

SECTION **CL**
CLUTCH

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PRECAUTIONS

PRECAUTIONS

PFP:00001

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

ECS001Z0

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 seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

WARNING:

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

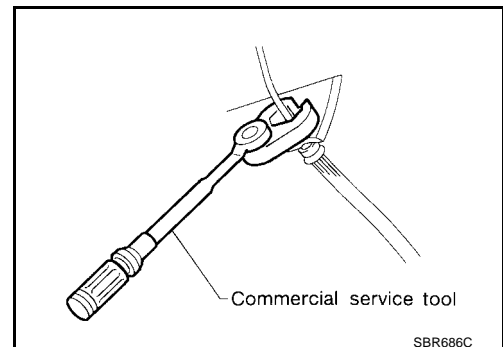
Precautions

ECS009SG

- Use recommended brake fluid when adding fluid to clutch reservoir tank. Refer to [MA-9, "RECOMMENDED FLUIDS AND LUBRICANTS"](#).
- Never reuse fluid drained from clutch system.
- Be careful not to splash brake fluid on painted areas.
- When removing and installing clutch piping, use Tool.
- Use new brake fluid to clean or wash all parts of master cylinder and operating cylinder.
- Never use mineral oils such as gasoline or kerosene. It will ruin the rubber parts of the hydraulic system.

WARNING:

After cleaning clutch disc, wipe it with a dust collector. Do not use compressed air.



PREPARATION

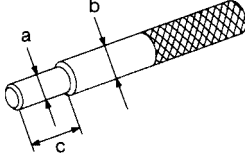
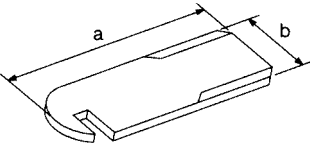
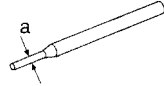
PREPARATION

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Special Service Tools

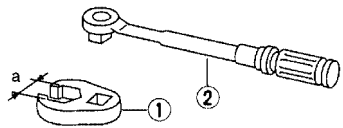
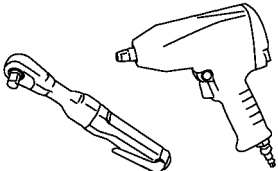
ECS009SH

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
ST20630000 (J-26366) Clutch aligning bar <div style="text-align: center;">  <p>NT405</p> </div>	Installing clutch cover and clutch disc a: 15.8 mm (0.622 in) dia. b: 22.9 mm (0.902 in) dia. c: 45.0 mm (1.772 in)
ST20050240 (—) Diaphragm spring adjusting wrench <div style="text-align: center;">  <p>NT404</p> </div>	Adjusting unevenness of diaphragm spring of clutch cover a: 150 mm (5.91 in) b: 25 mm (0.98 in)
KV32101000 (J-25689-A) Pin punch <div style="text-align: center;">  <p>NT410</p> </div>	Removing and installing spring pin a: 4 mm (0.16 in) dia.

Commercial Service Tools

ECS009SI

Tool name	Description
1. Flare nut crowfoot 2. Torque wrench <div style="text-align: center;">  <p>NT360</p> </div>	Removing and installing clutch piping a: 10 mm (0.39 in)
Power tool <div style="text-align: center;">  <p>PBIC0190E</p> </div>	Loosening bolts and nuts

NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

PF0:00003

NVH TROUBLESHOOTING CHART

ECS009SJ

Use the chart below to help you find the cause of the symptom. The numbers indicate the order of the inspection. If necessary, repair or replace these parts.

		CL-6	CL-7	CL-9	CL-12	EM-118	CL-14	CL-17	CL-17	CL-17	CL-17	CL-17	CL-17	CL-17	CL-17	CL-17	CL-17	CL-17	CL-17, "FLYWHEEL"	
Reference page																				
SUSPECTED PARTS (Possible cause)		CLUTCH PEDAL (Inspection and adjustment)	CLUTCH LINE (Air in line)	MASTER CYLINDER PISTON CUP (Damaged)	OPERATING CYLINDER PISTON CUP (Damaged)	ENGINE MOUNTING (Loose)	RELEASE BEARING (Worn, dirty or damaged)	CLUTCH DISC (Out of true)	CLUTCH DISC (Runout is excessive)	CLUTCH DISC (Lining broken)	CLUTCH DISC (Dirty or burned)	CLUTCH DISC (Oily)	CLUTCH DISC (Worn out)	CLUTCH DISC (Hardened)	CLUTCH DISC (Lack of spline grease)	DIAPHRAGM SPRING (Damaged)	DIAPHRAGM SPRING (Out of tip alignment)	PRESSURE PLATE (Distortion)	FLYWHEEL (Distortion)	
Symptom	Clutch grabs/chatters					1			2			2	2	2				2		
	Clutch pedal spongy		1	2	2															
	Clutch noisy						1													
	Clutch slips	1										2	2				3		4	5
	Clutch does not disengage	1	2	3	4			5	5	5	5	5			5	6	6	7		

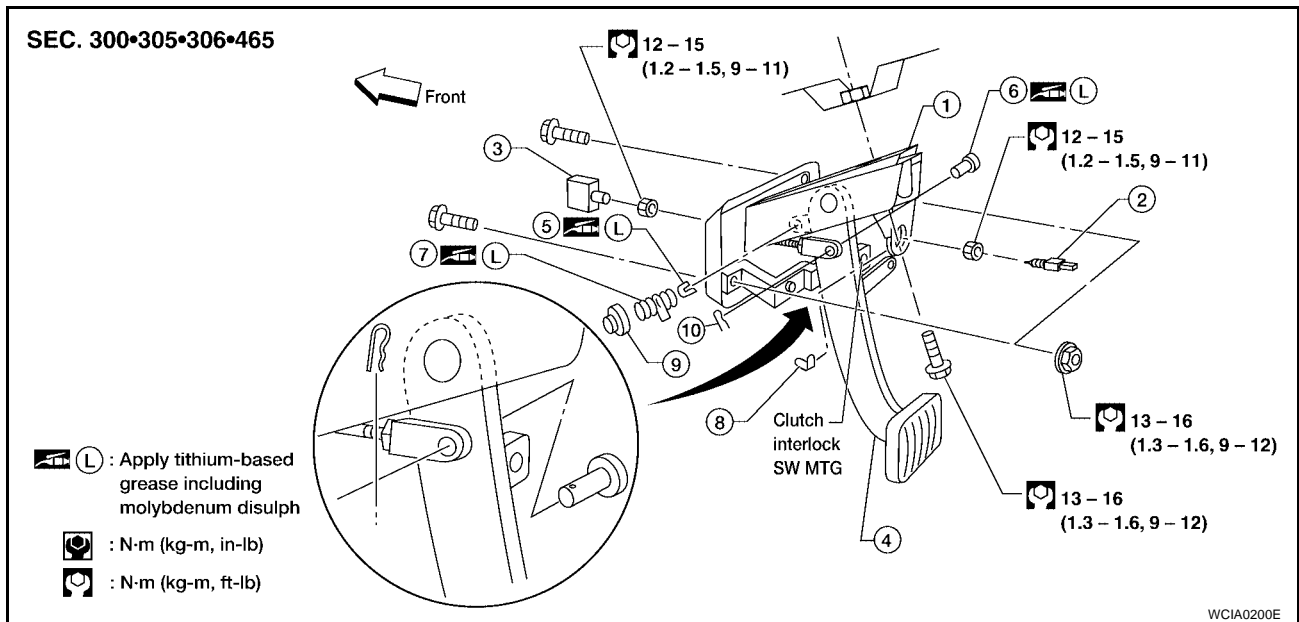
CLUTCH PEDAL

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CLUTCH PEDAL

Components

ECS009SK



- | | | |
|-------------------------|-----------------------|----------------------------|
| 1. Clutch pedal bracket | 2. ASCD clutch switch | 3. Clutch interlock switch |
| 4. Clutch pedal | 5. Bushing | 6. Clevis pin |
| 7. Assist spring | 8. Stopper rubber | 9. Bushing |
| 10. Snap pin | | |

Removal and Installation

REMOVAL

ECS009SL

1. Remove the driver side lower instrument panel. Refer to [IP-15, "Lower Driver Instrument Panel"](#).
2. Disconnect the ASCD clutch switch and the clutch interlock switch. Refer to [PG-64, "HARNESS CONNECTOR"](#).
3. Remove the clutch pedal clevis pin.
4. Remove clutch pedal assembly mounting bolts and nuts.
5. Remove clutch pedal assembly.

INSPECTION AFTER REMOVAL

- Inspect for clutch bending, damage and welding cracks. Replace if necessary.
- Make sure that the assist spring and return spring have not lost their spring. Replace if necessary.

INSTALLATION

Installation is in the reverse order of removal.

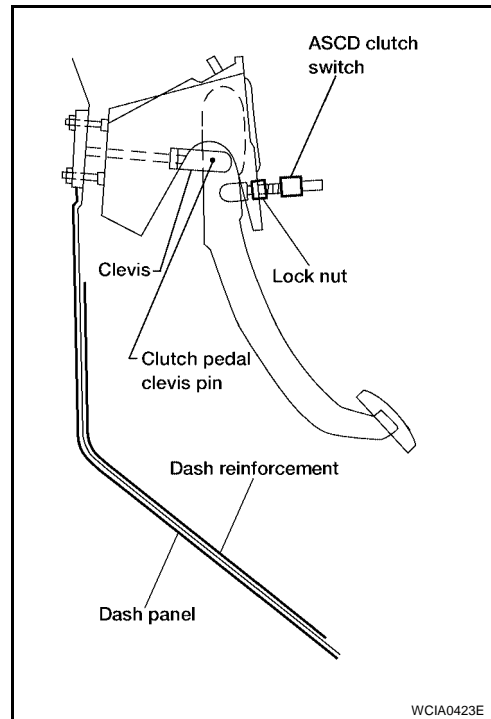
- After installation, refer to [CL-6, "On-vehicle Inspection and Adjustment"](#).

CLUTCH PEDAL

ECS009SM

On-vehicle Inspection and Adjustment

1. Check to see if the clutch pedal clevis pin floats freely in the bore of the clutch pedal. It should not be bound by the clevis or clutch pedal.
 - a. If the pin is not free, check that the ASCD switch is not applying pressure to the clutch pedal causing the pin to bind. To adjust, loosen the ASCD switch bolt lock nut and turn the ASCD switch.
 - b. Tighten the lock nut.
 - c. Verify that the clutch pedal clevis pin floats freely in the bore of the clutch pedal. It should not be bound by the clevis or clutch pedal.
 - d. If the pin is still not free, remove the pin and check for deformation or damage. Replace the pin if necessary. Leave the pin removed for step 2.
2. Check the clutch pedal stroke for free range of movement.
 - a. With the clutch pedal clevis pin removed, manually move the pedal up and down to determine if it moves freely.
 - b. If any sticking is noted, replace the related parts (clutch pedal, pedal bracket, assist spring and bushing). Reassemble the pedal and re-verify that the clevis pin floats freely in the bore of the pedal.



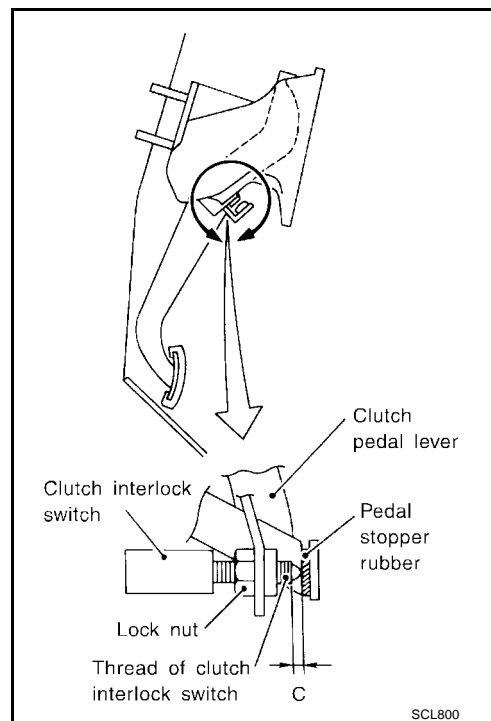
3. Adjust the clearance "C" while fully depressing the clutch pedal (with the clutch interlock switch) as shown.

Clearance "C" : 0.1 – 1.0 mm (0.004 – 0.039 in)

4. Check the clutch hydraulic system components (clutch master cylinder, clutch operating cylinder, clutch withdrawal lever, clutch release bearing, etc.) for sticking or binding.
 - a. If any sticking or binding is noted, repair or replace the related parts as necessary.
 - b. If any hydraulic system repair was necessary, bleed the clutch hydraulic system. Refer to [CL-7, "Air Bleeding Procedure"](#).

NOTE:

Do not use a vacuum assist or any other type of power bleeder on this system. Use of a vacuum assist or power bleeder will not purge all of the air from the system.



CLUTCH FLUID

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CLUTCH FLUID

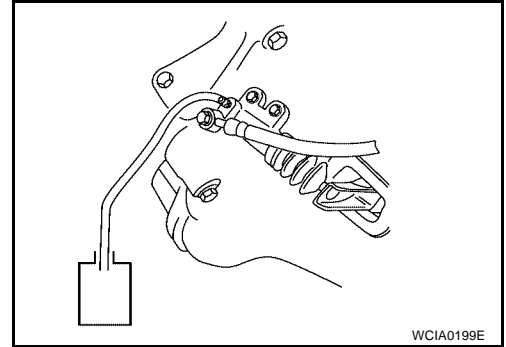
Air Bleeding Procedure

ECS009SN

NOTE:

Do not use a vacuum assist or any other type of power bleeder on this system. Use of a vacuum assist or power bleeder will not purge all the air from the system.

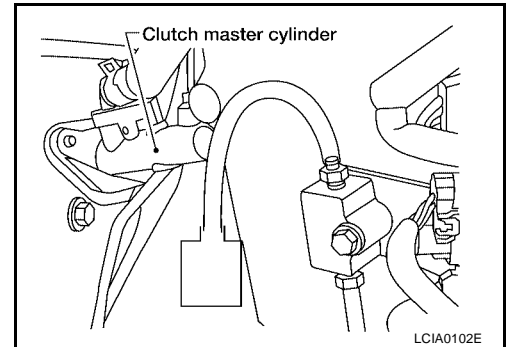
- Bleed air according to the following procedure.
 - Carefully monitor fluid level at reservoir tank during bleeding operation.
 - When bleeding the air from the clutch fluid, first bleed the air from the operating cylinder air bleed valve and then from the bleed connector air bleed valve.
1. Top off reservoir with new recommended brake fluid. Refer to [MA-9, "RECOMMENDED FLUIDS AND LUBRICANTS"](#).
 2. Connect a transparent vinyl tube and container to the air bleeder valve on the clutch operating cylinder.



3. Fully depress the clutch pedal several times.
4. With clutch pedal depressed, open the bleeder valve to release air.
5. Close the bleeder valve.
6. Repeat steps 3 through 5 until clear brake fluid comes out of the air bleeder valve.

Air bleeder valve : 5.9 – 9.8 N·m (0.6 – 1.0 kg·m, 52 – 87 in·lb)

7. Perform steps 1 through 6 for bleeding air from the air bleeder valve on the bleed connector.



CLUTCH MASTER CYLINDER

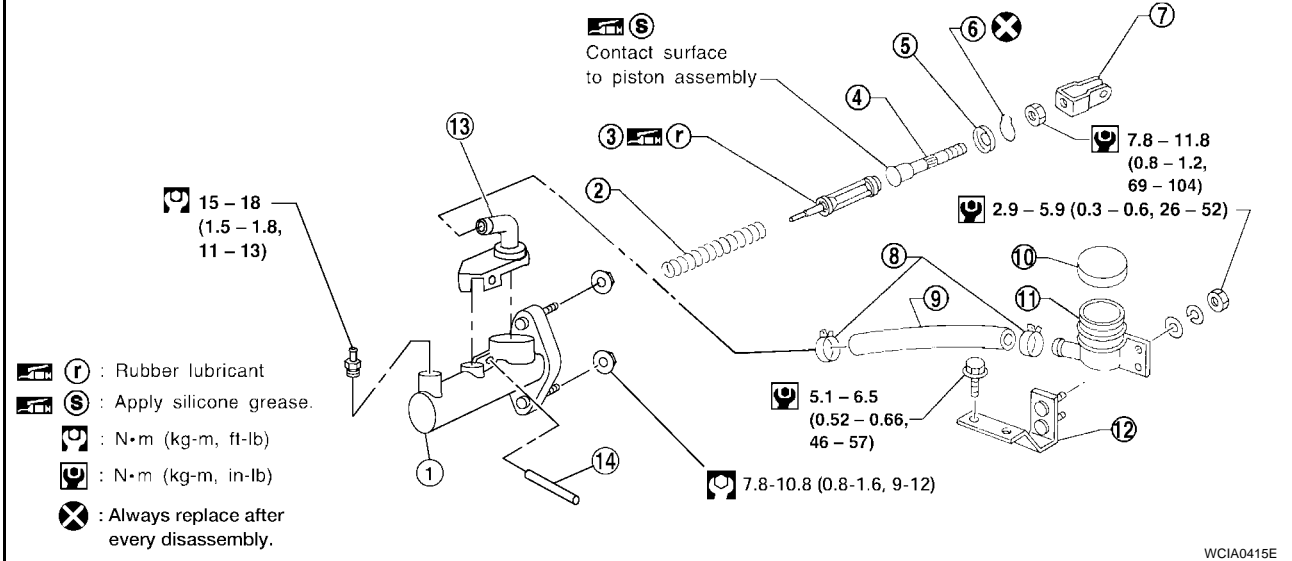
CLUTCH MASTER CYLINDER

PF3:30610

Components

ECS009SO

SEC. 305



- | | | |
|---------------------------|--------------------|--------------------|
| 1. Clutch master cylinder | 2. Return spring | 3. Piston assembly |
| 4. Push rod | 5. Stopper | 6. Stopper ring |
| 7. Clevis | 8. Hose clamp | 9. Hose |
| 10. Reservoir cap | 11. Reservoir tank | 12. Bracket |
| 13. Nipple | 14. Pin | |

Removal and Installation of Clutch Master Cylinder

ECS00AGR

REMOVAL

1. Drain the brake fluid from the clutch hydraulic system.

CAUTION:

Do not splash brake fluid on painted areas; it may cause paint damage. If brake fluid is splashed on painted areas, wash it away with water immediately.

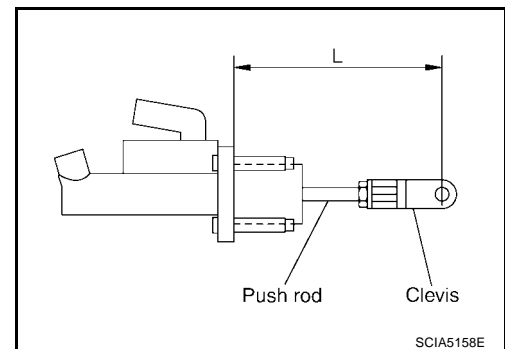
2. Remove clutch line using a flare nut wrench.
3. Remove hose clamp and hose from clutch master cylinder.
4. Remove snap pin from clevis pin, then remove clevis pin from push rod and clevis.
5. Remove the clutch master cylinder nuts, then remove the clutch master cylinder from the vehicle.

INSTALLATION

1. Check position of clevis and push rod. If measurement is outside standard length, adjust position of clevis and push rod.

Length "L" : 119.5 mm (4.70 in)

2. Connect the clutch line to the master cylinder assembly, and hand-tighten the flare nut.



3. Install the master cylinder assembly, tighten the nuts to specification.

Clutch master cylinder nuts : 7.8 - 10.8 N·m (0.8 - 1.6 kg-m, 9 - 12 ft-lb)

4. Install clutch reservoir tank hose and hose clamp to the clutch master cylinder assembly.
5. Tighten the clutch line flare nut to specification using a flare nut torque wrench.

CLUTCH MASTER CYLINDER

Clutch line flare nut : 15 - 18 N·m (1.5 – 1.8 kg-m, 11 – 13 ft-lb)

6. Attach clevis and clevis pin to clutch pedal.
7. Attach snap pin to clevis pin.
8. Inspect and adjust the clutch pedal and bleed the air from the clutch hydraulic system. Refer to [CL-6, "On-vehicle Inspection and Adjustment"](#) and [CL-7, "Air Bleeding Procedure"](#).

Removal and Installation of Clutch Reservoir Tank

ECS00AGS

REMOVAL

1. Drain the brake fluid from the clutch hydraulic system.

CAUTION:

Do not splash brake fluid on painted areas; it may cause paint damage. If brake fluid is splashed on painted areas, wash it away with water immediately.

2. Remove the clamp, then remove the hose from the clutch reservoir tank.
3. Remove the clutch reservoir tank to bracket nuts, then remove the clutch reservoir tank from the vehicle.

INSTALLATION

1. Install the clutch reservoir tank and nuts to the bracket and hand-tighten.
2. Install the hose and clamp to the clutch reservoir tank.
3. Tighten the clutch reservoir tank nuts to specified torque.

Reservoir tank bracket bolts : 5.1 – 6.5 N·m (0.52 – 0.66 kg-m, 46 – 57 in-lb)

Reservoir tank to bracket nuts : 2.9 – 5.9 N·m (0.3 – 0.6 kg-m, 26 – 52 in-lb)

Disassembly and Assembly

ECS009SP

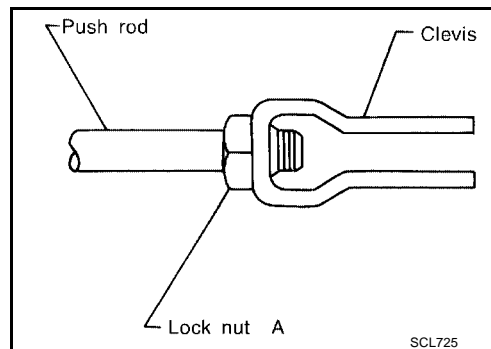
DISASSEMBLY

1. Loosen the push rod lock nut "A" to remove clevis and lock nut "A".

CAUTION:

Clutch pedal height is controlled with position of clevis and push rod.

2. Remove pin and nipple from cylinder body.
3. Remove the dust cover.
4. Remove the stopper ring and stopper, and remove the push rod from the cylinder body. During removal, keep the push rod depressed, to prevent the piston inside the master cylinder from popping out.
5. Remove the piston assembly and return spring from the cylinder body.



INSPECTION AFTER DISASSEMBLY

Inspect for the following, and replace parts as necessary.

- Damage, wear, rust, and pinholes on the cylinder inner wall
- Damage and deformation of the reservoir tank
- Weak spring
- Crack and deformation of the dust cover

CLUTCH MASTER CYLINDER

ASSEMBLY

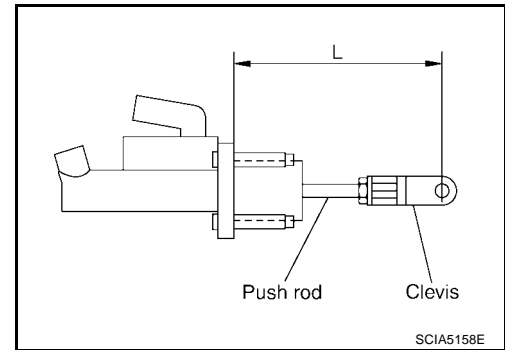
1. Apply rubber lubricant to the sliding part of piston assembly, and insert return spring and piston assembly.
2. Install the stopper to push rod. Install a new stopper ring while keeping piston assembly depressed by hand, so that piston assembly will not pop out.

CAUTION:

Stopper ring cannot be reused. Always use a new stopper ring to assemble.

3. Install dust cover.
4. Install nipple and pin to cylinder body.
5. Install clevis to push rod.
6. Check and adjust position of clevis on push rod. After adjusting "L", tighten lock nut to specification, refer to [CL-8, "Components"](#)

Length "L" : 119.5 mm (4.70 in)

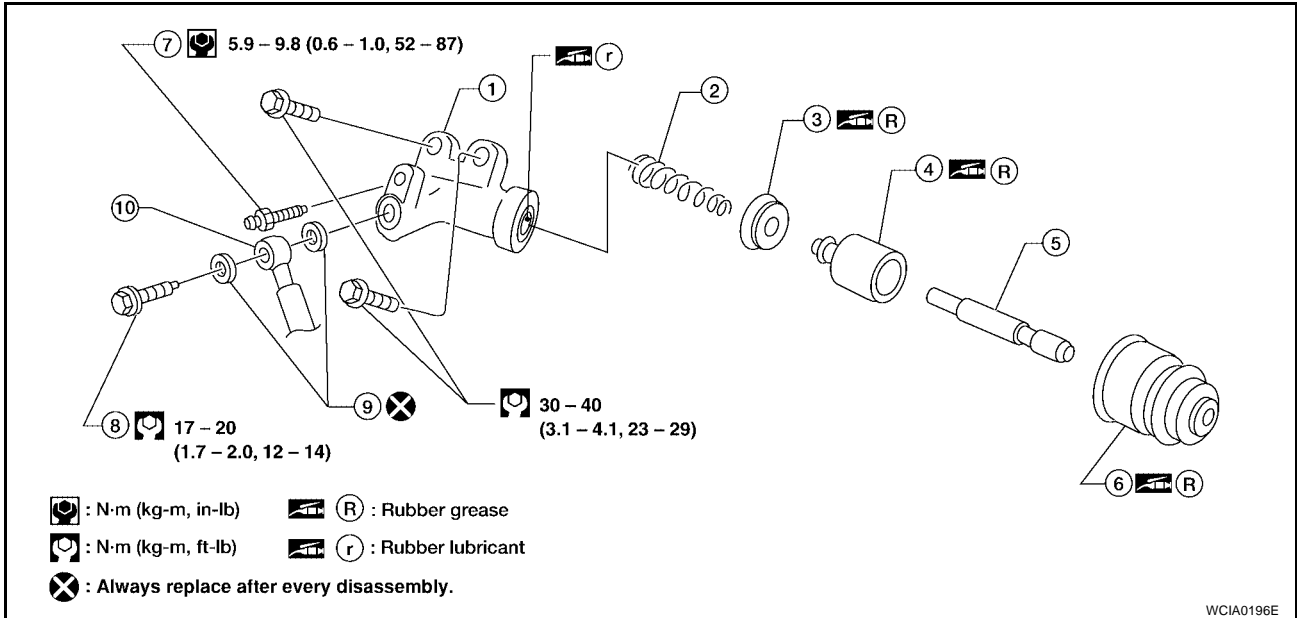


OPERATING CYLINDER

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ECS009SQ

OPERATING CYLINDER Removal and Installation



- | | | |
|------------------|------------------|-------------------|
| 1. Cylinder body | 2. Piston spring | 3. Piston cup |
| 4. Piston | 5. Push rod | 6. Dust cover |
| 7. Air bleeder | 8. Union bolt | 9. Copper washers |
| 10. Clutch hose | | |

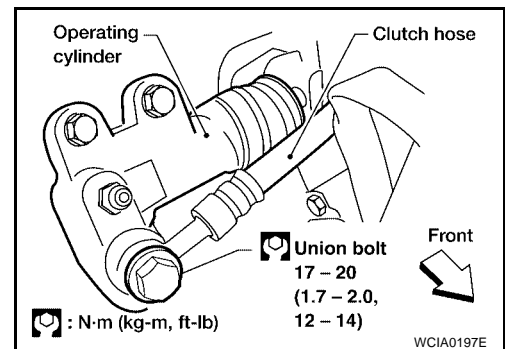
REMOVAL

1. Drain brake fluid from hydraulic clutch system.

CAUTION:

Do not to splash brake fluid on painted areas; it may cause paint damage. If brake fluid is splashed on painted areas, wash it away with water immediately.

2. Remove union bolt and clutch hose from operating cylinder.
3. Remove operating cylinder mounting bolts, and remove cylinder from vehicle.



INSTALLATION

Installation is in the reverse order of removal.

CAUTION:

- Install the clutch hose without twisting it.
- The copper washers of the union bolt cannot be reused. Always use new copper washers when installing the clutch hose.
- After installation, bleed the air from the clutch hydraulic system. Refer to [CL-7. "Air Bleeding Procedure"](#).

OPERATING CYLINDER

Disassembly and Assembly

ECS009SR

DISASSEMBLY

- Remove dust cover, and remove piston assembly from cylinder body.

INSPECTION AFTER DISASSEMBLY

Inspect for following, and replace parts as necessary.

- Damage, foreign material, wear, rust, and pinholes on the cylinder inner surface, piston, and sliding part of piston cup
- Weak spring
- Crack and deformation of dust cover

ASSEMBLY

Assembly is in the reverse order of disassembly.

- Apply recommended rubber grease to piston cup and piston before assembly.

CLUTCH PIPING

PF3:30650

CLUTCH PIPING

Removal and Installation

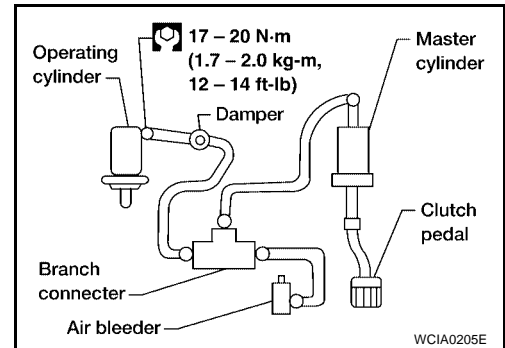
REMOVAL

1. Remove fuel filter mounting bracket.
2. Remove air cleaner and air duct. Refer to [EM-14, "Removal and Installation"](#).
3. Drain the brake fluid from the hydraulic clutch system.

CAUTION:

Do not to splash brake fluid on painted areas; it may cause paint damage. If brake fluid is splashed on painted areas, wash it away with water immediately.

4. Remove flare nut using a flare nut wrench.
5. Remove clutch hose and clutch tube.

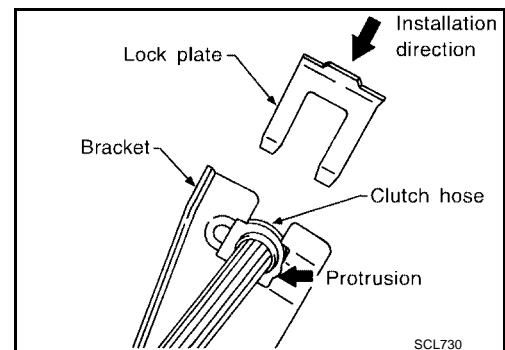


INSTALLATION

1. When installing clutch hose to bracket, face lock plate in the correct direction as shown to secure clutch hose.

CAUTION:

Install clutch hose without twisting or bending it.



2. Tighten flare nut to the specification, using a flare nut wrench.

Flare nut : 15 – 18 N·m (1.5 – 1.8 kg-m, 11 – 13 ft-lb)

CAUTION:

Be careful not to damage flare nut and clutch tube.

3. Install clutch hose to operating cylinder, and tighten the union bolt to the specification.

Clutch hose union bolt : 17 – 20 N·m (1.7 – 2.0 kg-m, 12 – 14 ft-lb)

4. After installation, bleed the air from the clutch hydraulic system. Refer to [CL-7, "Air Bleeding Procedure"](#).

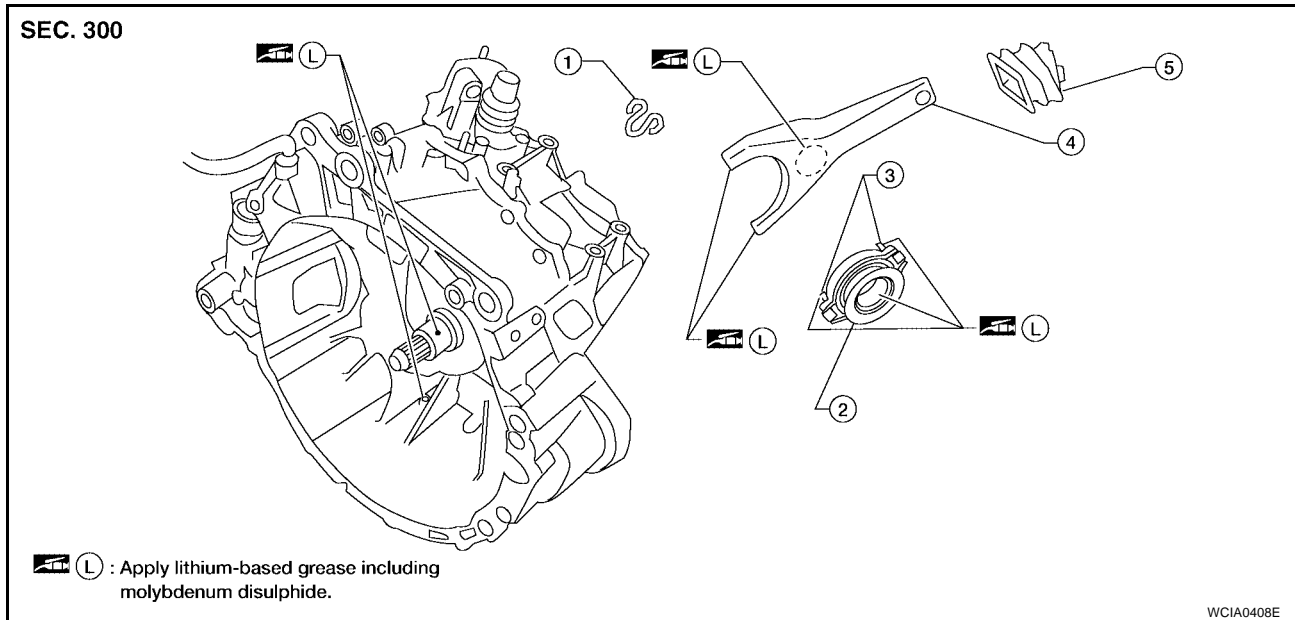
CLUTCH RELEASE MECHANISM

CLUTCH RELEASE MECHANISM

PFP:30502

Removal and Installation

ECS009ST



- | | | |
|---------------------|--------------------------------------|------------------|
| 1. Snap spring | 2. Release bearing non-separate type | 3. Holder spring |
| 4. Withdrawal lever | 5. Dust cover | |

CAUTION:

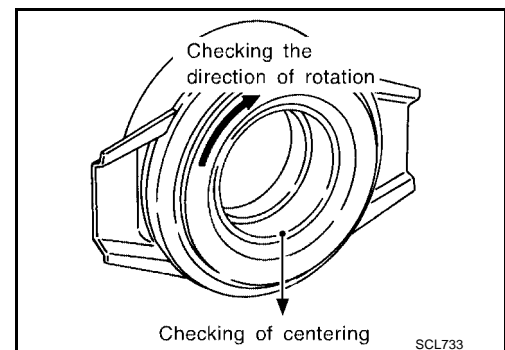
When installing the holder spring pay attention to the direction of the bearing retainer.

REMOVAL

1. Remove manual transaxle from vehicle. Refer to [MT-16, "Removal and Installation"](#).
2. Move withdrawal lever enough to remove release bearing from input shaft, then remove release bearing from withdrawal lever.
3. Remove withdrawal lever snap spring.
4. Pull out withdrawal lever and remove dust cover.

INSPECTION AFTER REMOVAL

- Replace the release bearing if it is seized, damaged, faulty in rotation direction, or has poor aligning function.
- Replace the withdrawal lever if its contact surface is worn abnormally.
- Replace the dust seal if it is deformed or cracked.



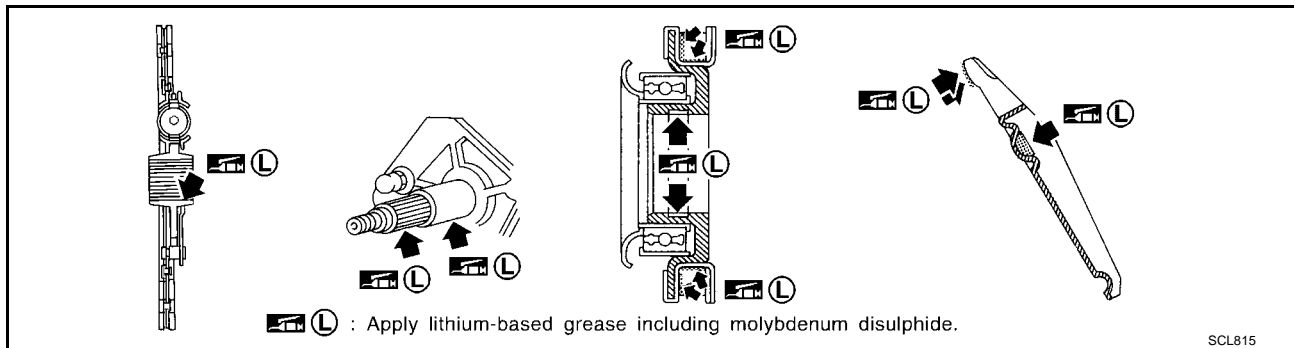
CLUTCH RELEASE MECHANISM

INSTALLATION

Installation is in the reverse order of removal.

NOTE:

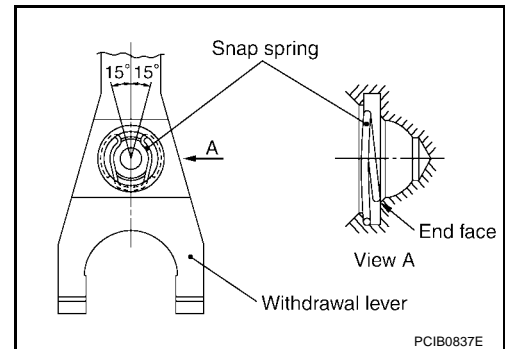
- Clean old grease and abrasive materials off the grease application areas.
- Apply grease to the specified points as shown.



- Apply approximately 1 mm (0.04 in) thick coat of clutch sleeve grease to withdrawal lever and holder spring frictional surfaces.
- Apply a coat of clutch sleeve grease to the grooves on contact surfaces of the withdrawal lever ball pin and inner surface of release bearing; make sure that grease is flush with grooves.
- Apply a thin coat of clutch sleeve grease to release bearing frictional surface. After grease application, install release bearing. Wipe off excess grease forced out during bearing installation.

CAUTION:

- Before installing the manual transaxle to the vehicle, check that each sliding surface slides smoothly by operating withdrawal lever.
- When assembling, make sure that both ends of the snap spring touch the end face of the withdrawal lever.
- Be careful with the orientation of the installation.



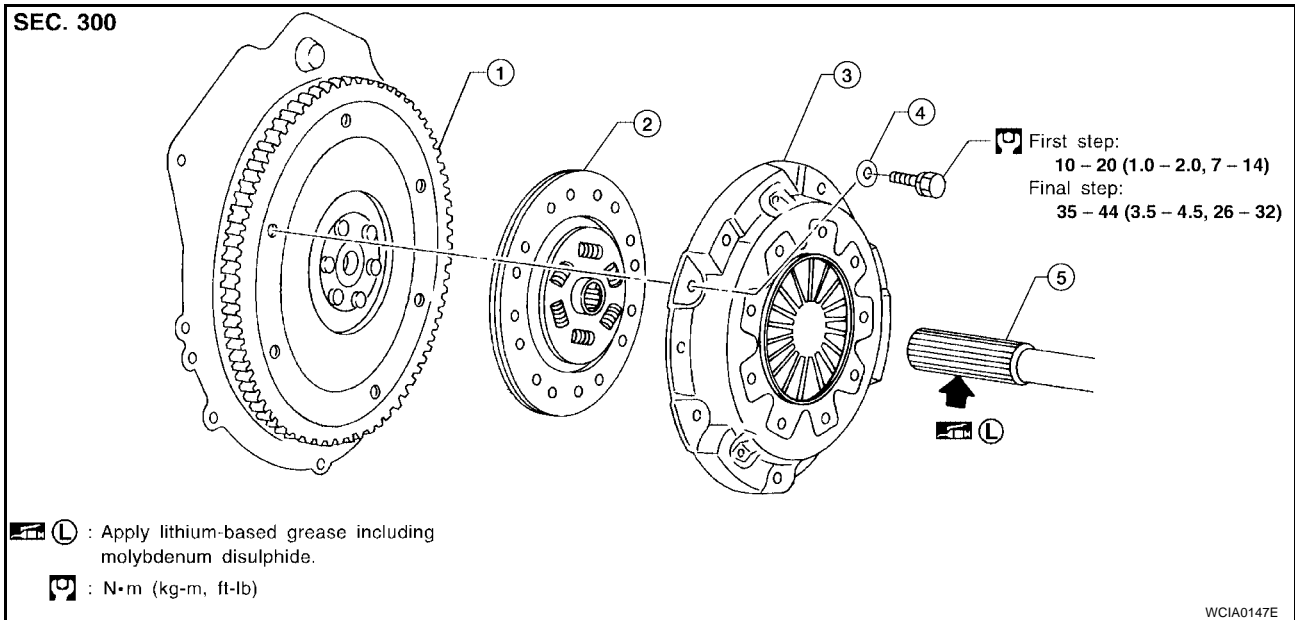
CLUTCH DISC, CLUTCH COVER AND FLYWHEEL

CLUTCH DISC, CLUTCH COVER AND FLYWHEEL

PF30100

Removal and Installation

ECS009SU



1. Flywheel
2. Clutch disc
3. Clutch cover
4. Washer
5. Main drive shaft

CAUTION:

- Do not clean the clutch disc with solvent.
- When installing, do not get grease from the main drive shaft onto the clutch disc friction surface.
- If the flywheel needs to be removed, align the dowel pin with the smallest hole of flywheel. Refer to [EM-144, "Dowel Pin Alignment"](#).

REMOVAL

1. Remove the manual transaxle from the vehicle. Refer to [MT-16, "Removal and Installation"](#).
2. Evenly loosen the bolts holding the clutch cover, using power tool. Then remove the clutch cover and the clutch disc.

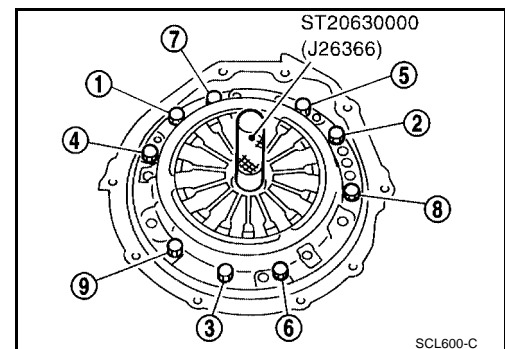
INSTALLATION

Installation is in the reverse order of removal.

- Insert Tool into clutch disc hub when installing clutch cover and disc.
- Be careful not to allow grease to contaminate clutch facing.
- Tighten the clutch cover bolts in the numerical order as shown, in two steps.

First step : 10 – 20 N·m (1.0 – 2.0 kg-m, 7 – 14 ft-lb)

Final step : 35 – 44 N·m (3.5 – 4.5 kg-m, 26 – 32 ft-lb)

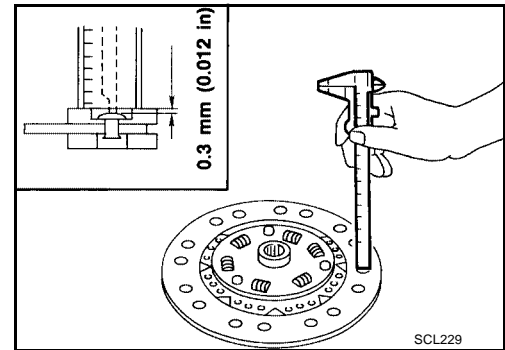


CLUTCH DISC, CLUTCH COVER AND FLYWHEEL

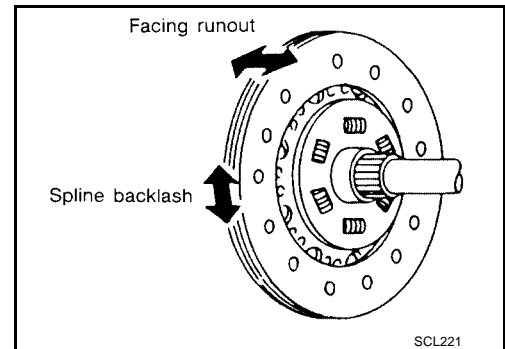
ECS009SV

Inspection and Adjustment after Removal CLUTCH DISC

- Check clutch disc for wear of facing.
Wear limit of facing surface to rivet head : 0.3 mm (0.012 in)

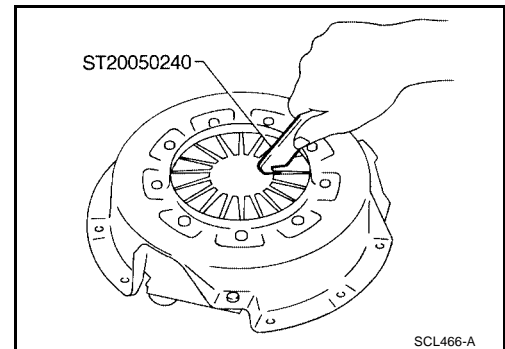


- Check clutch disc for backlash of spline and runout of facing.
Maximum backlash of spline (at outer edge of disc) : 1.0 mm (0.039 in)
Runout limit : 0.7 mm (0.028 in)
Distance of runout check point (from hub center) : 240 mm (9.45 in)
- Check clutch disc for burns, discoloration or oil or grease leakage. Replace if necessary.



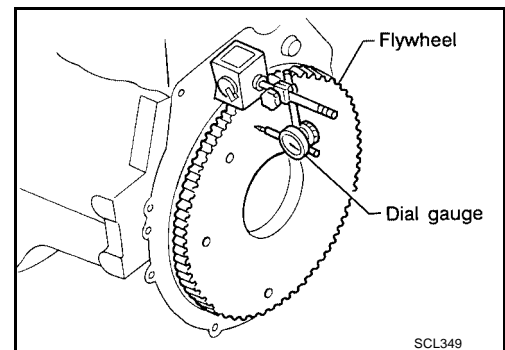
CLUTCH COVER

- Check clutch cover installed on vehicle for unevenness of diaphragm spring toe height.
Uneven limit : 1.0 mm (0.039 in)
- If out of limit, adjust the height using Tool.



FLYWHEEL

- Check contact surface of flywheel for slight burns or discoloration. Repair flywheel with emery paper.
- Check the flywheel runout. Refer to [EM-143, "FLYWHEEL RUNOUT \(M/T\)"](#).



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SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

PF00100

Clutch Control System

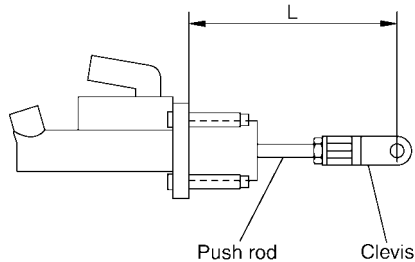
ECS009SW

Type of clutch control	Hydraulic
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Clutch Master Cylinder

ECS009SX

Unit: mm (in)



SCIA5158E

Inner diameter	15.87 (5/8)
Length "L" of clevis on pushrod	119.5 (4.70)

Clutch Operating Cylinder

ECS009SY

Unit: mm (in)

Inner diameter	17.46 (11/16)
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Clutch Disc

ECS009SZ

Model	250
Facing size (Outer dia. × inner dia. × thickness)	250 mm × 170 mm × 3.2 mm (9.84 in × 6.69 in × 0.126 in)
Thickness of disc assembly (With load)	7.4 mm (0.291 in) with 8340 N (850 kg, 1875 lb)
Wear limit of facing surface to rivet head	0.3 mm (0.012 in)
Facing runout limit	0.7 mm (0.028 in)
Distance of runout check point (from the hub center)	240 mm (9.45 in)
Maximum spline backlash (at outer edge of disc)	1.0 mm (0.039 in)

Clutch Cover

ECS009T0

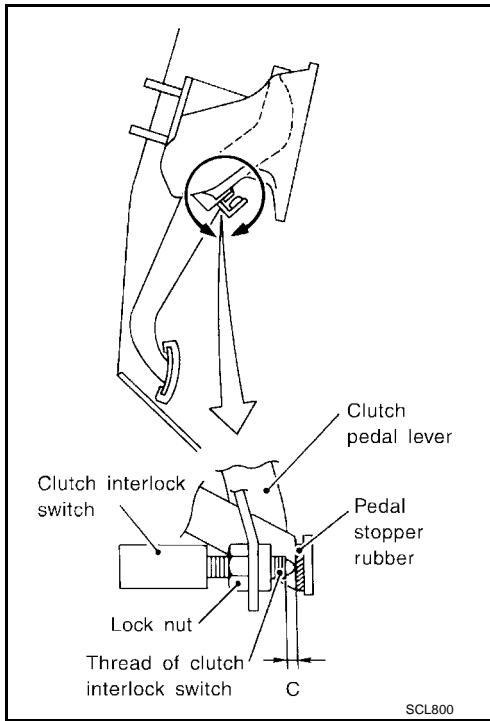
Model	250
Set load	8,340 N (850 kg, 1875 lb)
Set height	40.5 mm (1.59 in)
Uneven limit of diaphragm spring toe height	1.0 mm (0.039 in)

SERVICE DATA AND SPECIFICATIONS (SDS)

Clutch Pedal

ECS009T1

Unit: mm (in)



Clearance "C" between pedal stopper rubber and clutch interlock switch threaded end while clutch pedal is fully depressed.

0.1 - 1.0 (0.004 - 0.039)

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SERVICE DATA AND SPECIFICATIONS (SDS)
