the same value.
- The coordinates of the measurement points are the distances measured from the standard line of "X", "Y" and "Z".



SBF874GB

Engine Compartment

MEASUREMENT



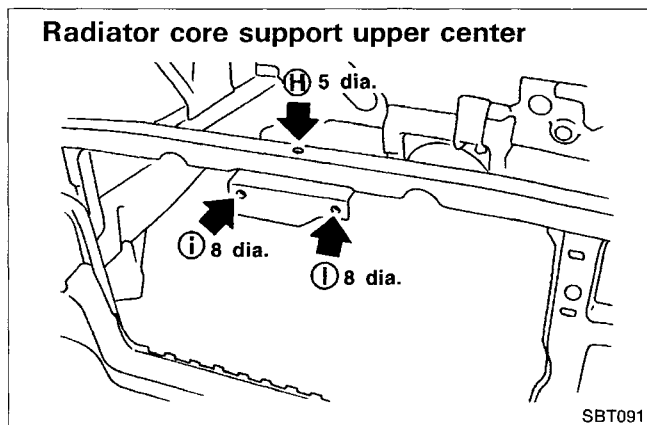
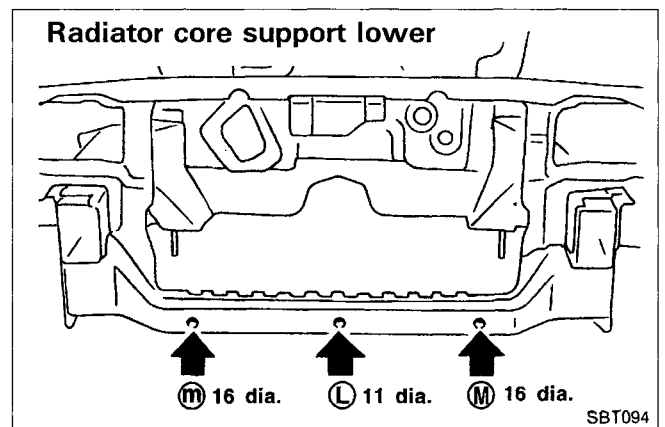
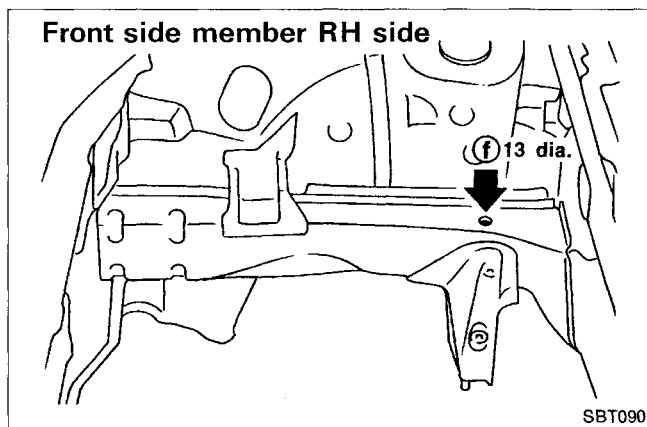
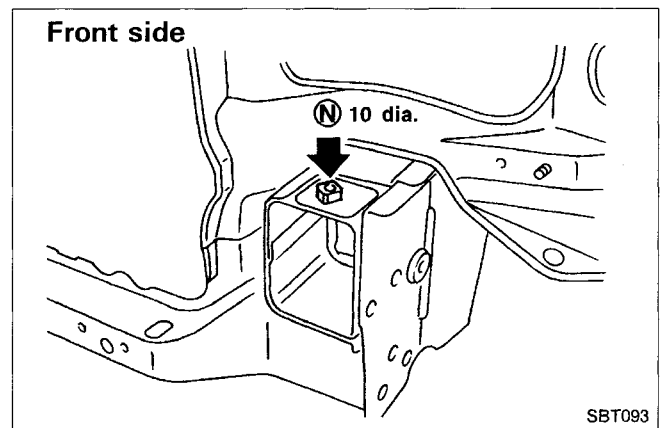
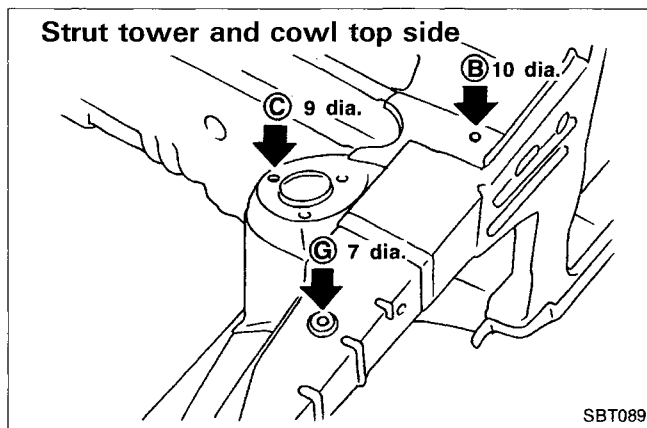
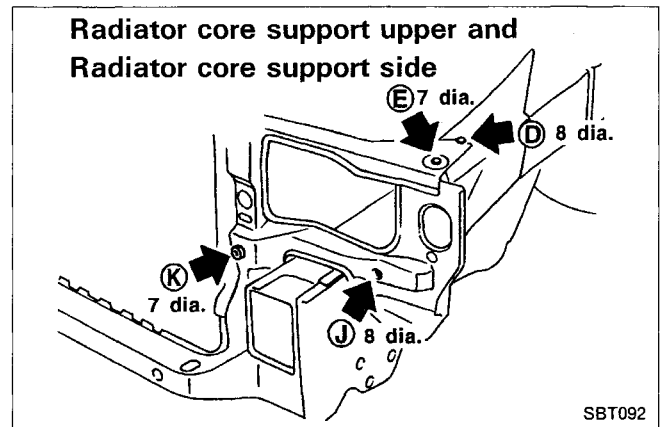
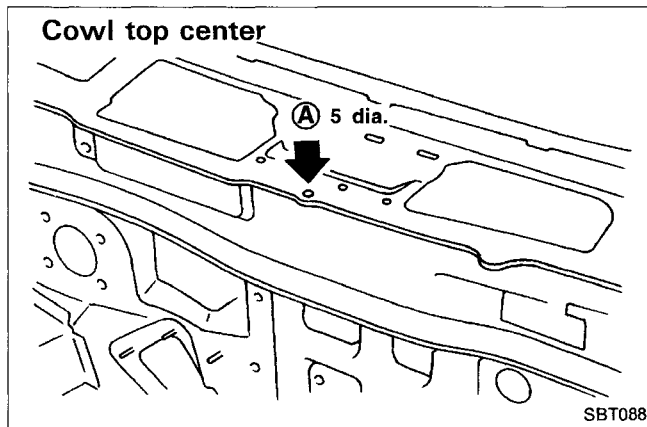
SBT087

BODY ALIGNMENT

Engine Compartment

MEASUREMENT POINTS

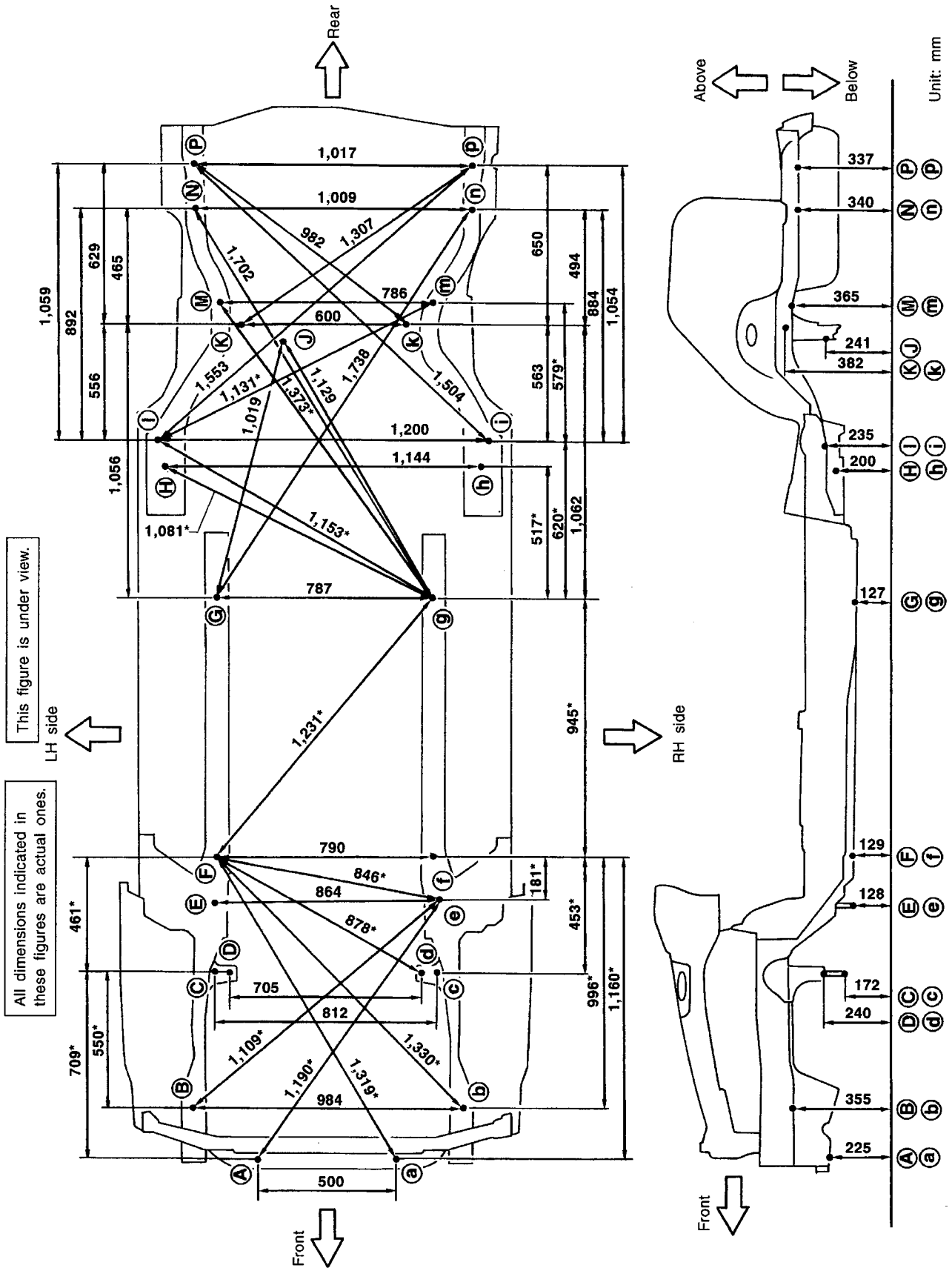
Unit: mm



BODY ALIGNMENT

Underbody

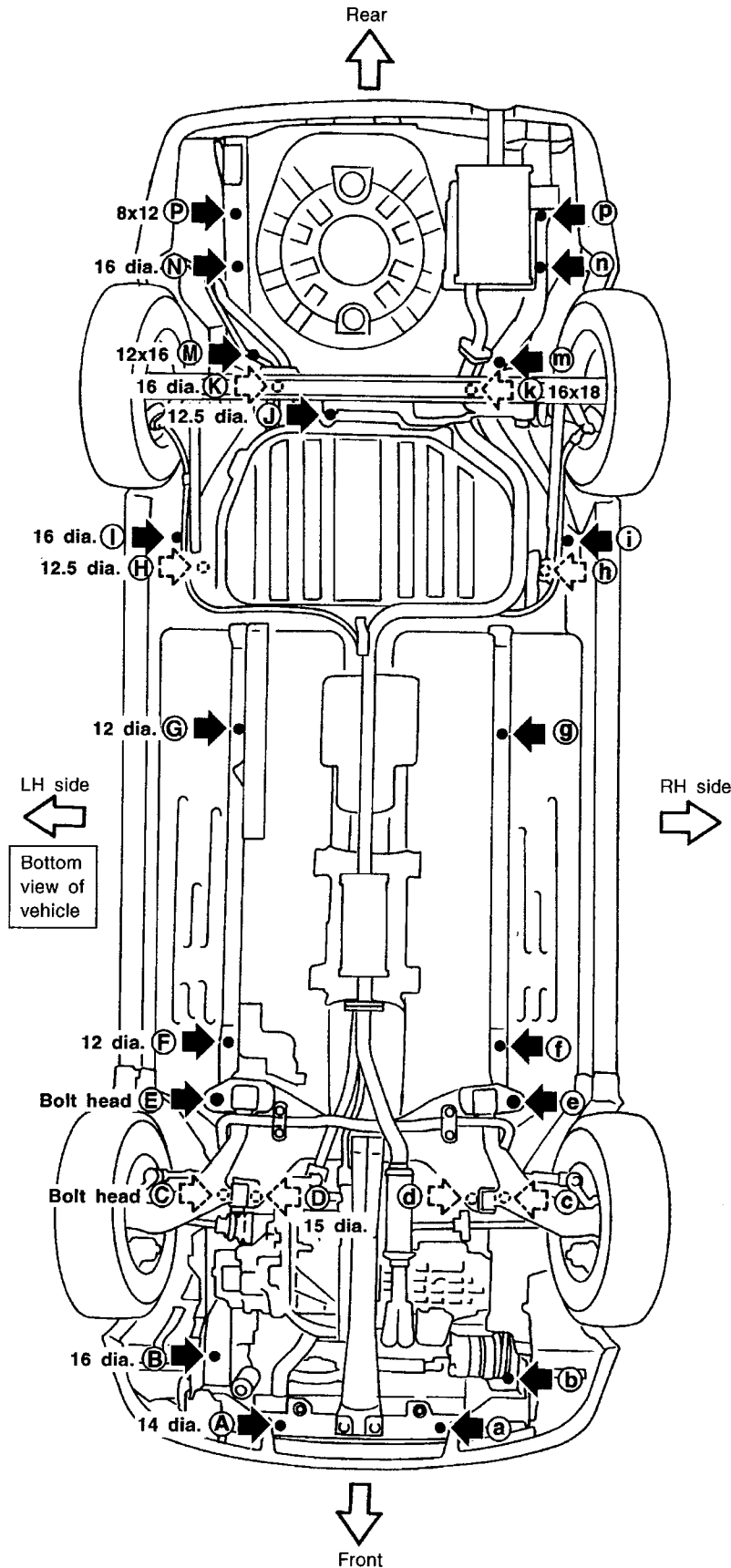
MEASUREMENT



BODY ALIGNMENT

Underbody

MEASUREMENT POINTS



Front
coordinates:

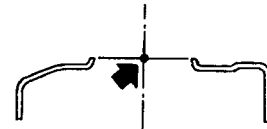
(A), (a)
 X : 250
 Y : -632
 Z : 224.8
(B), (b)
 X : 492
 Y : -450
 Z : 355
(C), (c)
 X : 406
 Y : 64
 Z : 172
(D), (d)
 X : 352.7
 Y : 69
 Z : 240
(E), (e)
 X : 432
 Y : 338
 Z : 128
(F), (f)
 X : 395
 Y : 515
 Z : 129.2

Rear
coordinates:

(G), (g)
 X : 393.5
 Y : 1,460
 Z : 126.9
(H), (h)
 X : 572
 Y : 1,940
 Z : 200
(I), (i)
 X : 600
 Y : 2,035
 Z : 235.2
(J)
 X : 150
 Y : 2,442.9
 Z : 241
(K)
 X : 300
 Y : 2,480
 Z : 381.8
(L), (l)
 X : -300
 Y : 2,480
 Z : 405.8
(M), (m)
 X : 393
 Y : 2,560
 Z : 365
(N)
 X : 470
 Y : 2,911
 Z : 339.6
(O), (o)
 X : -539
 Y : 2,911
 Z : 339.6

Unit: mm

Front and rear strut tower centers



Coordinates:

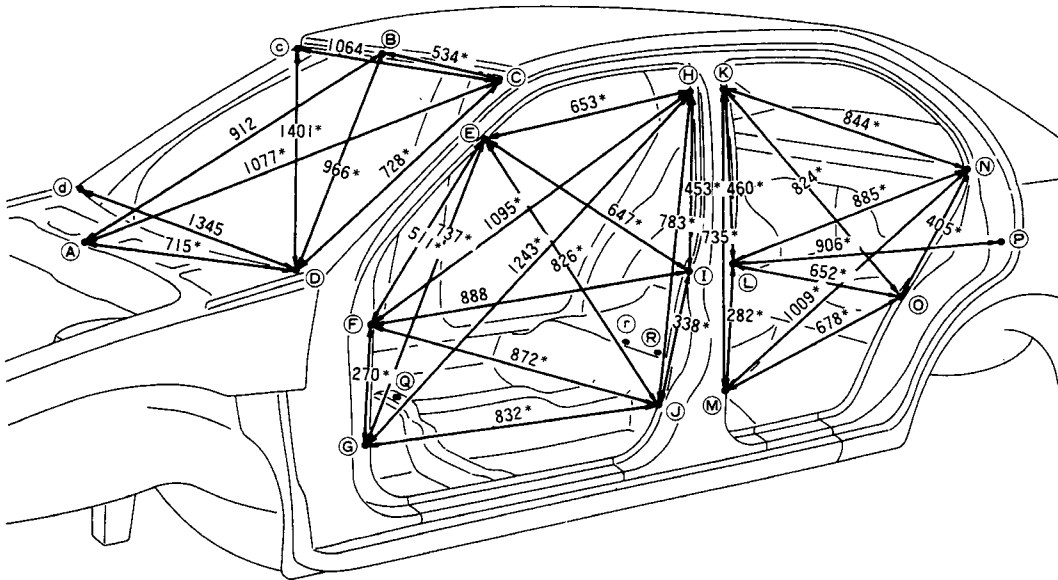
(R), (r) Front **(R), (r)** 76 dia.
 X : 522.2
 Y : 18.1
 Z : 571.7
(S), (s) Rear **(S), (s)** 62 dia.
 X : 465
 Y : 2,456.4
 Z : 522

BODY ALIGNMENT

Passenger Compartment

Sedan
5-door Hatchback

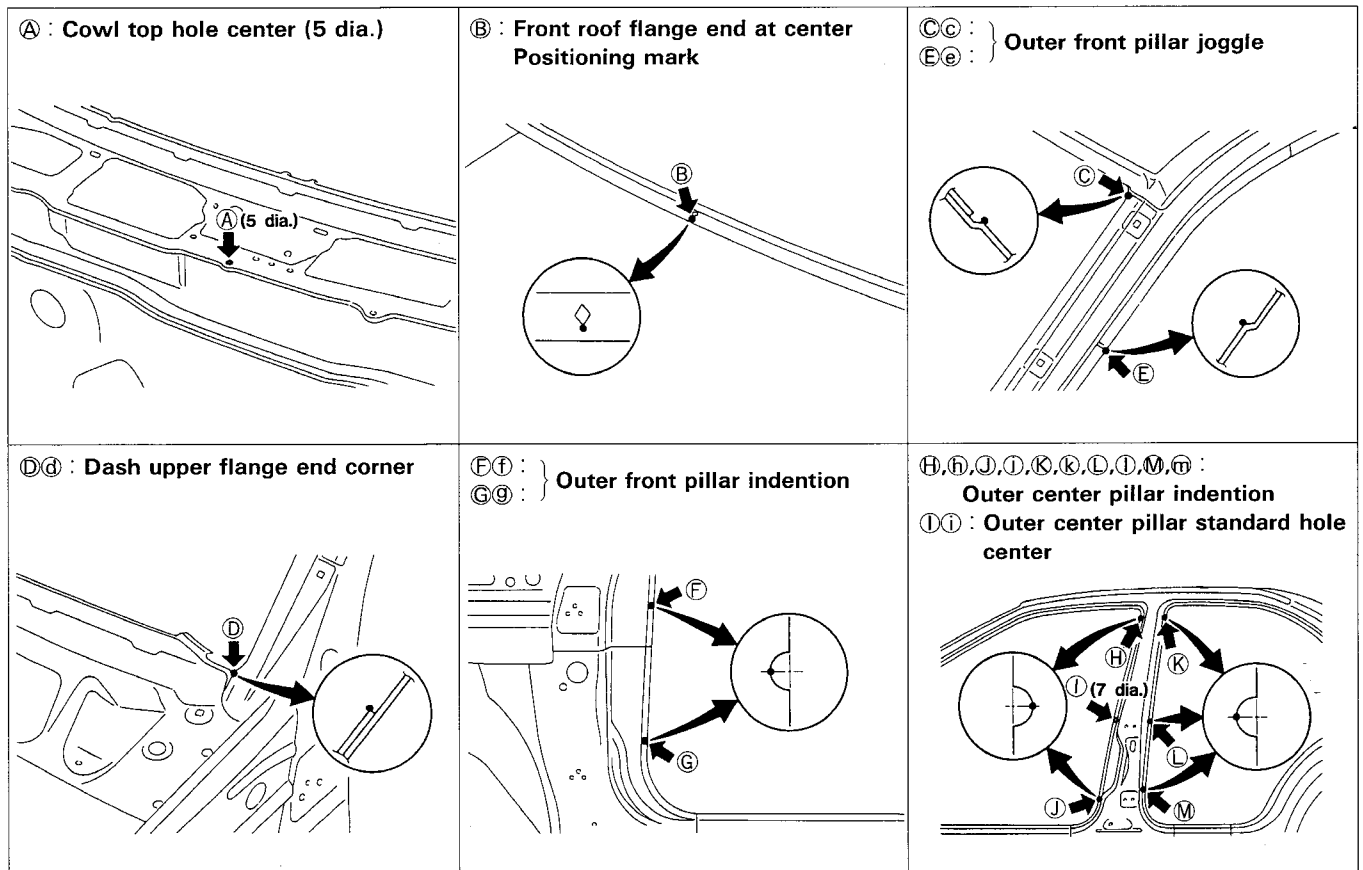
MEASUREMENT



Point	Dimension
E~e	1228
F~f	1374
G~g	1366
H~h	1159
I~i	1387
J~j	1367
K~k	1156
L~l	1385
M~m	1370
N~n	1364
O~o	1364
P~p	1598
Q~E	989*
Q~F	918*
Q~H	1156*
Q~I	917*
R~K	975*
R~L	757*
R~N	1004*
R~O	723*

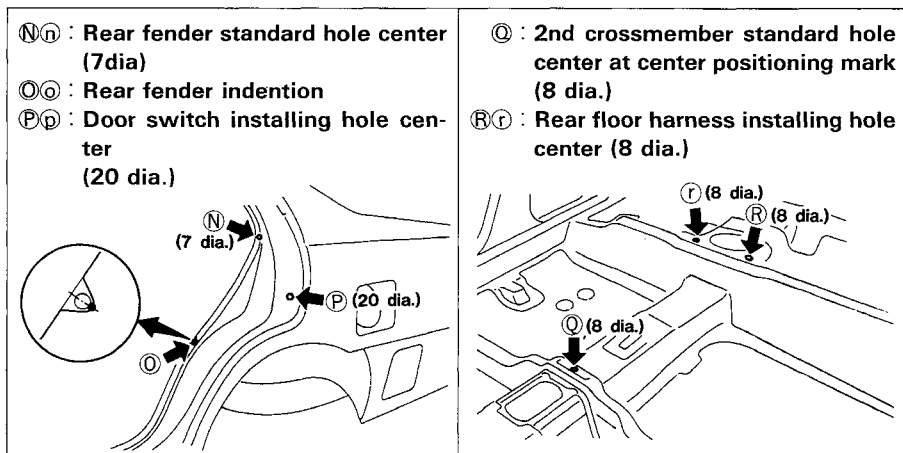
Figures marked with a * show symmetrically identical dimensions on both right and left hand sides of the vehicle.

Unit: mm



MEASUREMENT

Unit: mm



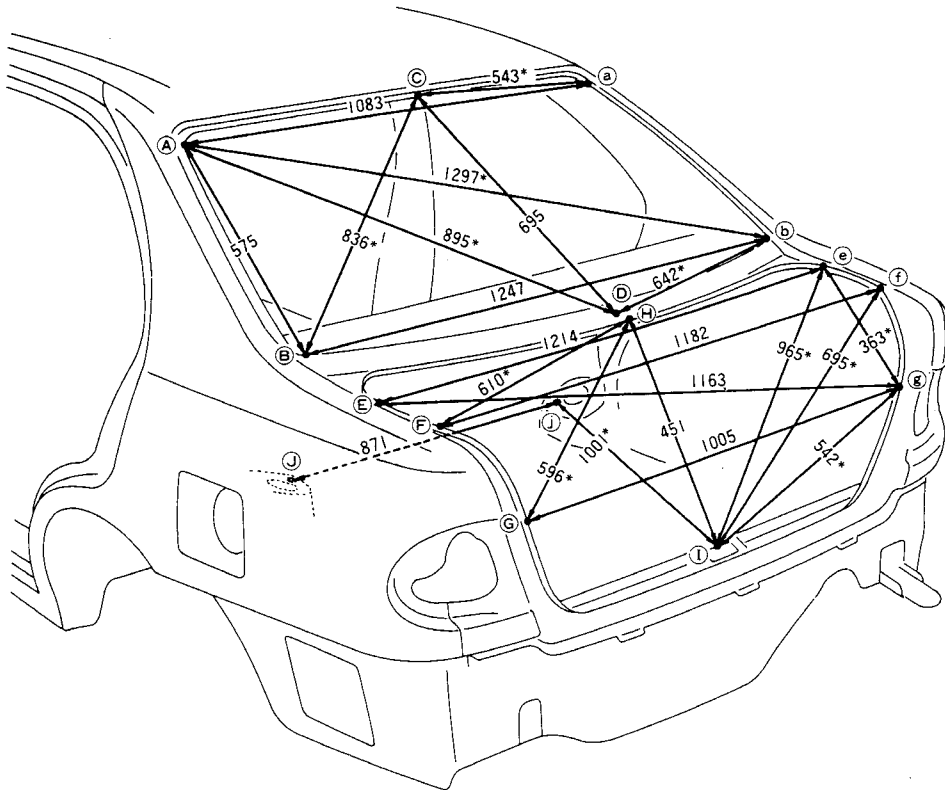
BODY ALIGNMENT

Rear Body

Sedan

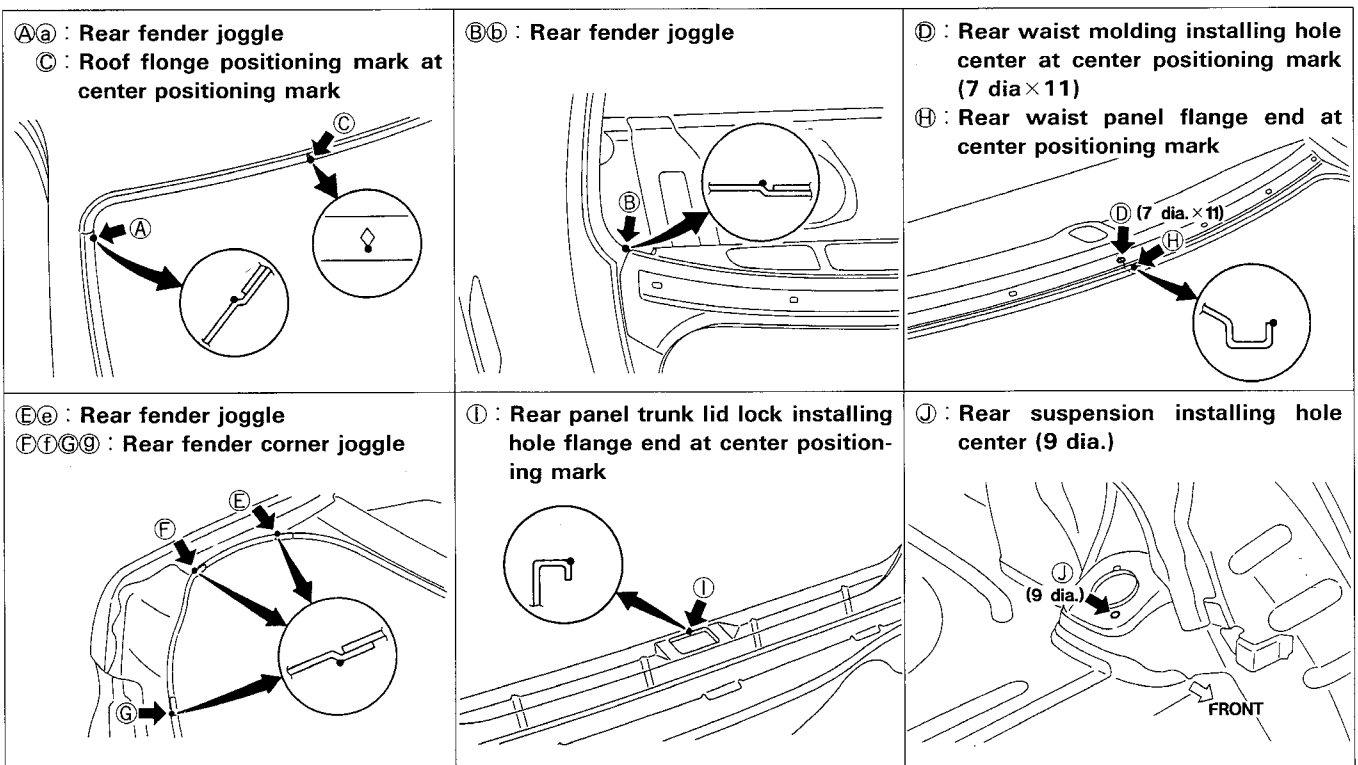
MEASUREMENT

Point	Dimension
(E~F)	189*
(E~f)	1213*
(E~H)	608*
(F~g)	1110*



Figures marked with a * show symmetrically identical dimensions both right and left and left hand sides of the vehicle.

Unit: mm

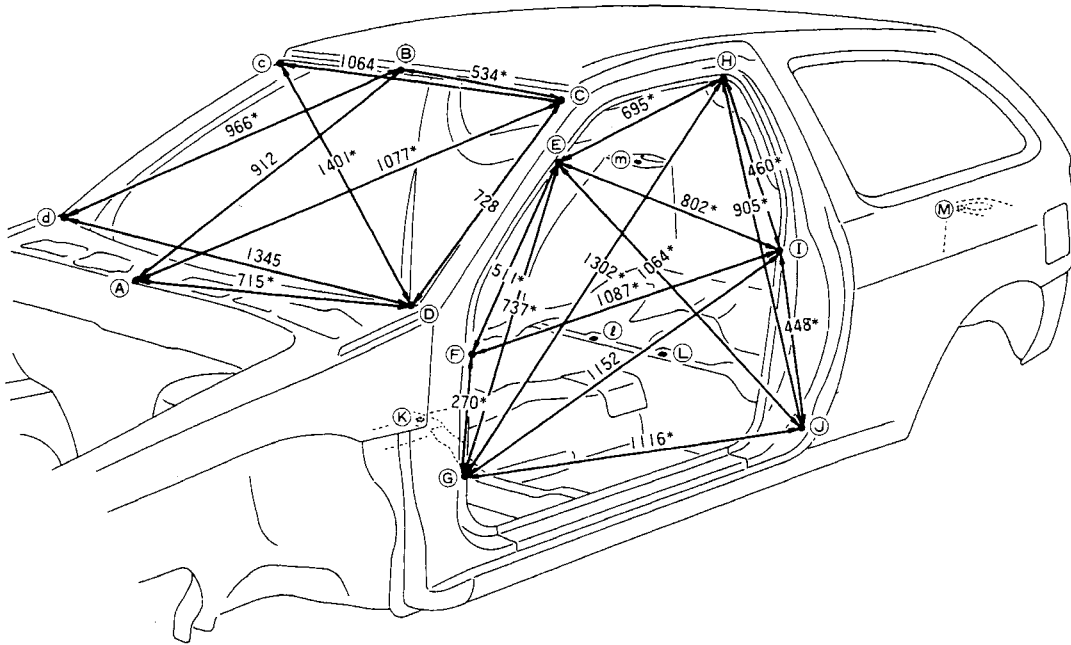


BODY ALIGNMENT

Passenger Compartment

3-door Hatchback

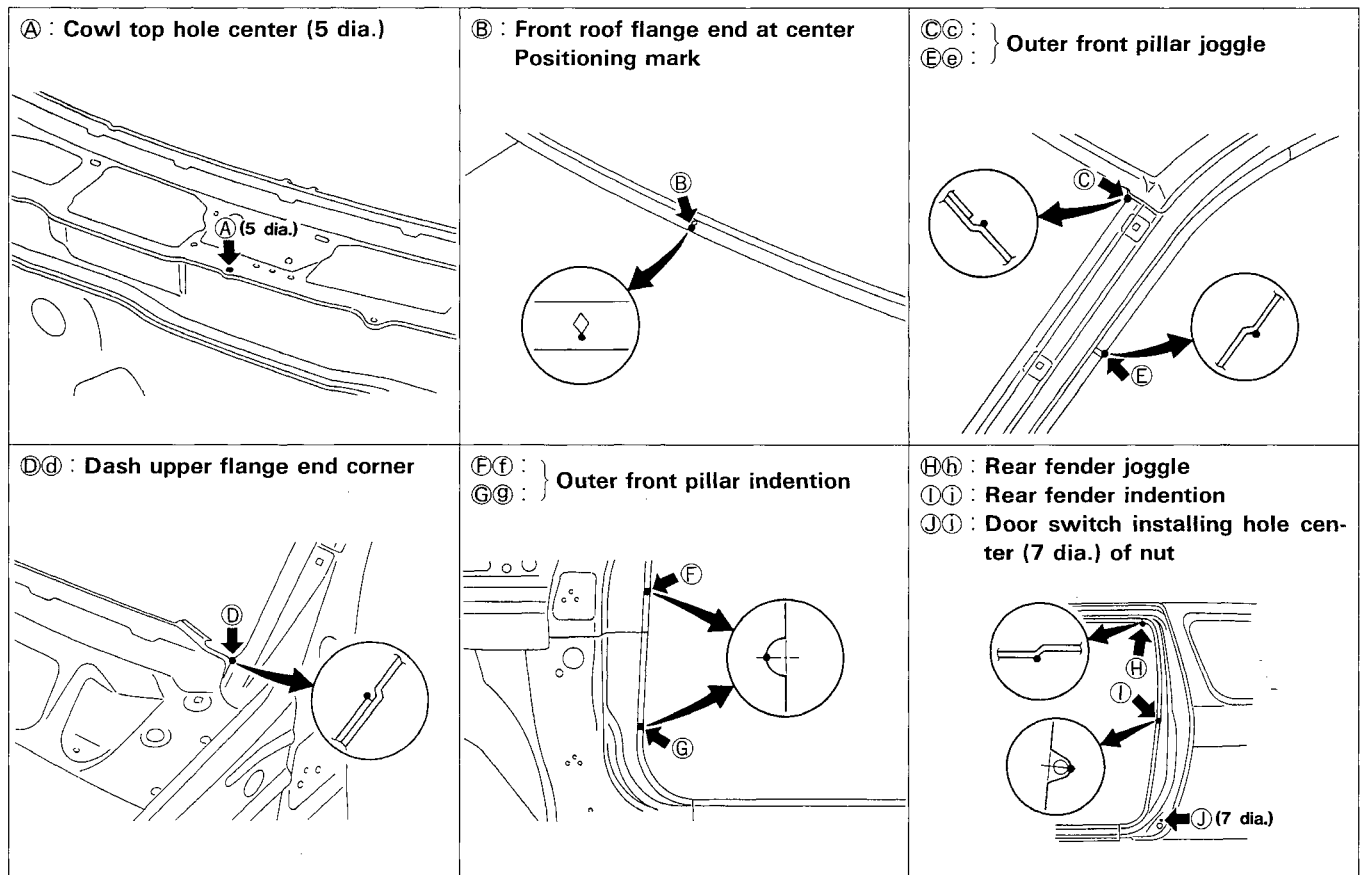
MEASUREMENT



Point	Dimension
E~e	1228
F~f	1374
H~h	1094
I~i	1388
J~j	1558
H~m	871
K~E	989*
K~F	918*
K~H	1193*
K~I	1043*
L~H	1017*
L~M	655*

Figures marked with a * show symmetrically identical dimensions on both right and left hand sides of the vehicle.

Unit: mm

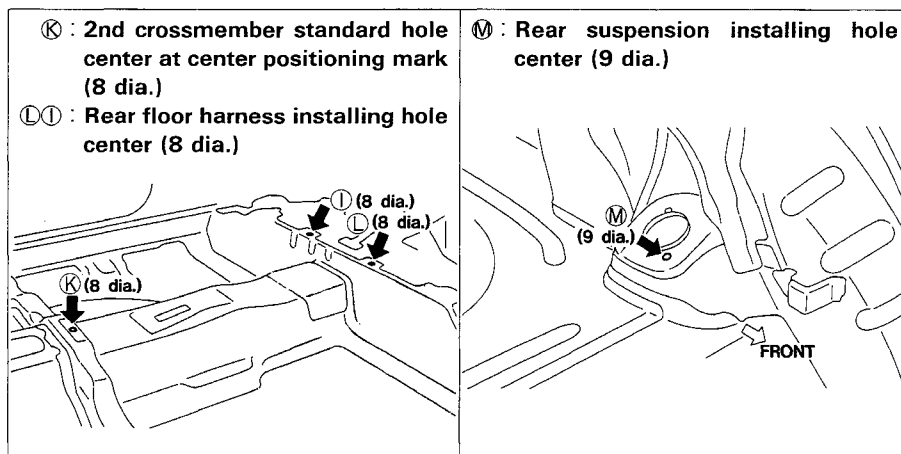


BODY ALIGNMENT

Passenger Compartment

3-door Hatchback

Unit: mm



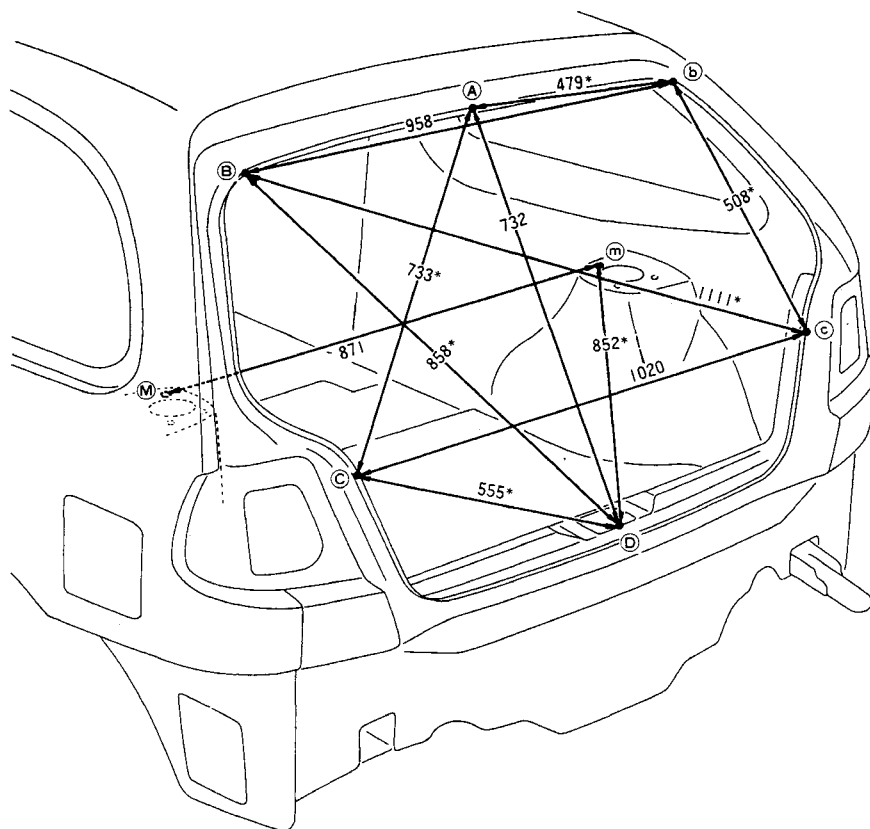
BODY ALIGNMENT

Rear Body

3-door Hatchback

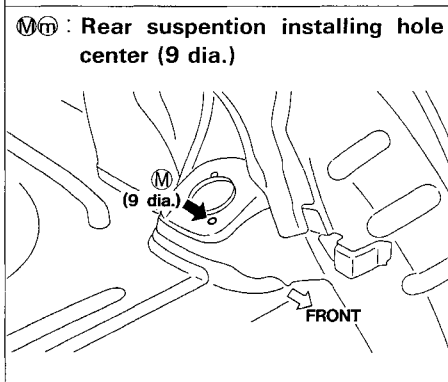
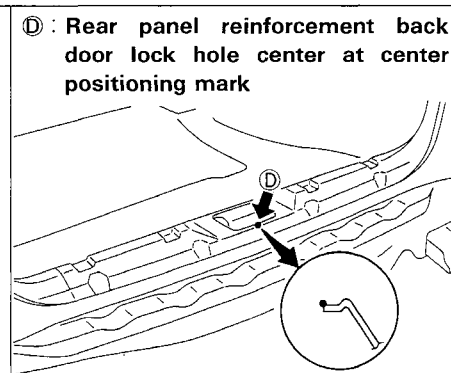
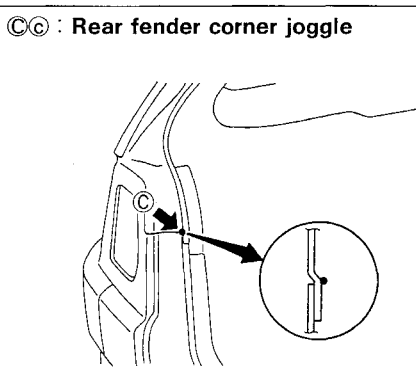
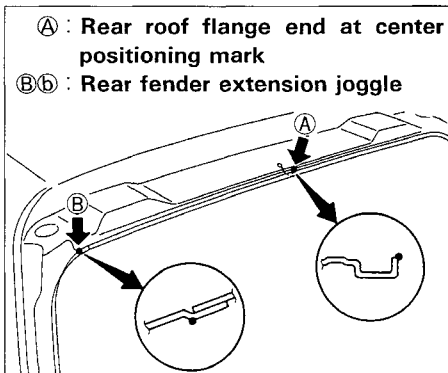
5-door Hatchback

MEASUREMENT



Figures marked with a * show symmetrically identical dimensions on both right and left hand sides of the vehicle.

Unit: mm



HANDLING PRECAUTIONS FOR PLASTICS

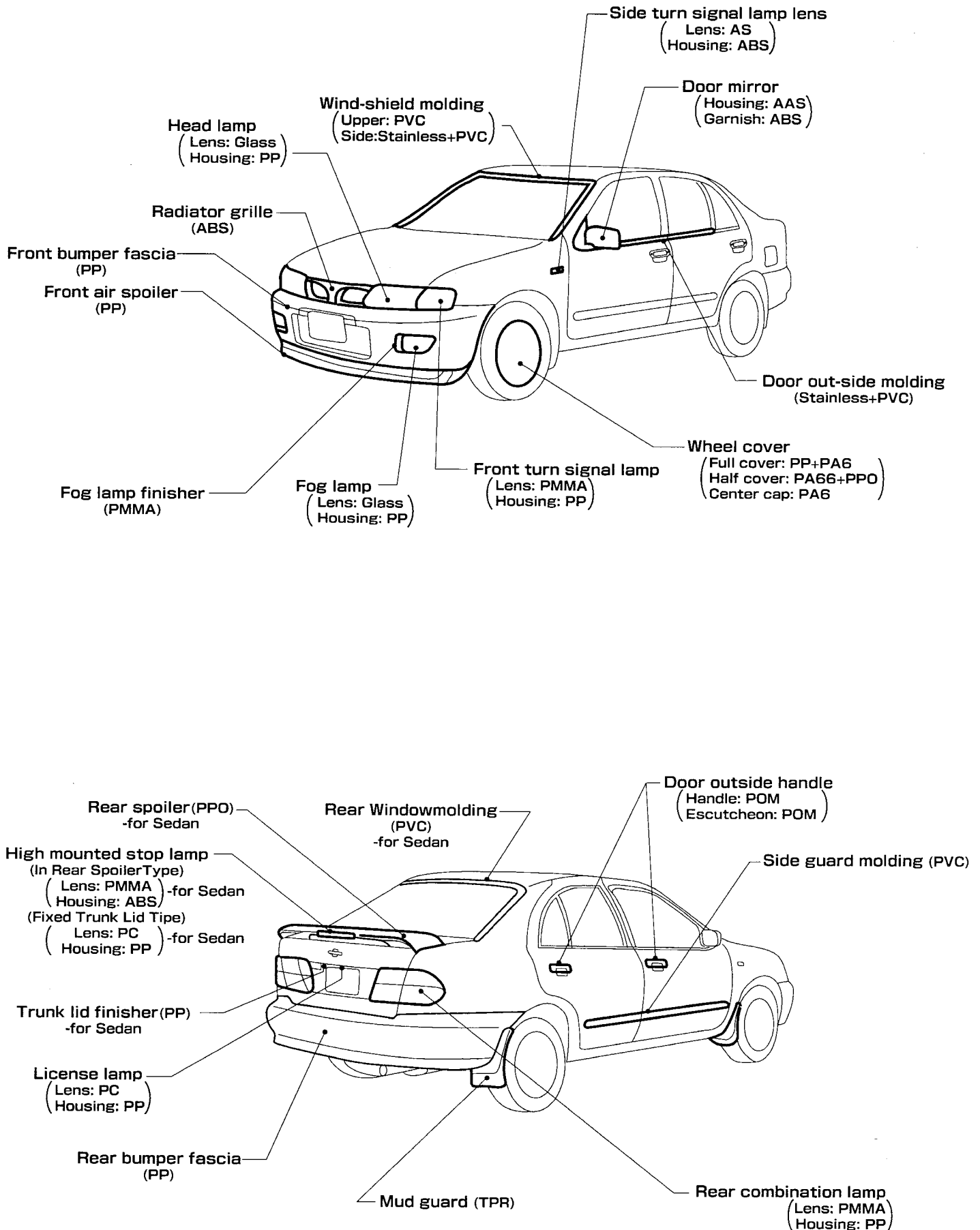
Handling Precautions For Plastics

Abbreviation	Material name	Heat resisting temperature °C (°F)	Resistance to gasoline and solvents	Other cautions
PE	Polyethylene	80 (176)	Gasoline and most solvents are harmless.	Flammable
PET	Polyethylene terephthalate	180 (356)	Gasoline and most solvents are harmless.	
PVC	Polyvinyl chloride	80 (176)	Gasoline and most solvents are harmless if applied for a very short time (wide up quickly).	Poison gas is emitted when burned.
PP	Polypropylene	90 (194)	Same as above. Also avoid battery acid.	Flammable
ABS	Acrylonitrile butadiene styrene resin	80 (176)	Avoid gasoline and solvents.	
AES	Acrylonitrile ethylene styrene	80 (176)	Avoid gasoline and solvents.	
PMMA	Polymethyl methacrylate	85 (185)	Avoid gasoline and solvents.	
PUR	Polyurethane	90 (194)	Gasoline and most solvents are harmless.	Avoid battery acid.
AAS	Acrylonitrile acrylic rubber styrene	85 (185)	Avoid gasoline and solvents.	
AS	Styrene-acrylonitrile	85 (185)	Avoid gasoline and solvents.	
PPO	Polyphenylene oxide	110 (230)	Avoid gasoline and solvents.	
POM	Polyacetal	120 (248)	Gasoline and solvents are harmless.	Avoid battery acid.
PC	Polycarbonate	120 (248)	Avoid gasoline and solvents.	
PA	Polyamide (Nylon)	140 (284)	Gasoline and most solvents are harmless.	Avoid immersing in water.
FRP	Fiber reinforced plastics	170 (338)	Gasoline and most solvents are harmless.	Avoid battery acid.
PPC	Polypropylene composite	115 (239)	Gasoline and most solvents are harmless.	Flammable
PBT	Polybutylene terephthalate	140 (284)	Gasoline and most solvents are harmless.	
TPR	Thermoplastic rubber	80 (176)	Avoid gasoline and solvents.	
TPE	Thermoplastic elastomer	80 (176)	Avoid gasoline and solvents.	
TPUR	Thermoplastic polyurethane	80 (176)	Avoid gasoline and solvents.	

1. When repairing and painting a portion of the body adjacent to plastic parts, consider their characteristics (influence of heat and solvent) and remove them if necessary or take suitable measures to protect them.
2. Plastic parts should be repaired and painted using methods suiting the materials.

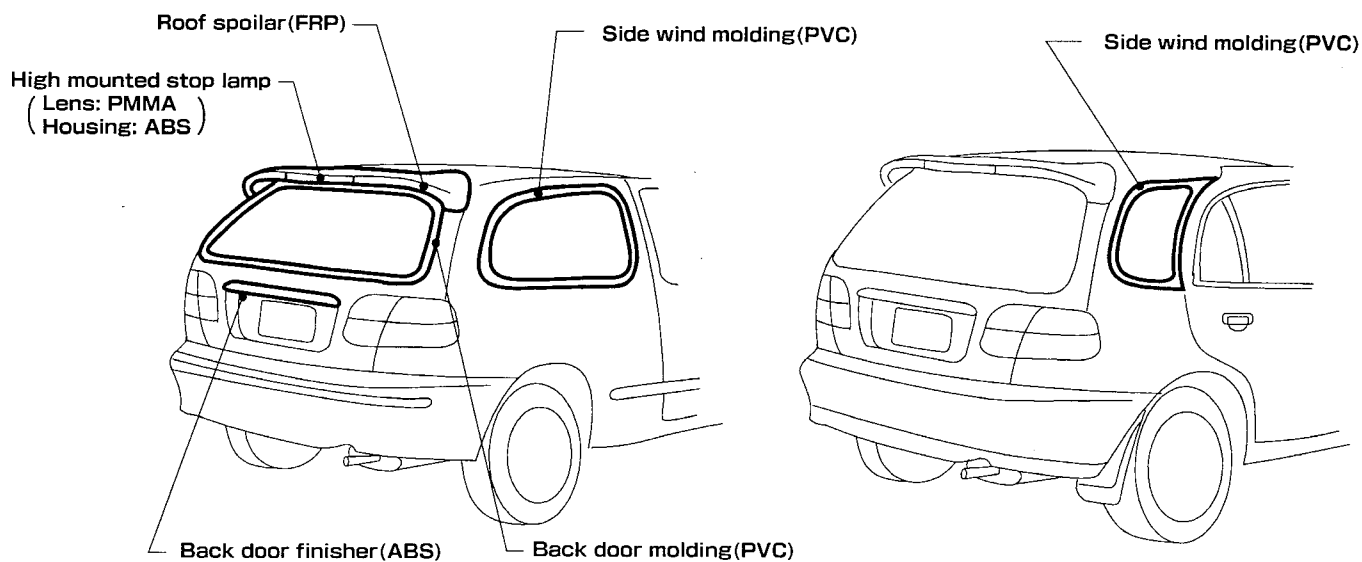
HANDLING PRECAUTIONS FOR PLASTICS

Location Of Plastic Parts



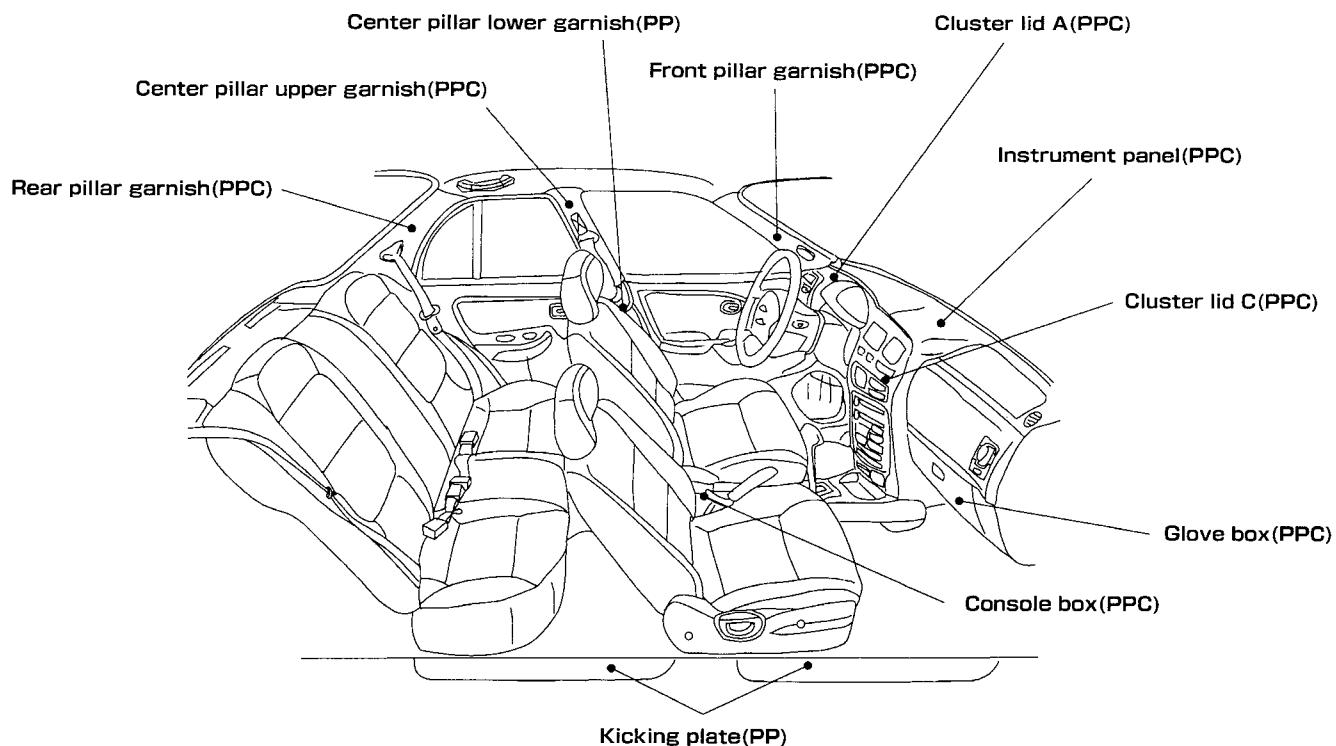
HANDLING PRECAUTIONS FOR PLASTICS

Location Of Plastic Parts



3-door Hatchback

5-door Hatchback



PRECAUTIONS

Precautions For Handling High Strength Steel

High strength steel has been used for body panels in order to reduce vehicle weight.

Accordingly, precautions in repairing automotive bodies made of high strength steel are described below:

HIGH STRENGTH STEEL (HSS) USED IN NISSAN VEHICLES

Tensile strength	Nissan designation	Major applicable parts
373N/mm ² (38 kg/mm ² , 54 klb/sq in)	NP130	● Side member ● Hoodledge ● Pillar ● Hood ● Trunk lid outer
785-981 N/mm ² (80-100 kg/mm ² 114-142 klb/sq in)	NP150	● Bumper reinforcement ● Door guard beam

- In Nissan vehicles, HSS plates of 373 N/mm² (38kg/mm², 54 klb/sq in) (NP130) are most commonly utilized, and those with a tensile strength of 785 to 981 N/mm² (80 to 100 kg/mm², 114 to 142 klb/sq in) (NP150) are used only on parts requiring much more strength.

PRECAUTIONS

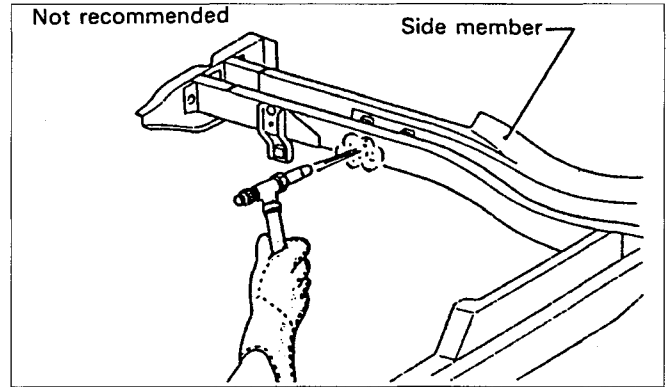
Precautions For Handling High Strength Steel

Special consideration for HSS must be given to the following points:

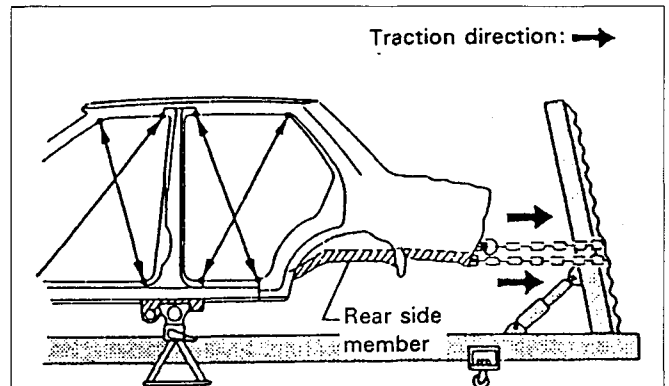
1. Additional points to consider

- The repair of reinforcements (such as side members) by heating is not recommended since it involves the risk of lowering strength. When heating is unavoidable, do not heat such parts at temperatures above 550°C (1,022°F)

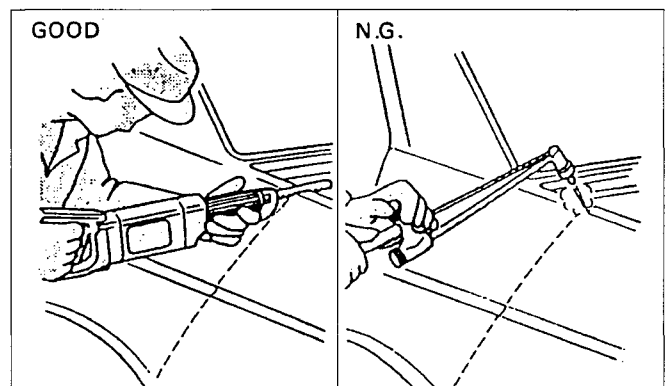
Heating temperature should be verified with a thermometer. (A crayon-type and other thermometer are available.)



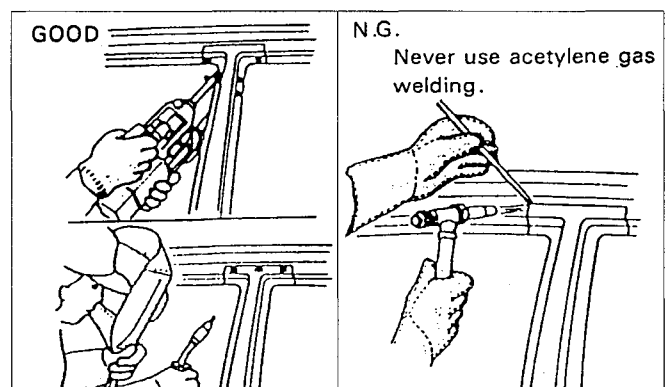
- When straightening body panels, use caution in pulling any HSS panel. Because it is very strong, this may cause deformation in adjacent portions of the body. In this case, increase the number of measuring points, and carefully pull the HSS panel.



- In cutting HSS panel, avoid gas cutting if possible. Instead, use an air saw or a hand cutter to avoid decreasing the strength of surrounding portions due to the influence of heat. In case gas cutting is inevitable, a minimum allowance of 50 mm (1.97 in) must be given.



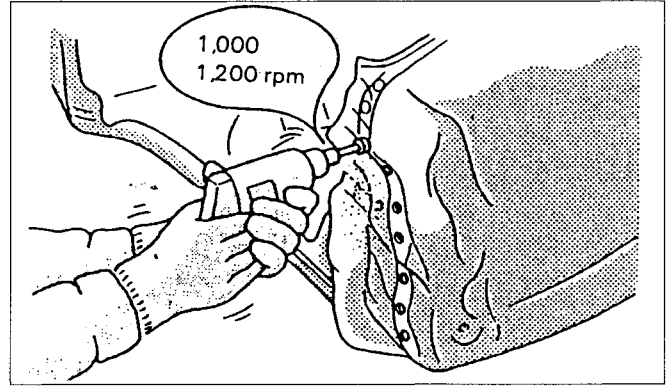
- In welding HSS panel, use spot welding whenever possible in order to minimize any decrease in strength of surrounding portions due to the influence of heat. If spot welding is impossible, use M.I.G. welding. Do not use acetylene gas welding because it is inferior in welding strength.



PRECAUTIONS

Precautions For Handling High Strength Steel

- The spot unget on HSS panel is harder than that of an ordinary steel panel. Therefore, for spot cutting HSS panel, a high torque drill of a low speed (1,000 to 1,200 rpm) may be used to maintain its durability and facilitate the operation.

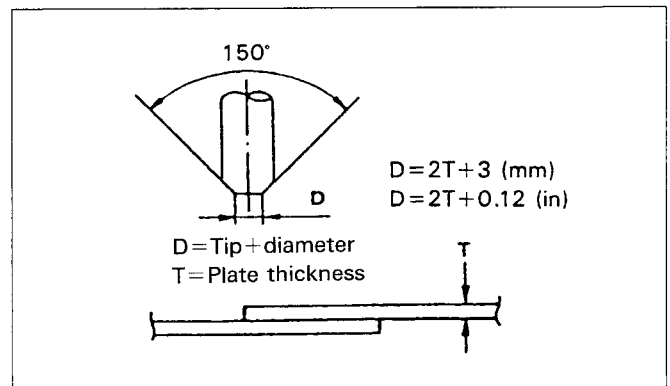


- HSS panels with a tensile strength of 785 to 981 N/mm² (80 to 100 kg/mm², 114 to 142 klb/sq in), used as reinforcement in the door guard bar and in the bumper, is too high in tensile strength to use for general repairs. When these panels are damaged, the outer panels also sustain consequential damage; therefore, these panels are never remedied without replacing the door assembly or bumper assembly.

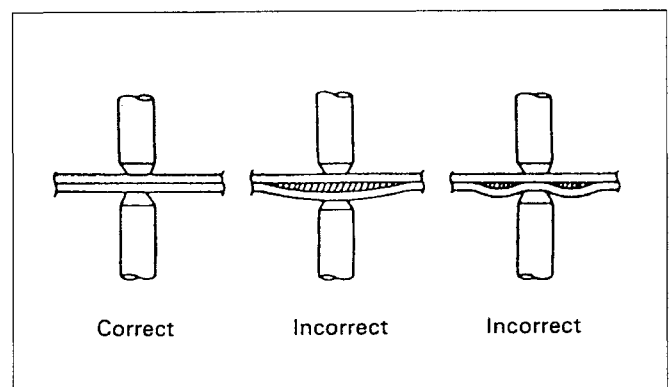
2. Precautions in spot welding

This work should be performed under standard work conditions. However, work control must be exercised as follows:

- The electrode tip diameter must be reformed properly according to the panels thickness.



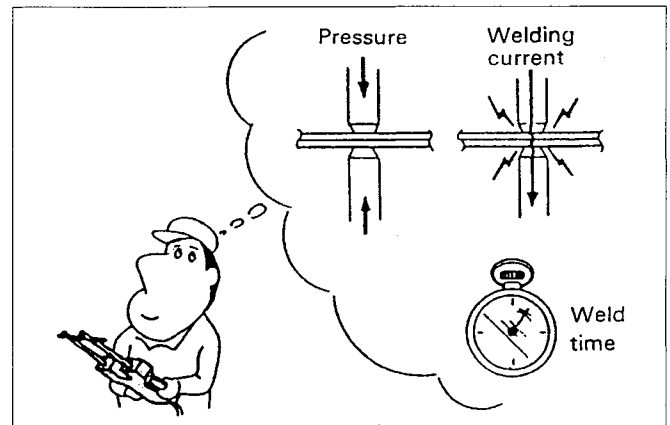
- The panel surfaces must be fitted to each other, leaving no gaps.



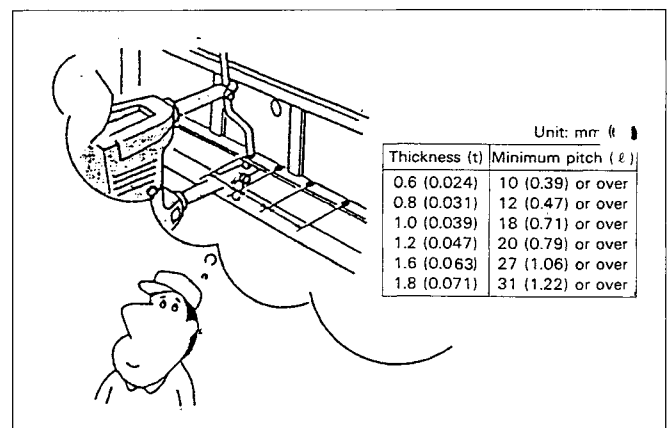
PRECAUTIONS

Precautions For Handling High Strength Steel

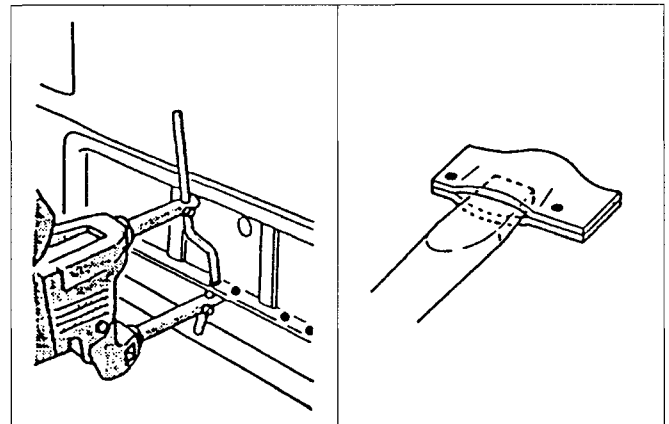
- Follow established specifications for the appropriate pressure level, current level and weld time.



- Follow the specifications for the proper welding pitch.



- After welding, welding strength must be tested.

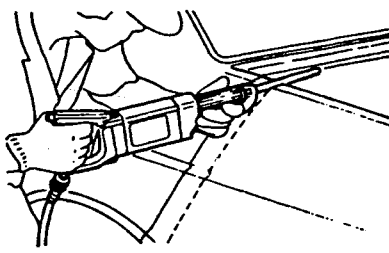
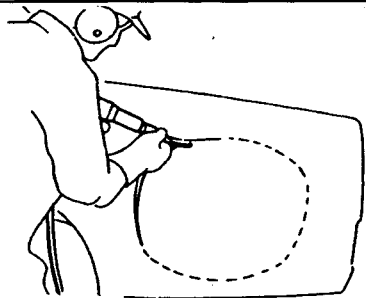
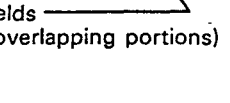
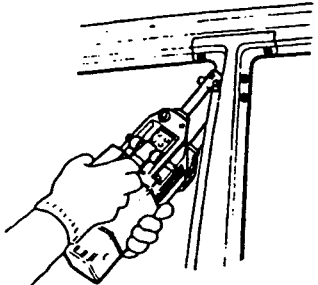
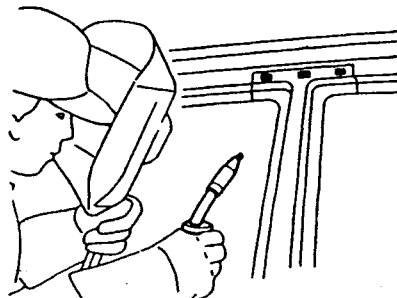
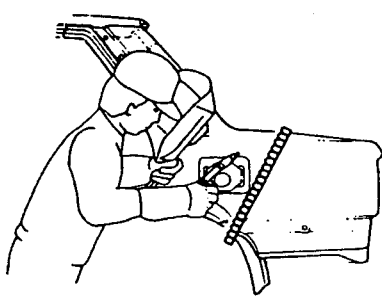
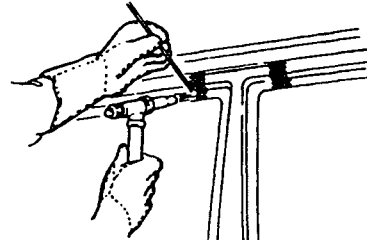
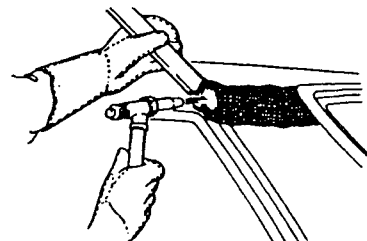
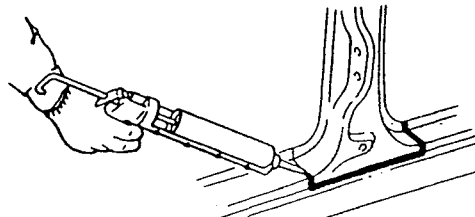


REPLACEMENT OPERATIONS

Description

SYMBOLS FOR CUTTING AND WELDING/BRAZING OPERATIONS

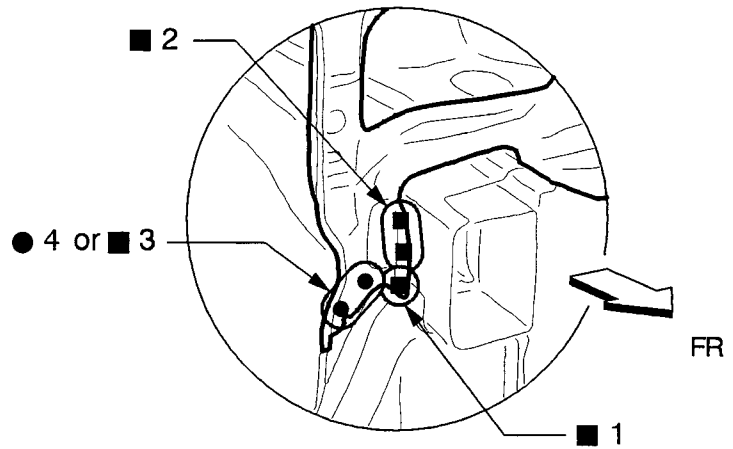
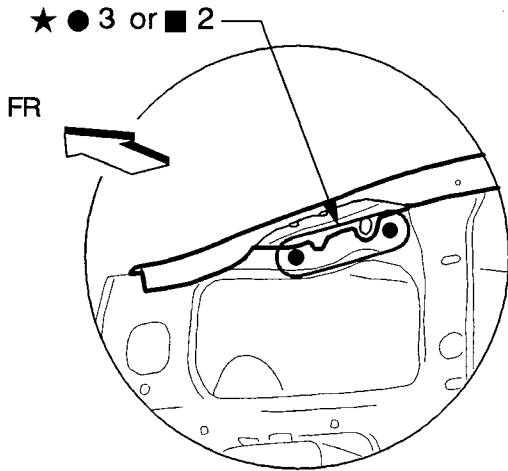
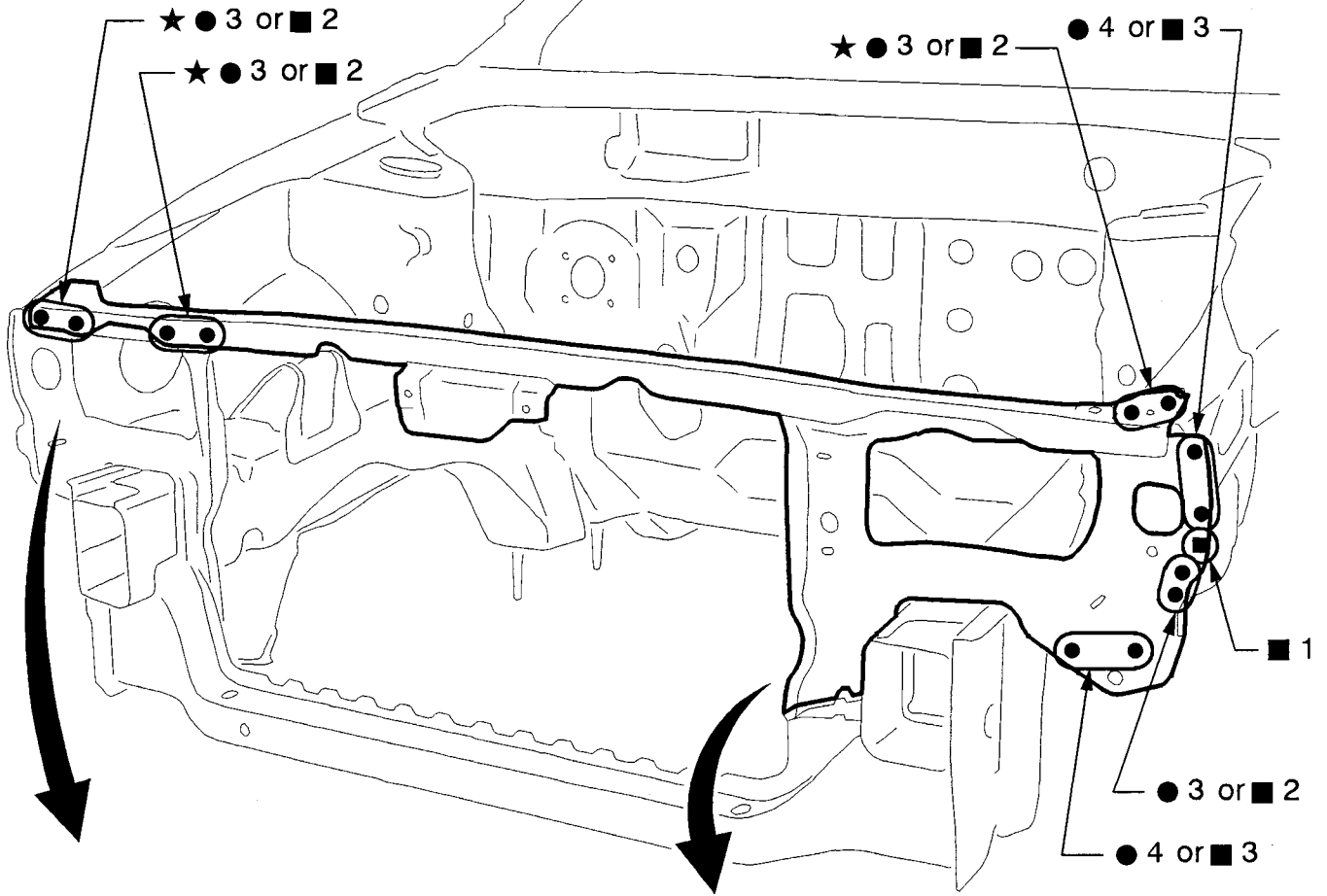
The identification of the cutting and the welding/brazing symbols used throughout this guide is given in the following pages

 Saw cut or air chisel cut	 
Spot weld 2-spot welds  3-spot welds 	2-spot welds (2-panel overlapping portions)  3-spot welds (3-panel overlapping portions)  
M.I.G. plug weld  M.I.G. seam weld/ Point weld 	 
Brazing  	
Soldering  	
Sealing 	

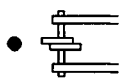
Radiator Core Support (Partial Replacement)

Service Joint

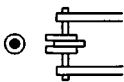
★ indicates that there is an equivalent welding portion with the same dimensions on the opposite side.



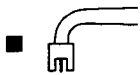
2-spot welds



3-spot welds



M. I. G plug weld



For 3 panels plug weld method



M. I. G seam weld/
Point weld

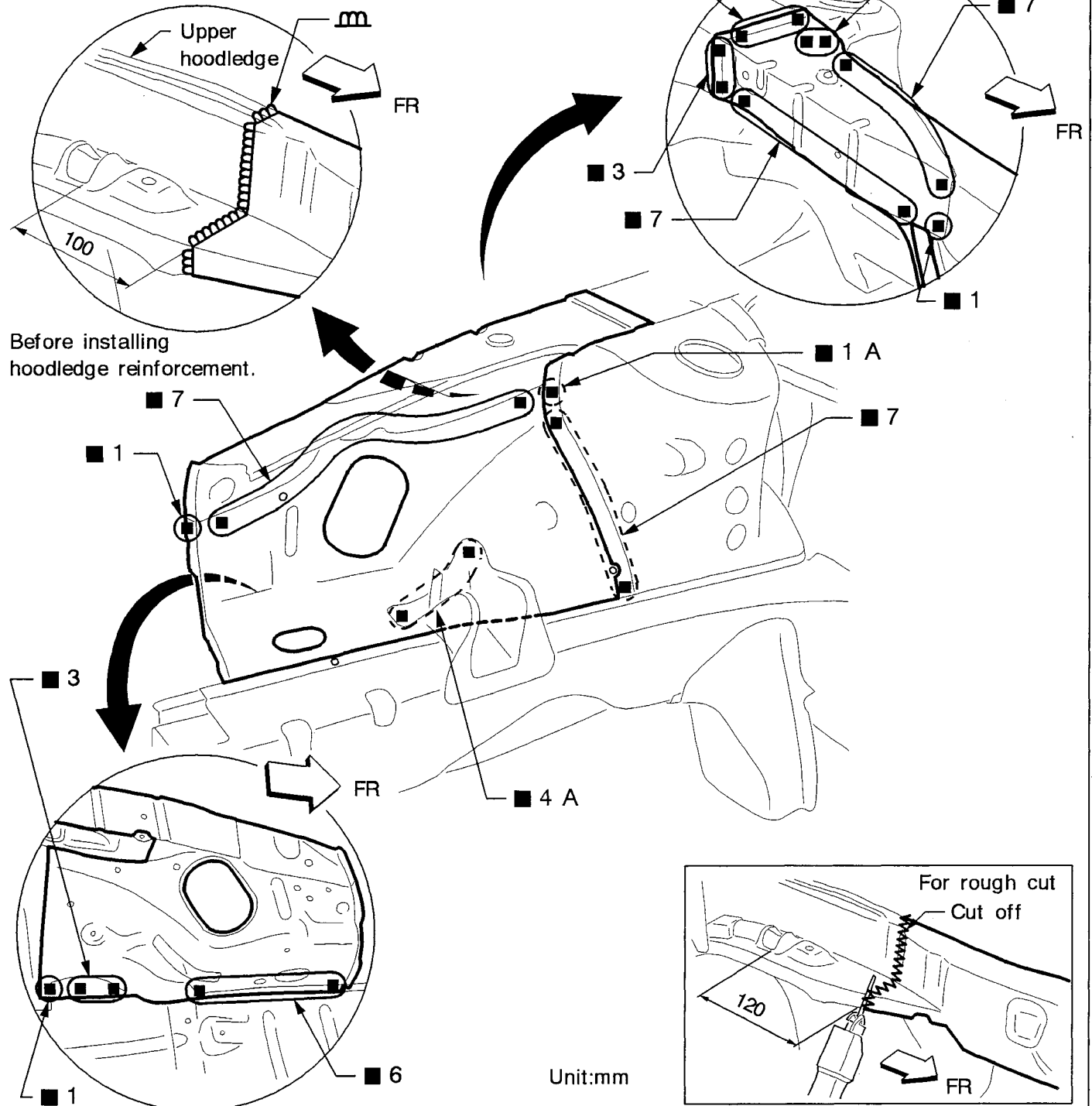


Hoodledge (Partial Replacement)

(Work after radiator core support has been removed.)

Service Joint

(This figure show right side hoodledge)



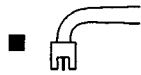
2-spot welds

3-spot welds

M.I.G plug weld

For 3 panels plug weld method

M.I.G seam weld/
Point weld

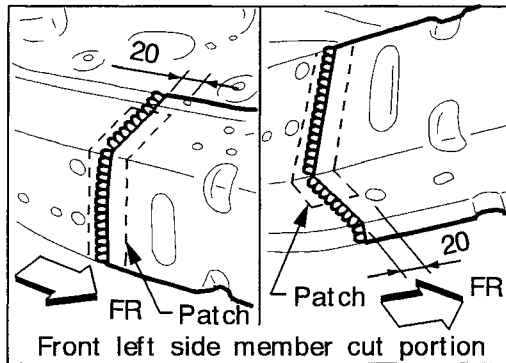


Front Side Member (Partial Replacement)

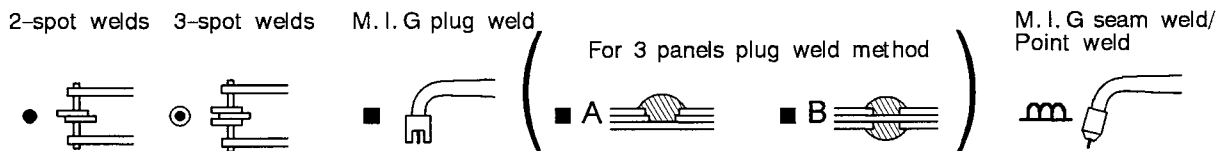
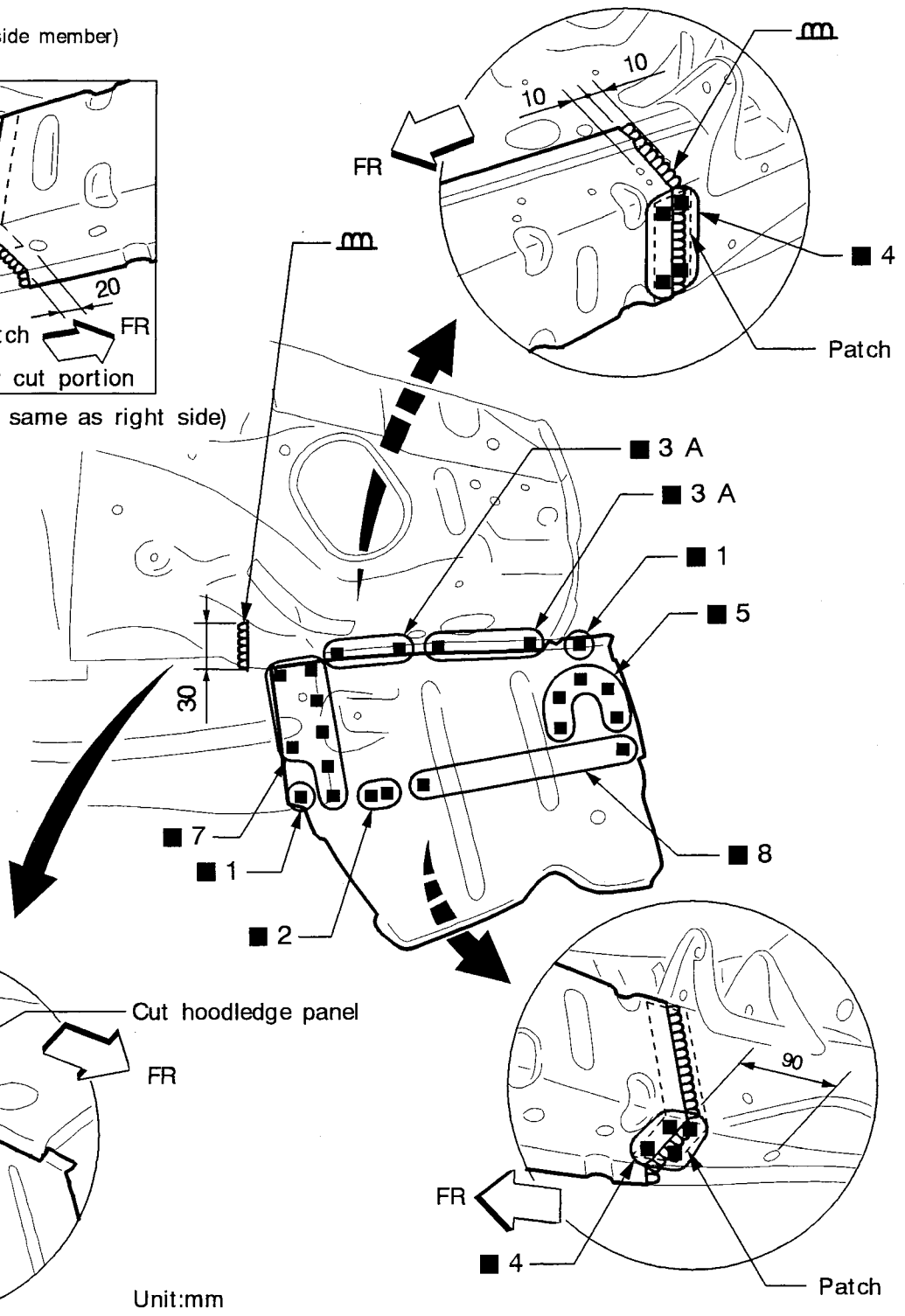
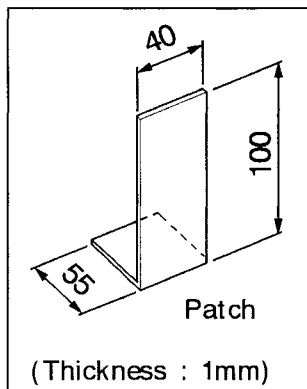
(Work after radiator core support has been removed.)

Service Joint

(This figure show right front side member)



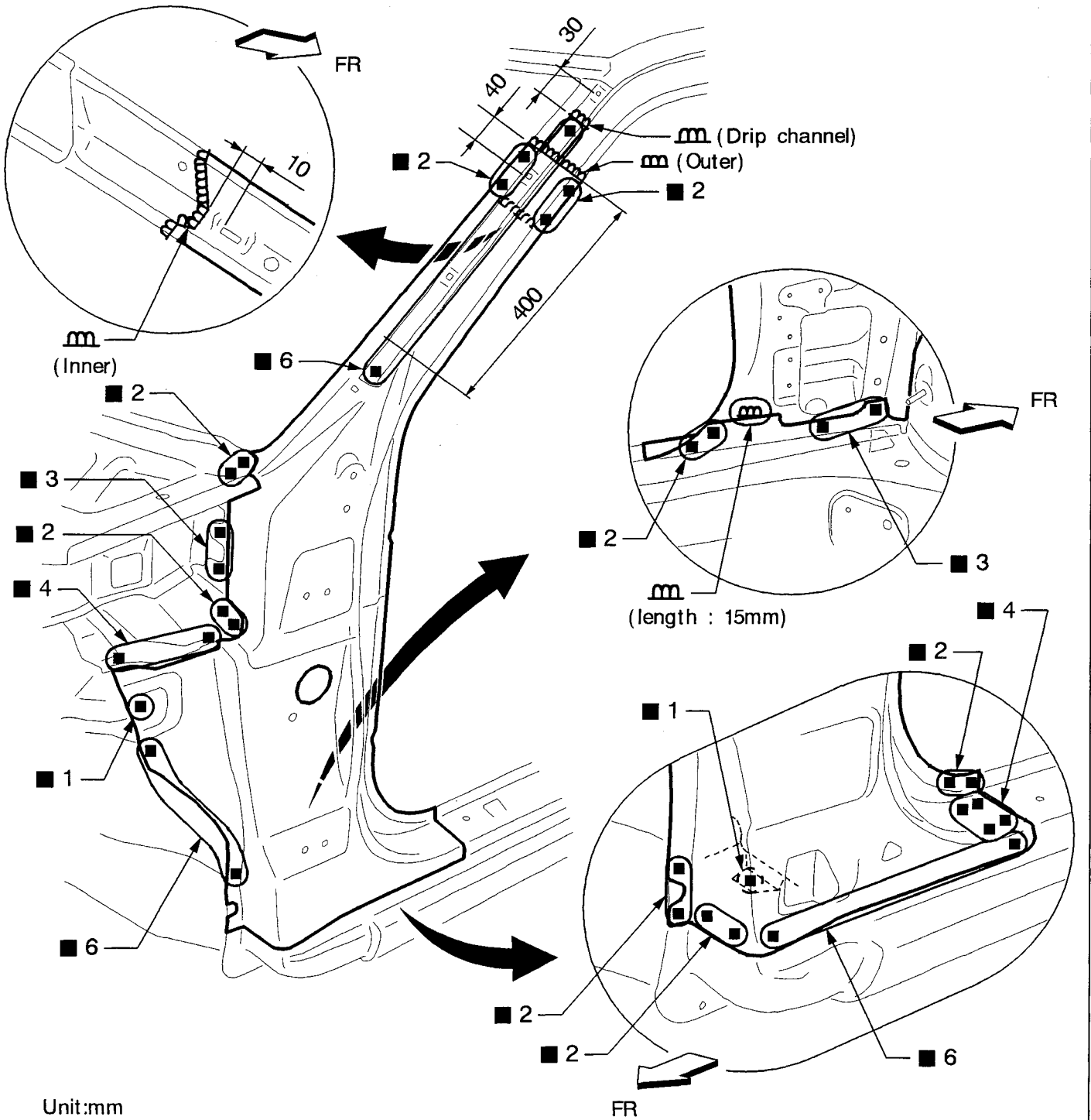
(Patch should be attached same as right side)



Front Pillar

(Work after hoodledge reinforcement has been removed.)

Service Joint



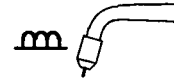
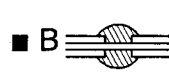
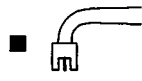
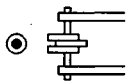
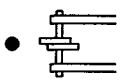
2-spot welds

3-spot welds

M.I.G plug weld

For 3 panels plug weld method

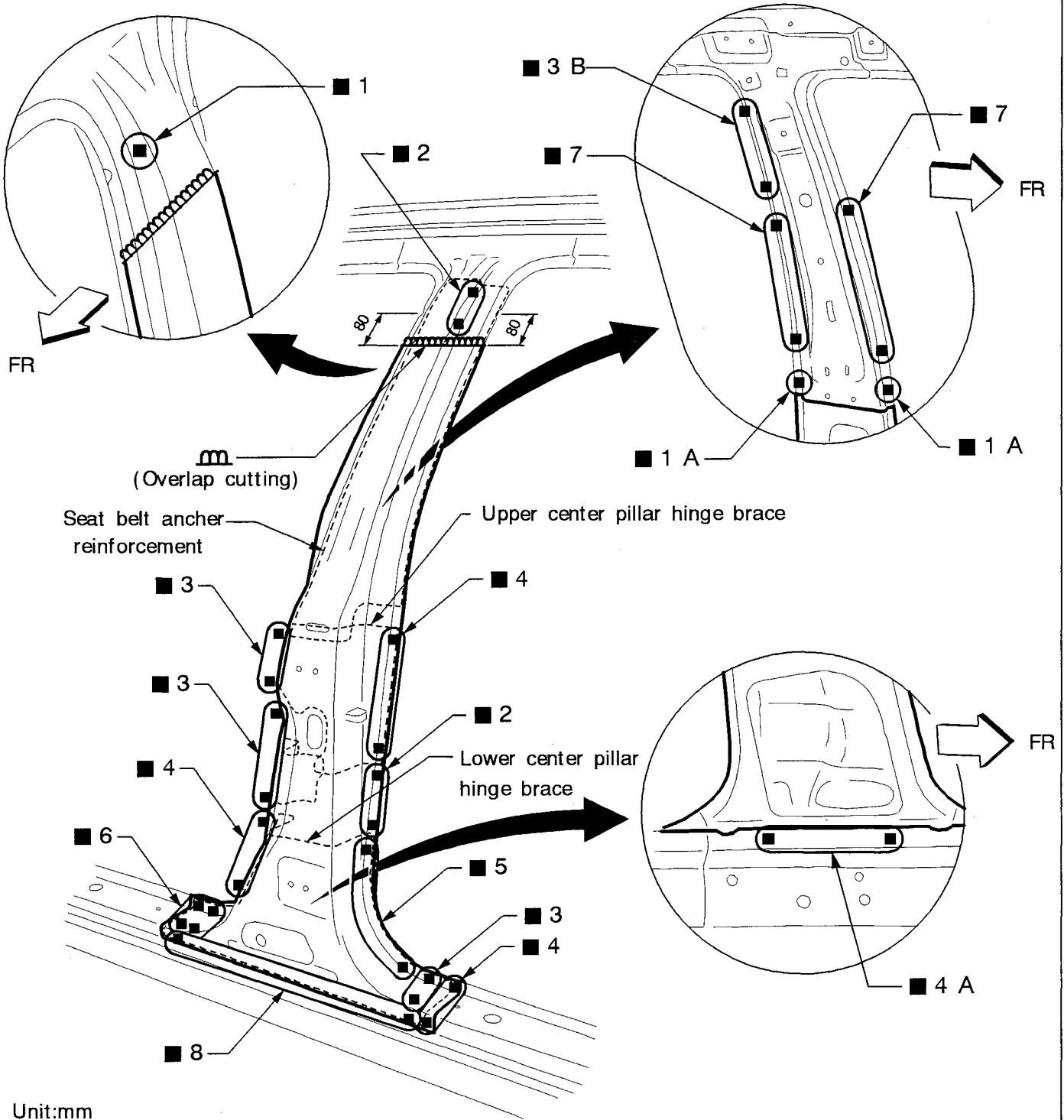
M.I.G seam weld/
Point weld



Center Pillar

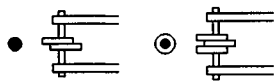
Sedan
5-door hatchback

Service Joint



Unit:mm

2-spot welds 3-spot welds M. I. G plug weld



For 3 panels plug weld method



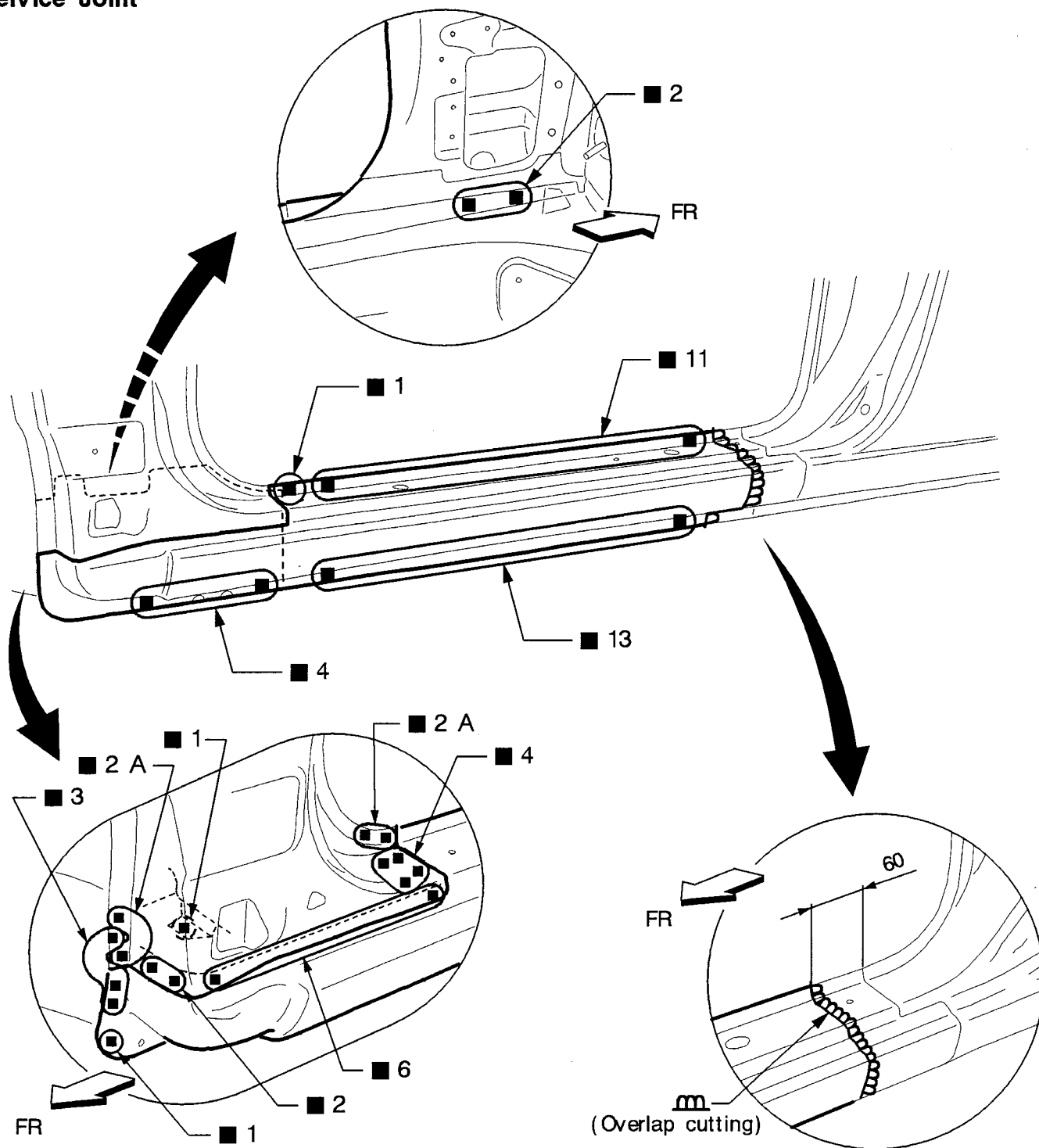
M. I. G seam weld/
Point weld



Outer Sill

3-door hatchback

Service Joint



Unit:mm

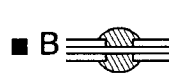
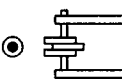
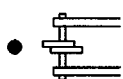
2-spot welds

3-spot welds

M.I.G plug weld

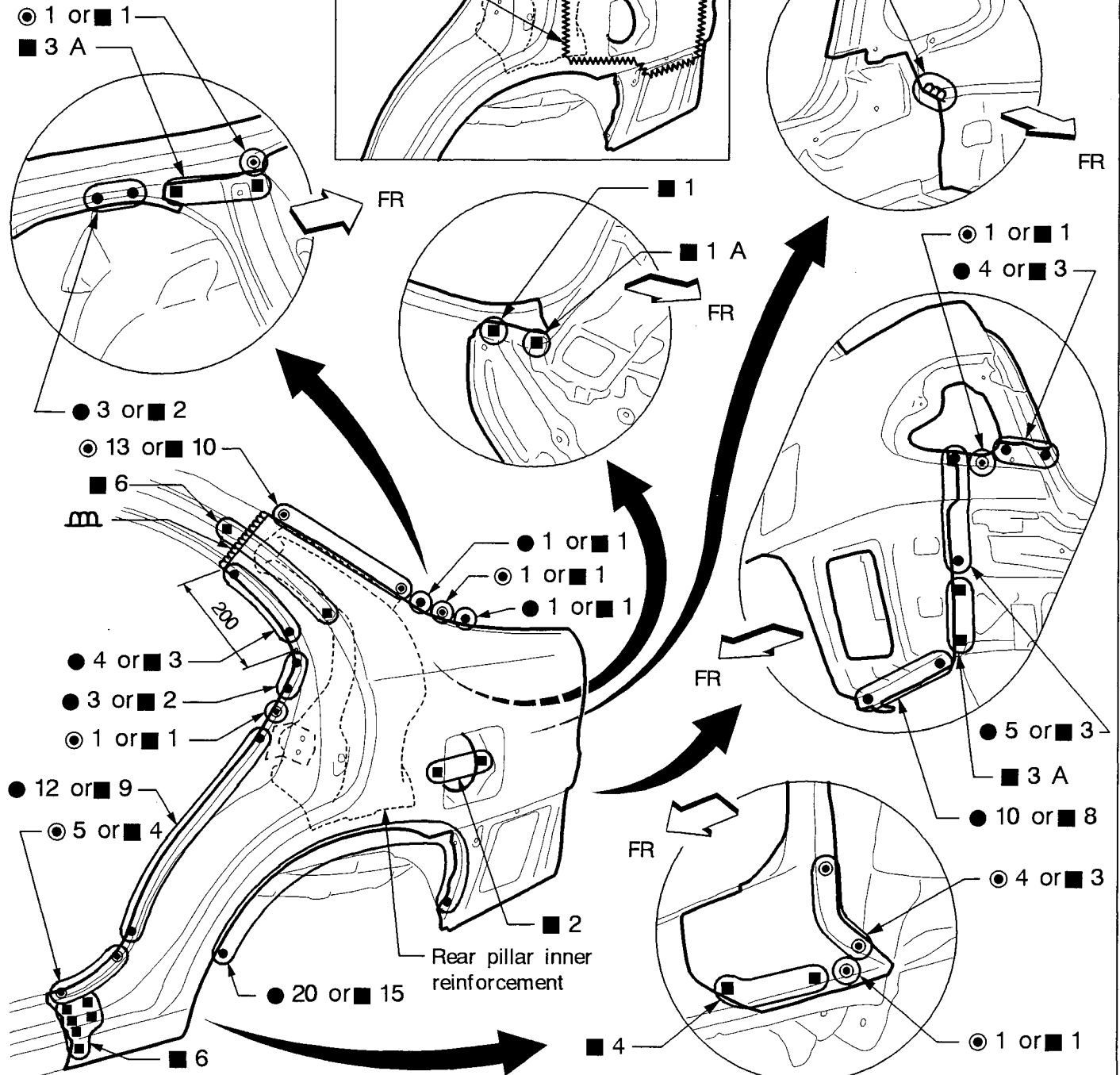
For 3 panels plug weld method

M.I.G seam weld/
Point weld



Service Joint

Unit:mm



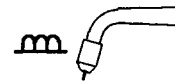
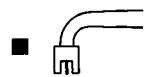
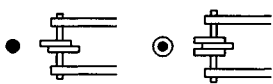
2-spot welds

3-spot welds

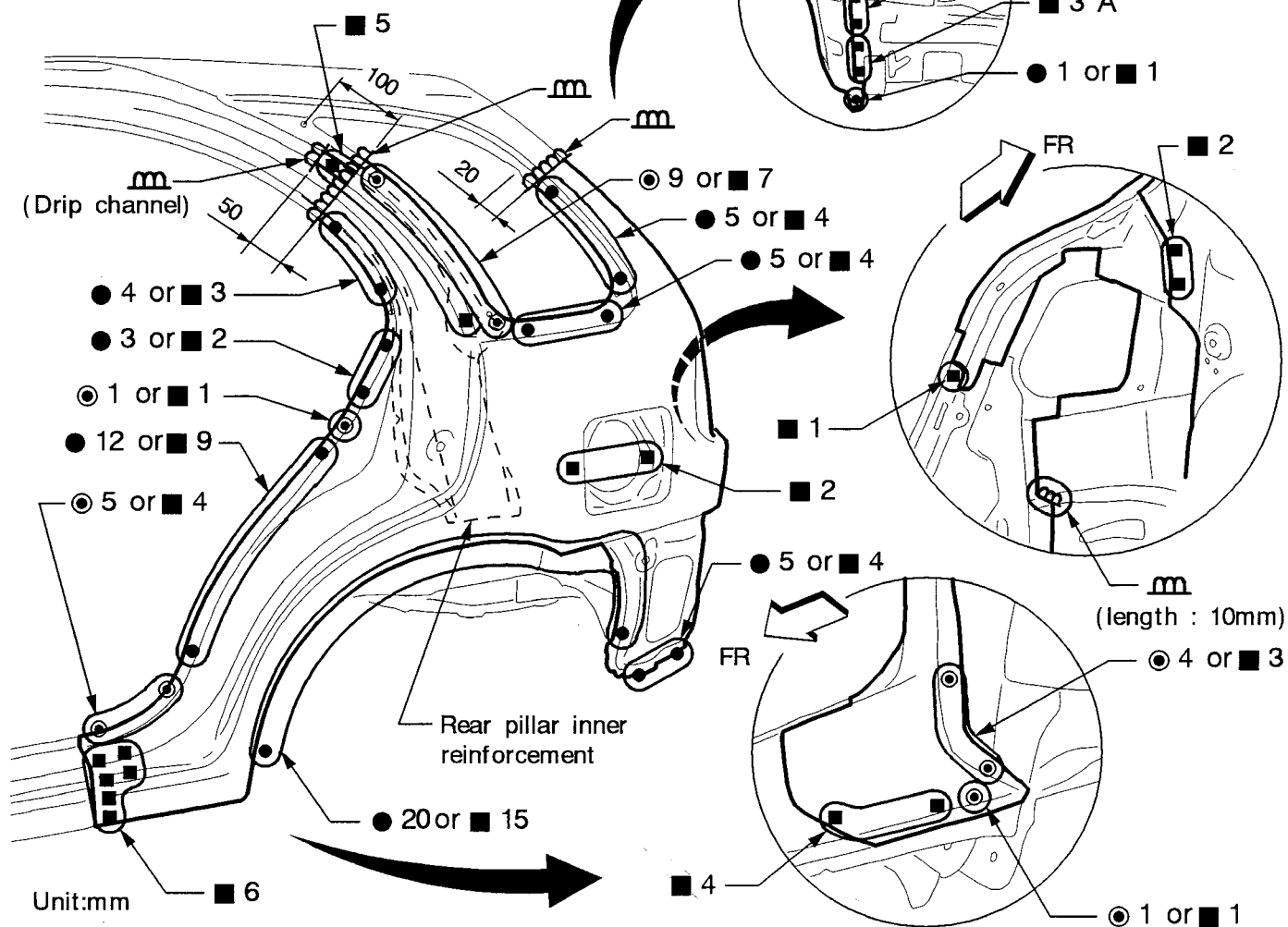
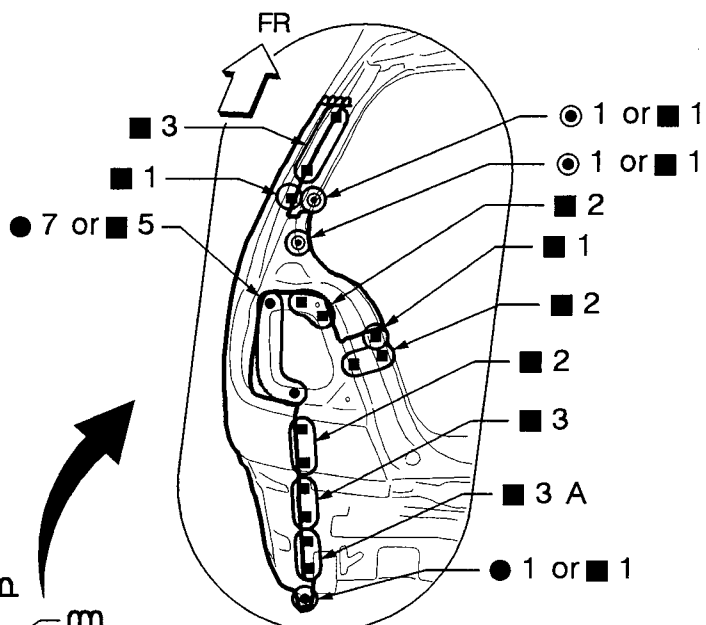
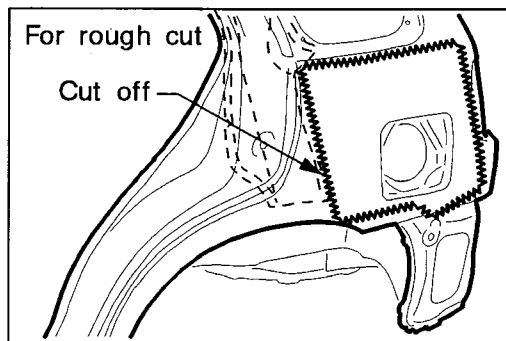
M. I. G plug weld.

For 3 panels plug weld method

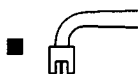
M. I. G seam weld/
Point weld



Cut off



M. I. G plug weld



For 3 panels plug weld method



M. I. G seam weld/
Point weld

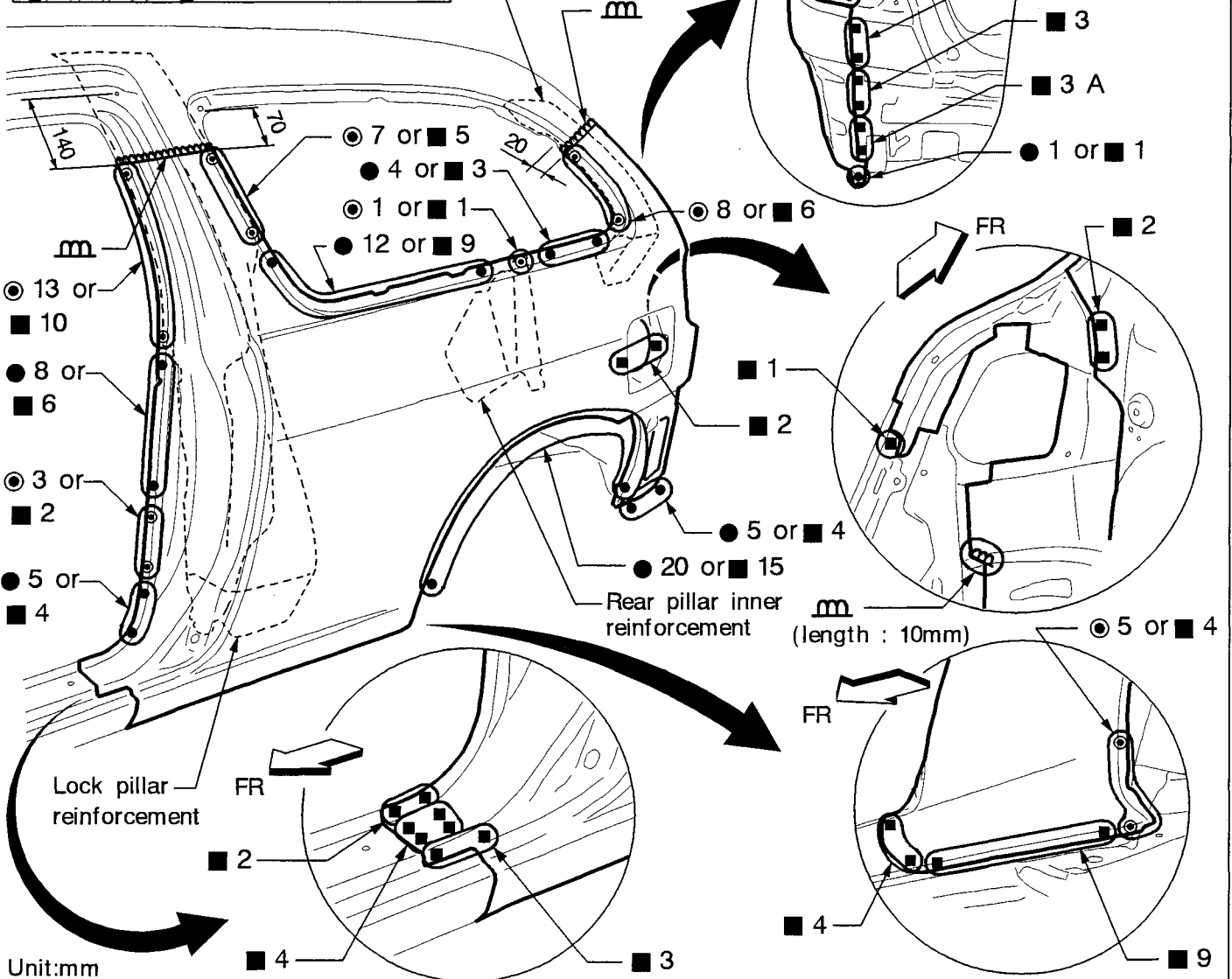
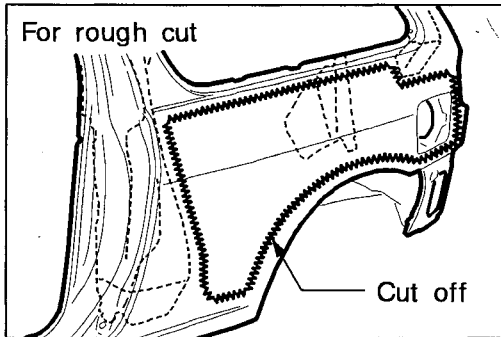


Rear Fender

3-door hatchback

Service Joint

For rough cut

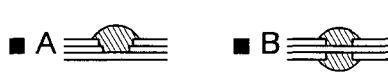
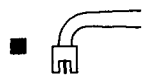


2-spot welds

3-spot welds

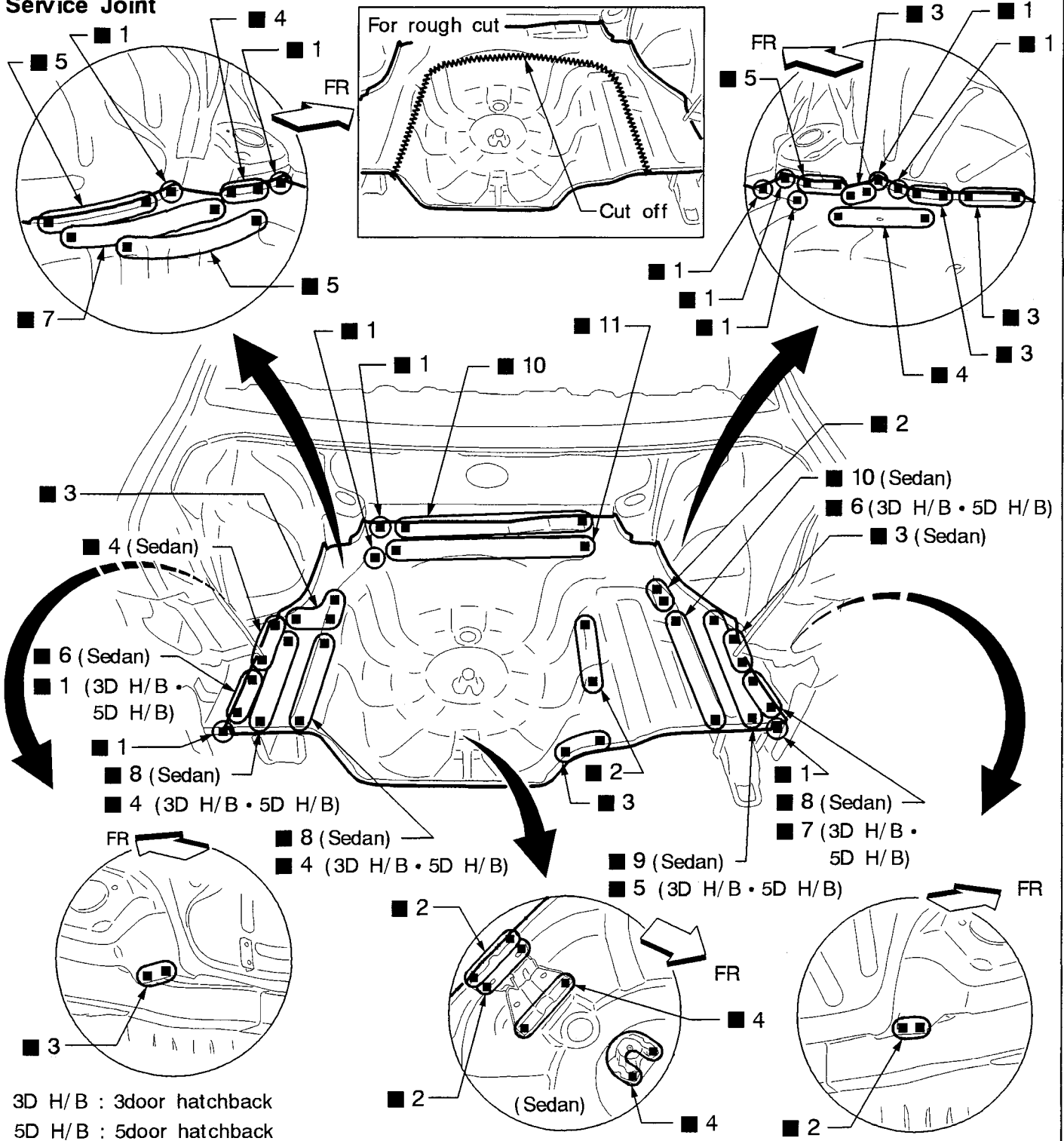
M. I. G plug weld

For 3 panels plug weld method

M. I. G seam weld/
Point weld


Rear Floor Rear

Service Joint

















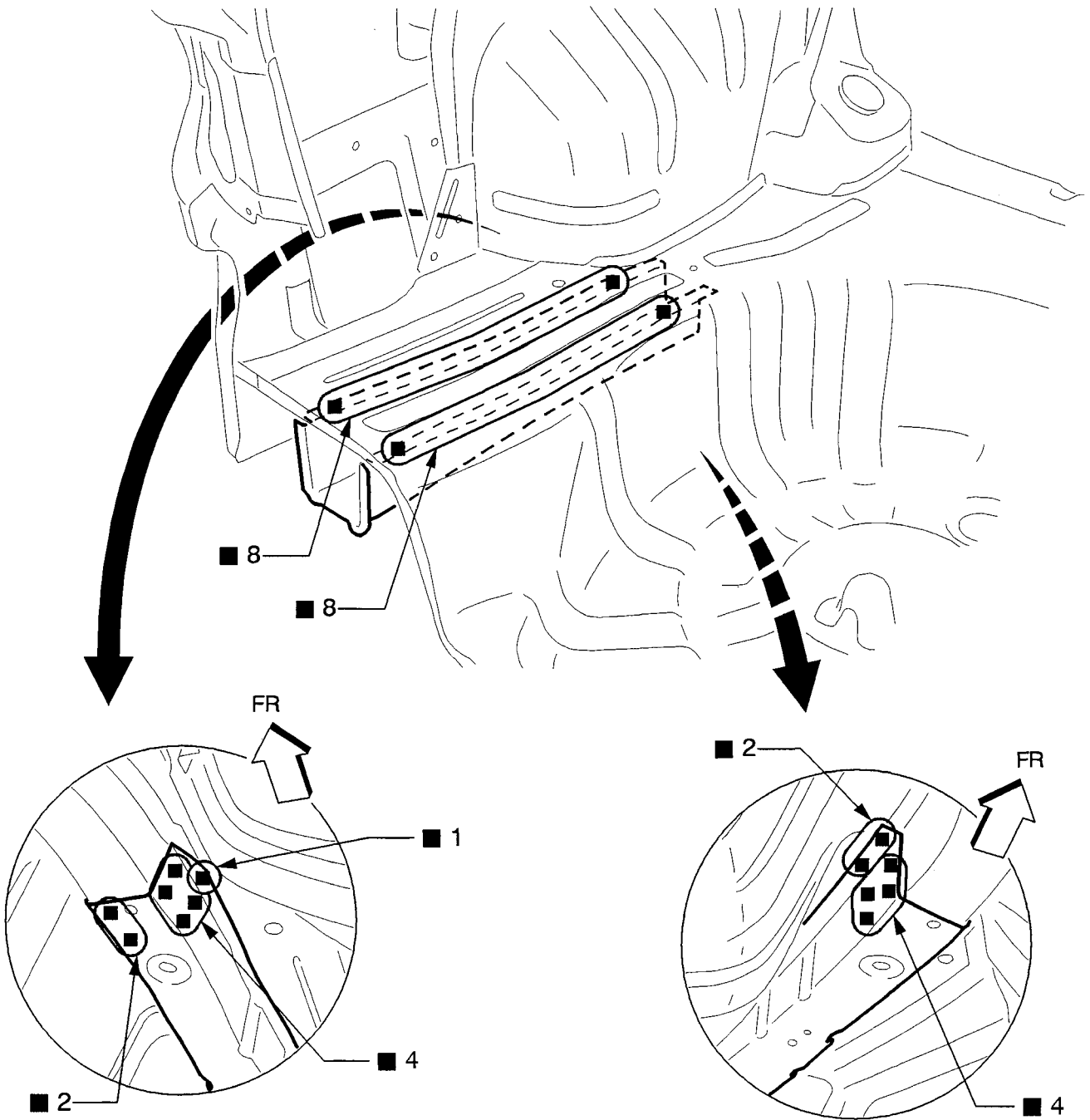





Rear Side Member Extension

Sedan

Service Joint



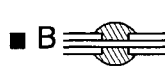
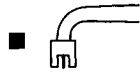
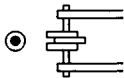
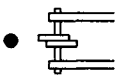
2-spot welds

3-spot welds

M. I. G plug weld

For 3 panels plug weld method

M. I. G seam weld/
Point weld



Rear Side Member Extension

3-door hatchback

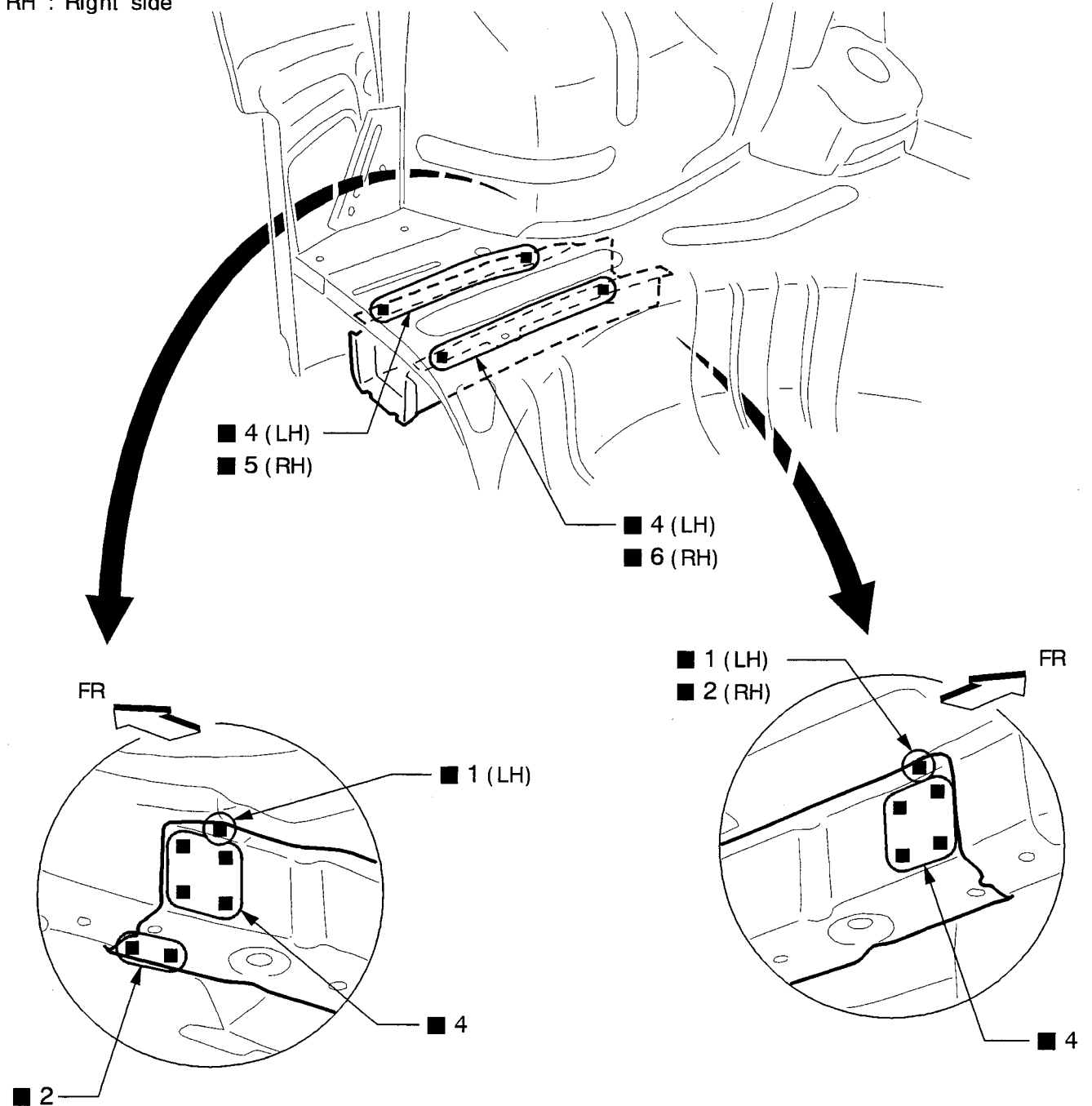
5-door hatchback

Service Joint

(This figure show left side member extension)

LH : Left side

RH : Right side



2-spot welds

3-spot welds

M.I.G plug weld

For 3 panels plug weld method

M.I.G seam weld/
Point weld

