

SECTION **EXT**
EXTERIOR

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PRECAUTIONS

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PRECAUTION

PRECAUTIONS

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

INFOID:000000003898707

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 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, 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 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.

Precaution Necessary for Steering Wheel Rotation after Battery Disconnect

INFOID:000000004289722

NOTE:

- Before removing and installing any control units, first turn the push-button ignition switch to the LOCK position, then disconnect both battery cables.
- After finishing work, confirm that all control unit connectors are connected properly, then re-connect both battery cables.
- Always use CONSULT-III to perform self-diagnosis as a part of each function inspection after finishing work. If a DTC is detected, perform trouble diagnosis according to self-diagnosis results.

This vehicle is equipped with a push-button ignition switch and a steering lock unit.

If the battery is disconnected or discharged, the steering wheel will lock and cannot be turned.

If turning the steering wheel is required with the battery disconnected or discharged, follow the procedure below before starting the repair operation.

OPERATION PROCEDURE

1. Connect both battery cables.

NOTE:

Supply power using jumper cables if battery is discharged.

2. Carry the Intelligent Key or insert it to the key slot and turn the push-button ignition switch to ACC position. (At this time, the steering lock will be released.)
3. Disconnect both battery cables. The steering lock will remain released with both battery cables disconnected and the steering wheel can be turned.
4. Perform the necessary repair operation.
5. When the repair work is completed, re-connect both battery cables. With the brake pedal released, turn the push-button ignition switch from ACC position to ON position, then to LOCK position. (The steering wheel will lock when the push-button ignition switch is turned to LOCK position.)
6. Perform self-diagnosis check of all control units using CONSULT-III.

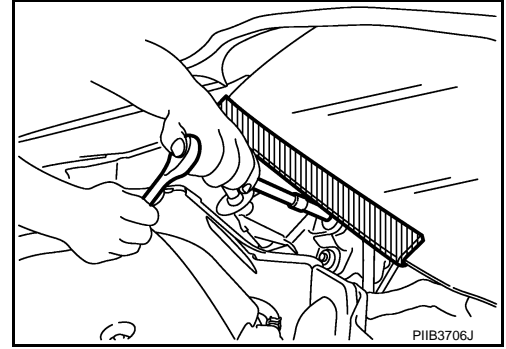
PRECAUTIONS

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Precaution for Procedure without Cowl Top Cover

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



Precaution

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- When removing or disassembling any part, be careful not to damage or deform it. Protect parts which may get in the way with cloth.
- When removing parts with a screwdriver or other tool, protect parts by wrapping them with vinyl or tape.
- Keep removed parts protected with cloth.
- If a clip is deformed or damaged, replace it.
- If an un reusable part is removed, replace it with a new one.
- Tighten bolts and nuts firmly to the specified torque.
- After re-assembly has been completed, make sure each part functions correctly.
- Remove stains in the following way.
 - Water-soluble stains:
Dip a cloth in warm water, and squeeze tightly. After wiping the stain, wipe with a soft dry cloth.
 - Oil stain:
Dissolve a synthetic detergent in warm water (density of 2 to 3% or less), dip the cloth, and then clean off the stain with the cloth. Next, dip the soft cloth in fresh water, and then squeeze it tightly. Clean off the detergent completely. Then wipe the area with a soft dry cloth.
- Do not use any organic solvent, such as thinner or benzene.

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PREPARATION

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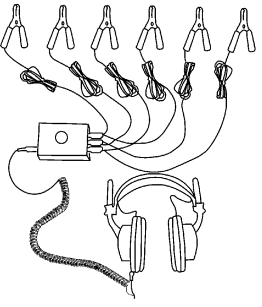
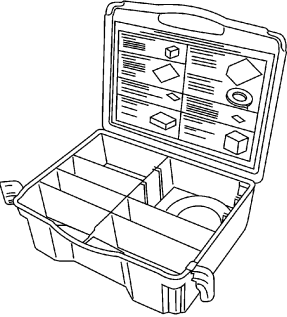
PREPARATION

PREPARATION

Special Service Tools

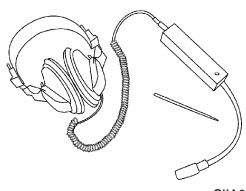
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The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
<p>— (J-39570) Chassis ear</p>  <p style="text-align: right;">SBT839</p>	<p>Locating the noise</p>
<p>— (J-43980) NISSAN Squeak and Rattle kit</p>  <p style="text-align: right;">SBT840</p>	<p>Repairing the cause of noise</p>

Commercial Service Tool

INFOID:000000003898711

(Kent-Moore No.) Tool name	Description
<p>(J-39565) Engine ear</p>  <p style="text-align: right;">SIAA0995E</p>	<p>Locating the noise</p>

SQUEAK AND RATTLE TROUBLE DIAGNOSES

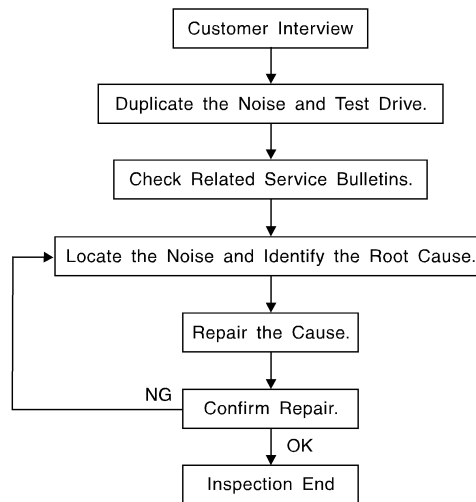
< ON-VEHICLE MAINTENANCE >

ON-VEHICLE MAINTENANCE

SQUEAK AND RATTLE TROUBLE DIAGNOSES

Work Flow

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SBT842

CUSTOMER INTERVIEW

Interview the customer, if possible, to determine the conditions that exist when the noise occurs. Use the Diagnostic Worksheet during the interview to document the facts and conditions when the noise occurs and any customer's comments; refer to [EXT-9. "Diagnostic Worksheet"](#). This information is necessary to duplicate the conditions that exist when the noise occurs.

- The customer may not be able to provide a detailed description or the location of the noise. Attempt to obtain all the facts and conditions that exist when the noise occurs (or does not occur).
 - If there is more than one noise in the vehicle, be sure to diagnose and repair the noise that the customer is concerned about. This can be accomplished by test driving the vehicle with the customer.
 - After identifying the type of noise, isolate the noise in terms of its characteristics. The noise characteristics are provided so the customer, service adviser and technician are all speaking the same language when defining the noise.
- Squeak — (Like tennis shoes on a clean floor)
Squeak characteristics include the light contact/fast movement/brought on by road conditions/hard surfaces = higher pitch noise/softer surfaces = lower pitch noises/edge to surface = chirping
 - Creak — (Like walking on an old wooden floor)
Creak characteristics include firm contact/slow movement/twisting with a rotational movement/pitch dependent on materials/often brought on by activity.
 - Rattle — (Like shaking a baby rattle)
Rattle characteristics include the fast repeated contact/vibration or similar movement/loose parts/missing clip or fastener/incorrect clearance.
 - Knock — (Like a knock on a door)
Knock characteristics include hollow sounding/sometimes repeating/often brought on by driver action.
 - Tick — (Like a clock second hand)
Tick characteristics include gentle contacting of light materials/loose components/can be caused by driver action or road conditions.
 - Thump — (Heavy, muffled knock noise)
Thump characteristics include softer knock/dead sound often brought on by activity.
 - Buzz — (Like a bumblebee)
Buzz characteristics include high frequency rattle/firm contact.
- Often the degree of acceptable noise level will vary depending upon the person. A noise that you may judge as acceptable may be very irritating to the customer.
 - Weather conditions, especially humidity and temperature, may have a great effect on noise level.

DUPLICATE THE NOISE AND TEST DRIVE

SQUEAK AND RATTLE TROUBLE DIAGNOSES

< ON-VEHICLE MAINTENANCE >

If possible, drive the vehicle with the customer until the noise is duplicated. Note any additional information on the Diagnostic Worksheet regarding the conditions or location of the noise. This information can be used to duplicate the same conditions when you confirm the repair.

If the noise can be duplicated easily during the test drive, to help identify the source of the noise, try to duplicate the noise with the vehicle stopped by doing one or all of the following:

- Close a door.
- Tap or push/pull around the area where the noise appears to be coming from.
- Rev the engine.
- Use a floor jack to recreate vehicle "twist".
- At idle, apply engine load (electrical load, half-clutch on M/T model, drive position on CVT and A/T model).
- Raise the vehicle on a hoist and hit a tire with a rubber hammer.
- Drive the vehicle and attempt to duplicate the conditions the customer states exist when the noise occurs.
- If it is difficult to duplicate the noise, drive the vehicle slowly on an undulating or rough road to stress the vehicle body.

CHECK RELATED SERVICE BULLETINS

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

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

LOCATE THE NOISE AND IDENTIFY THE ROOT CAUSE

1. Narrow down the noise to a general area. To help pinpoint the source of the noise, use a listening tool (Chassis Ear: J-39570, Engine Ear: J-39565 and mechanics stethoscope).
2. Narrow down the noise to a more specific area and identify the cause of the noise by:
 - Removing the components in the area that you suspect the noise is coming from.
Do not use too much force when removing clips and fasteners, otherwise clips and fasteners can be broken or lost during the repair, resulting in the creation of new noise.
 - Tapping or pushing/pulling the component that you suspect is causing the noise.
Do not tap or push/pull the component with excessive force, otherwise the noise will be eliminated only temporarily.
 - Feeling for a vibration with your hand by touching the component(s) that you suspect is (are) causing the noise.
 - Placing a piece of paper between components that you suspect are causing the noise.
 - Looking for loose components and contact marks.

Refer to [EXT-7, "Generic Squeak and Rattle Troubleshooting"](#).

REPAIR THE CAUSE

- If the cause is a loose component, tighten the component securely.
- If the cause is insufficient clearance between components:
 - Separate components by repositioning or loosening and retightening the component, if possible.
 - Insulate components with a suitable insulator such as urethane pads, foam blocks, felt cloth tape or urethane tape. A NISSAN Squeak and Rattle Kit (J-43980) is available through your authorized NISSAN Parts Department.

CAUTION:

Do not use excessive force as many components are constructed of plastic and may be damaged.

Always check with the Parts Department for the latest parts information.

The following materials are contained in the NISSAN Squeak and Rattle Kit (J-43980). Each item can be ordered separately as needed.

URETHANE PADS [1.5 mm (0.059 in) thick]

Insulates connectors, harness, etc.

76268-9E005: 100 x 135 mm (3.94 x 5.31 in)/76884-71L01: 60 x 85 mm (2.36 x 3.35 in)/76884-71L02: 15 x 25 mm (0.59 x 0.98 in)

INSULATOR (Foam blocks)

Insulates components from contact. Can be used to fill space behind a panel.

73982-9E000: 45 mm (1.77 in) thick, 50 x 50 mm (1.97 x 1.97 in)/73982-50Y00: 10 mm (0.39 in) thick, 50 x 50 mm (1.97 x 1.97 in)

INSULATOR (Light foam block)

80845-71L00: 30 mm (1.18 in) thick, 30 x 50 mm (1.18 x 1.97 in)

FELT CLOTH TAPE

Used to insulate where movement does not occur. Ideal for instrument panel applications.

68370-4B000: 15 x 25 mm (0.59 x 0.98 in) pad/68239-13E00: 5 mm (0.20 in) wide tape roll

SQUEAK AND RATTLE TROUBLE DIAGNOSES

< ON-VEHICLE MAINTENANCE >

The following materials, not found in the kit, can also be used to repair squeaks and rattles.

UHMW (TEFLON) TAPE

Insulates where slight movement is present. Ideal for instrument panel applications.

SILICONE GREASE

Used in place of UHMW tape that will be visible or not fit.

Note: Will only last a few months.

SILICONE SPRAY

Use when grease cannot be applied.

DUCT TAPE

Use to eliminate movement.

CONFIRM THE REPAIR

Confirm that the cause of a noise is repaired by test driving the vehicle. Operate the vehicle under the same conditions as when the noise originally occurred. Refer to the notes on the Diagnostic Worksheet.

Generic Squeak and Rattle Troubleshooting

INFOID:000000003898713

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

INSTRUMENT PANEL

Most incidents are caused by contact and movement between:

1. The cluster lid A and instrument panel
2. Acrylic lens and combination meter housing
3. Instrument panel to front pillar garnish
4. Instrument panel to windshield
5. Instrument panel mounting pins
6. Wiring harnesses behind the combination meter
7. A/C defroster duct and duct joint

These incidents can usually be located by tapping or moving the components to duplicate the noise or by pressing on the components while driving to stop the noise. Most of these incidents can be repaired by applying felt cloth tape or silicone spray (in hard to reach areas). Urethane pads can be used to insulate wiring harness.

CAUTION:

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

CENTER CONSOLE

Components to pay attention to include:

1. Shifter assembly cover to finisher
2. A/C control unit and cluster lid C
3. Wiring harnesses behind audio and A/C control unit

The instrument panel repair and isolation procedures also apply to the center console.

DOORS

Pay attention to the:

1. Finisher and inner panel making a slapping noise
2. Inside handle escutcheon to door finisher
3. Wiring harnesses tapping
4. Door striker out of alignment causing a popping noise on starts and stops

Tapping or moving the components or pressing on them while driving to duplicate the conditions can isolate many of these incidents. You can usually insulate the areas with felt cloth tape or insulator foam blocks from the NISSAN Squeak and Rattle Kit (J-43980) to repair the noise.

TRUNK

Trunk noises are often caused by a loose jack or loose items put into the trunk by the owner.

In addition look for:

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

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SQUEAK AND RATTLE TROUBLE DIAGNOSES

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3. The trunk lid torsion bars knocking together
4. A loose license plate or bracket

Most of these incidents can be repaired by adjusting, securing or insulating the item(s) or component(s) causing the noise.

SUNROOF/HEADLINING

Noises in the sunroof/headlining area can often be traced to one of the following:

1. Sunroof lid, rail, linkage or seals making a rattle or light knocking noise
2. Sun visor shaft shaking in the holder
3. Front or rear windshield touching headliner and squeaking

Again, pressing on the components to stop the noise while duplicating the conditions can isolate most of these incidents. Repairs usually consist of insulating with felt cloth tape.

OVERHEAD CONSOLE (FRONT AND REAR)

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

In addition look for:

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

SEATS

When isolating seat noise it's important to note the position the seat is in and the load placed on the seat when the noise is present. These conditions should be duplicated when verifying and isolating the cause of the noise.

Cause of seat noise include:

1. Headrest rods and holder
2. A squeak between the seat pad cushion and frame
3. The rear seatback lock and bracket

These noises can be isolated by moving or pressing on the suspected components while duplicating the conditions under which the noise occurs. Most of these incidents can be repaired by repositioning the component or applying urethane tape to the contact area.

UNDERHOOD

Some interior noise may be caused by components under the hood or on the engine wall. The noise is then transmitted into the passenger compartment.

Causes of transmitted underhood noise include:

1. Any component mounted to the engine wall
2. Components that pass through the engine wall
3. Engine wall mounts and connectors
4. Loose radiator mounting pins
5. Hood bumpers out of adjustment
6. Hood striker out of adjustment

These noises can be difficult to isolate since they cannot be reached from the interior of the vehicle. The best method is to secure, move or insulate one component at a time and test drive the vehicle. Also, engine RPM or load can be changed to isolate the noise. Repairs can usually be made by moving, adjusting, securing, or insulating the component causing the noise.

SQUEAK AND RATTLE TROUBLE DIAGNOSES

< ON-VEHICLE MAINTENANCE >

Diagnostic Worksheet

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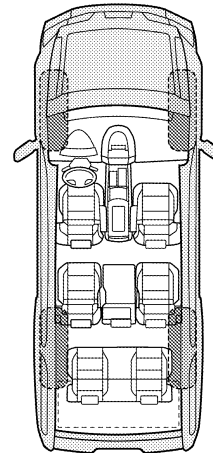
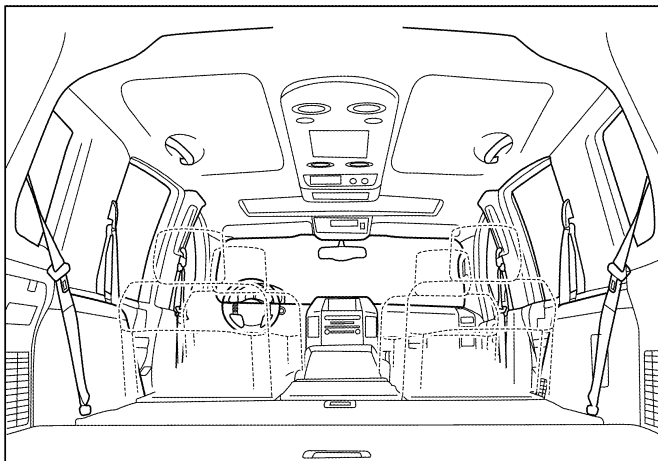
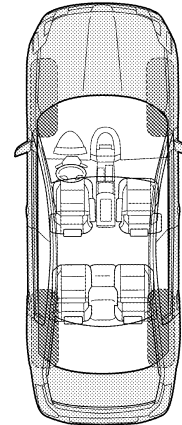
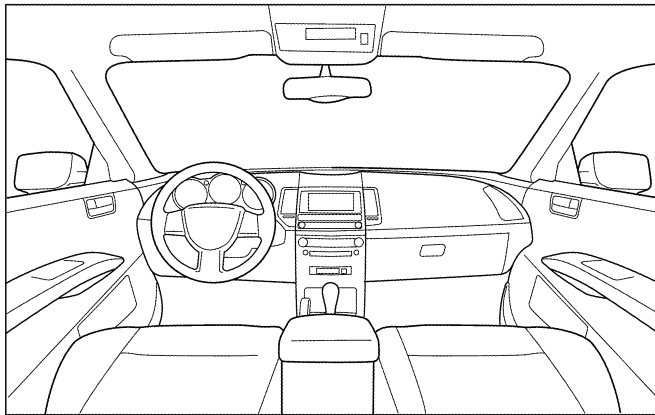
Dear Customer:

We are concerned about your satisfaction with your vehicle. Repairing a squeak or rattle sometimes can be very difficult. To help us fix your vehicle right the first time, please take a moment to note the area of the vehicle where the squeak or rattle occurs and under what conditions. You may be asked to take a test drive with a service advisor or technician to ensure we confirm the noise you are hearing.

SQUEAK & RATTLE DIAGNOSTIC WORKSHEET

I. WHERE DOES THE NOISE COME FROM? (circle the area of the vehicle)

The illustrations are for reference only, and may not reflect the actual configuration of your vehicle.



Continue to page 2 of the worksheet and briefly describe the location of the noise or rattle. In addition, please indicate the conditions which are present when the noise occurs.

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SQUEAK AND RATTLE TROUBLE DIAGNOSES

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SQUEAK & RATTLE DIAGNOSTIC WORKSHEET - page 2

Briefly describe the location where the noise occurs:

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

- | | |
|---|--|
| <input type="checkbox"/> Anytime | <input type="checkbox"/> After sitting out in the rain |
| <input type="checkbox"/> 1st time in the morning | <input type="checkbox"/> When it is raining or wet |
| <input type="checkbox"/> Only when it is cold outside | <input type="checkbox"/> Dry or dusty conditions |
| <input type="checkbox"/> Only when it is hot outside | <input type="checkbox"/> Other: |

III. WHEN DRIVING:

- Through driveways
- Over rough roads
- Over speed bumps
- Only about ____ mph
- On acceleration
- Coming to a stop
- On turns: left, right or either (circle)
- With passengers or cargo
- Other: _____
- After driving ____ miles or ____ minutes

IV. WHAT TYPE OF NOISE

- Squeak (like tennis shoes on a clean floor)
- Creak (like walking on an old wooden floor)
- Rattle (like shaking a baby rattle)
- Knock (like a knock at the door)
- Tick (like a clock second hand)
- Thump (heavy muffled knock noise)
- Buzz (like a bumble bee)

TO BE COMPLETED BY DEALERSHIP PERSONNEL

Test Drive Notes:

	YES	NO	Initials of person performing
Vehicle test driven with customer	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Noise verified on test drive	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Noise source located and repaired	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Follow up test drive performed to confirm repair	<input type="checkbox"/>	<input type="checkbox"/>	_____

VIN: _____ Customer Name _____

W.O.# _____ Date: _____

This form must be attached to Work Order

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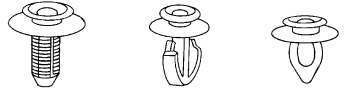


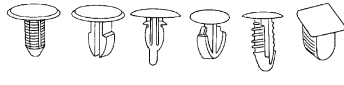
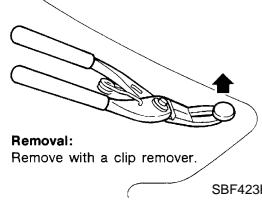

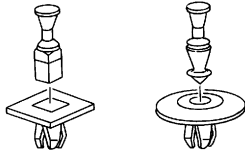
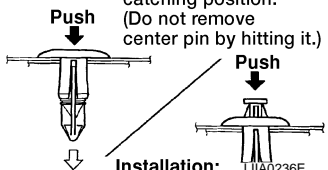

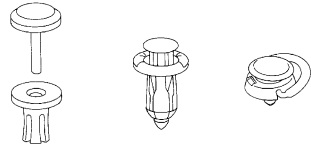
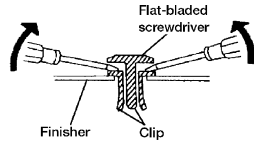

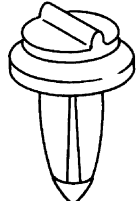
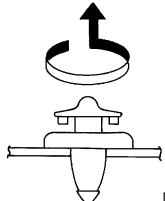

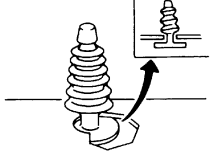
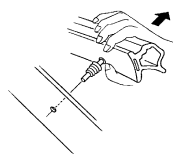

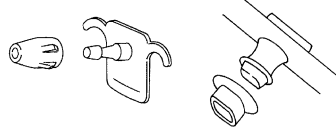
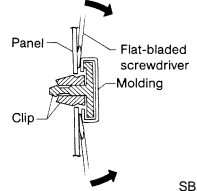
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Clip and Fastener

- Clips and fasteners in EXT section correspond to the following numbers and symbols.
- Replace any clips and/or fasteners which are damaged during removal or installation.


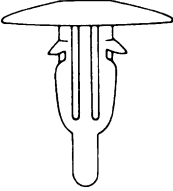
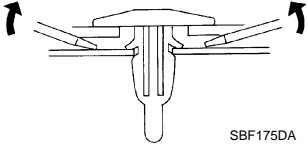

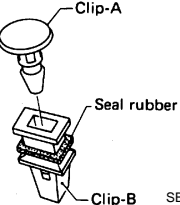
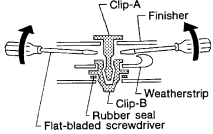

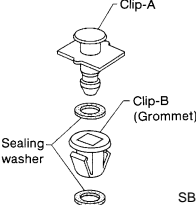
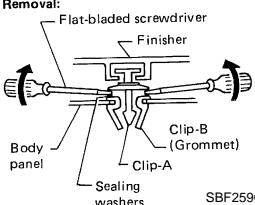

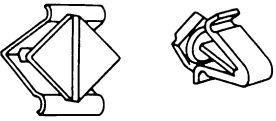
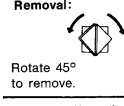


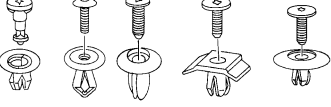
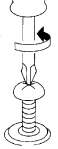

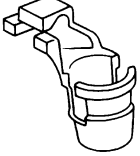
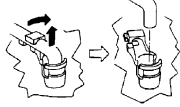



SQUEAK AND RATTLE TROUBLE DIAGNOSES

< ON-VEHICLE MAINTENANCE >

Symbol No.	Shapes	Removal & Installation	
<p>C101</p> 	 <p>SBF302H</p>	<p>Removal: Remove by bending up with flat-bladed screwdrivers or clip remover.</p>  <p>SBF367BA</p>	<p>A B C</p>
<p>C103</p> 	 <p>SBT095</p>	<p>Removal: Remove with a clip remover.</p>  <p>SBF423H</p>	<p>D E F</p>
<p>C203</p> 	 <p>SBF258G</p>	<p>Push Push center pin to catching position. (Do not remove center pin by hitting it.)</p>  <p>Installation: LIA0236E</p>	<p>G H</p>
<p>C205</p> 	 <p>MBT080A</p>	<p>Removal:</p>  <p>Flat-bladed screwdriver Finisher Clip</p> <p>SBF638CA</p>	<p>I J</p>
<p>C206</p> 	 <p>MBF519B</p>	 <p>MBF520B</p>	<p>EXT L M</p>
<p>CE103</p> 	 <p>SBF104B</p>	<p>Removal:</p>  <p>SBF147B</p>	<p>N O</p>
<p>CE107</p> 	 <p>SBF411H</p>	<p>Removal:</p>  <p>Panel Flat-bladed screwdriver Molding Clip</p> <p>SBF767B</p>	<p>P</p>

SQUEAK AND RATTLE TROUBLE DIAGNOSES

< ON-VEHICLE MAINTENANCE >

Symbol No.	Shapes	Removal & Installation
<p>CE117</p> 	 <p>SBF174D</p>	<p>Removal: Remove by bending up with a flat-bladed screwdriver or pliers.</p>  <p>SBF175DA</p>
<p>CF110</p> 	 <p>SBF648B</p>	<p>Removal:</p>  <p>SBF649B</p>
<p>CF118</p> 	 <p>SBF151D</p>	<p>Removal:</p>  <p>SBF259G</p>
<p>CG101</p> 	 <p>SBF145B</p>	<p>Removal: Rotate 45° to remove.</p>  <p>Installation:</p>  <p>SBF085B</p>
<p>CS101</p> 	 <p>SBF078B</p>	<p>Removal:</p> <ol style="list-style-type: none"> Screw out with a Phillips screwdriver. Remove female portion with flat-bladed screwdriver.  <p>SBF992G</p>
<p>CR103</p> 	 <p>SBF768B</p>	<p>Removal: Holder portion of clip must be spread out to remove rod.</p>  <p>SBF770B</p>
<p>Metal Clip</p> 	 <p>WBT072</p>	<p>Removal:</p>  <p>WBT073</p>

FRONT BUMPER

< ON-VEHICLE REPAIR >

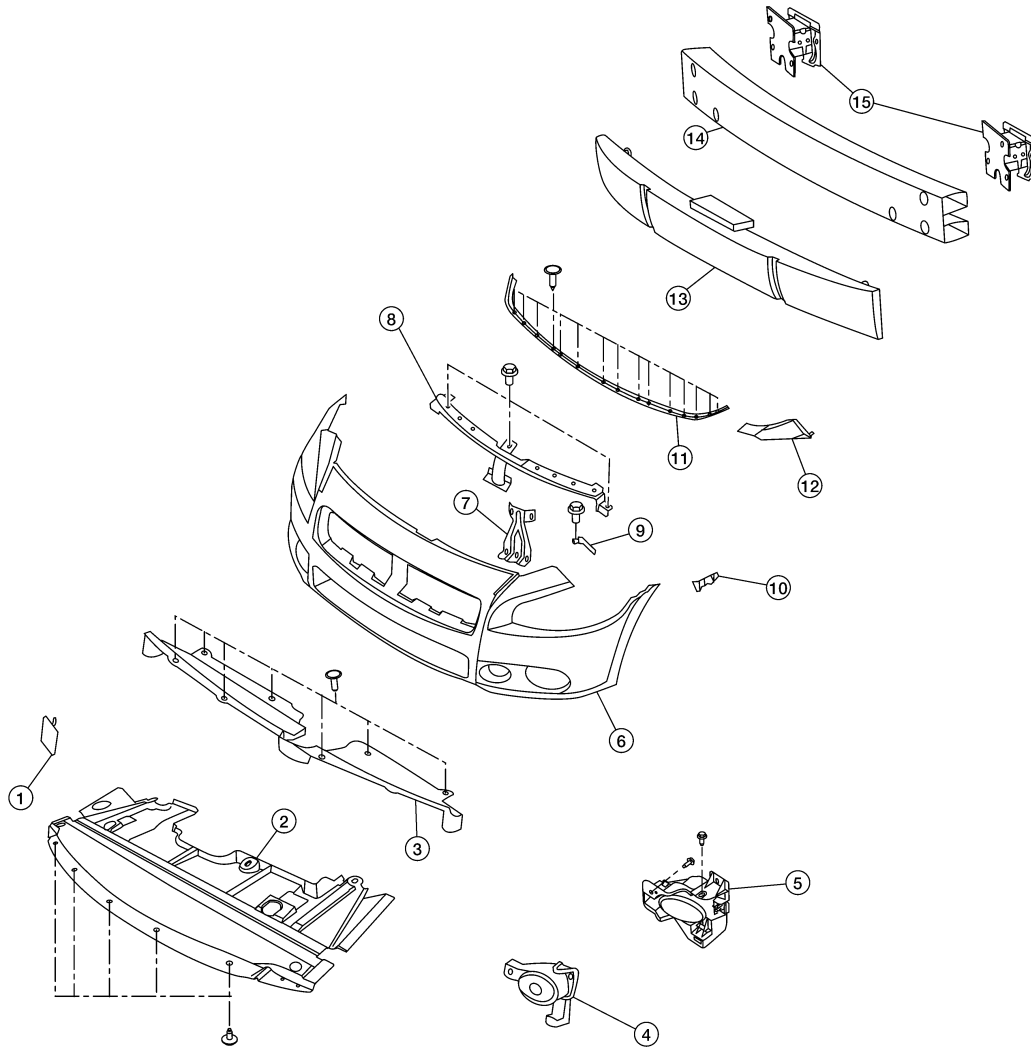
ON-VEHICLE REPAIR

FRONT BUMPER

Exploded View

INFOID:000000004269384

SEC. 620



- | | | |
|-------------------------------|--------------------------------|-------------------------------|
| 1. Recovery hook access cover | 2. Engine under cover | 3. Core support cover |
| 4. Fog lamp cover | 5. Fog lamp (if equipped) | 6. Front bumper fascia |
| 7. Center support bracket | 8. Upper fascia support | 9. Front bumper upper bracket |
| 10. Front bumper side bracket | 11. Front bumper fascia seal | 12. Front bumper stiffener |
| 13. Energy absorbing foam | 14. Front bumper reinforcement | 15. Front bumper stay (RH/LH) |

EXT-13

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FRONT BUMPER

< ON-VEHICLE REPAIR >

Removal and Installation

INFOID:000000003898716

REMOVAL

1. Release the core support cover clips, then remove the core support cover.
2. Release the engine under cover clips, then remove engine under cover.
3. Remove the front fender protector side covers RH/LH. Refer to [EXT-20, "Removal and Installation"](#).
4. Remove the front fender protector clips and screws from the front edge and partially remove, pulling them away for access.
5. Remove the front bumper fascia clips and screws, then remove front bumper fascia.
6. Remove the fog lamps if equipped. Refer to [EXL-167, "Removal and Installation"](#).
7. Remove the front grille. Refer to [EXT-16, "Removal and Installation"](#).
8. Remove the front energy absorbing foam.
9. Disconnect the harness connector, then remove the ambient temperature sensor.
10. Remove the upper fascia support bolts, then remove upper fascia support.
11. Remove the front bumper reinforcement bolts, then remove front bumper reinforcement.
12. Remove the front bumper stay bolts, then remove the RH/LH front bumper stays.

INSTALLATION

Installation is in the reverse order of removal.

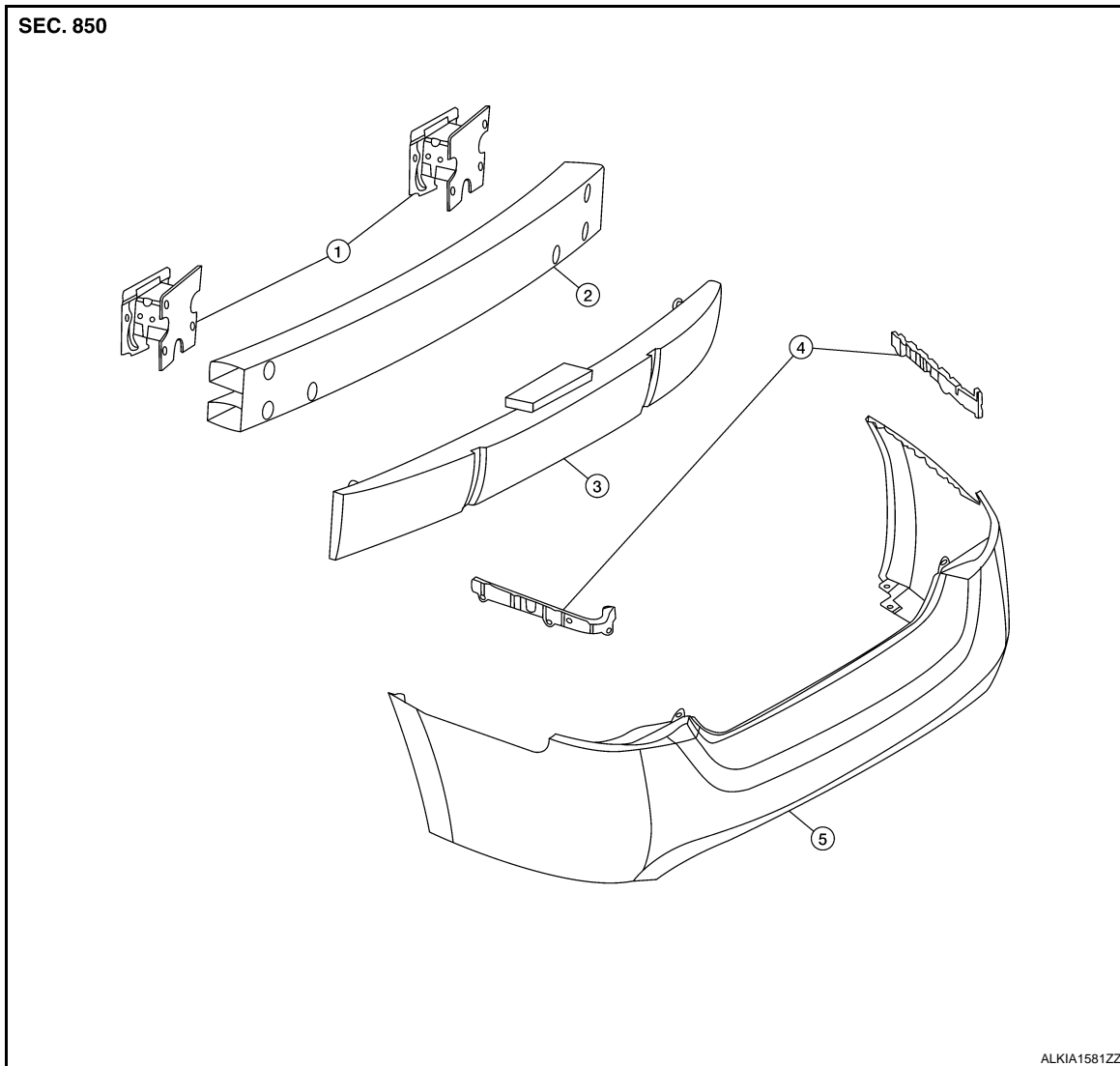
REAR BUMPER

< ON-VEHICLE REPAIR >

REAR BUMPER

Exploded View

INFOID:000000004269429



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|---------------------------|------------------------------|--------------------------|
| 1. Rear bumper stay RH/LH | 2. Rear bumper reinforcement | 3. Energy absorbing foam |
| 4. Side bracket RH/LH | 5. Rear bumper fascia | |

Removal and Installation

INFOID:000000003898717

REMOVAL

1. Remove trunk floor carpet, side finishers, and rear finisher. Refer to [INT-35, "Exploded View"](#).
2. Remove the rear combination lamps RH/LH. Refer to [EXL-172, "Removal and Installation"](#).
3. Remove rear wheel RH/LH, then remove rear fender protector RH/LH. Refer to [EXT-20, "Removal and Installation"](#).
4. Remove rear bumper fascia clips and screws, then remove the rear bumper fascia.
5. Remove rear energy absorbing foam.
6. Remove the rear bumper reinforcement bolts, then remove rear bumper reinforcement.
7. Remove the rear bumper support bolts, then remove the rear bumper supports RH/LH.

INSTALLATION

Installation is in the reverse order of removal.

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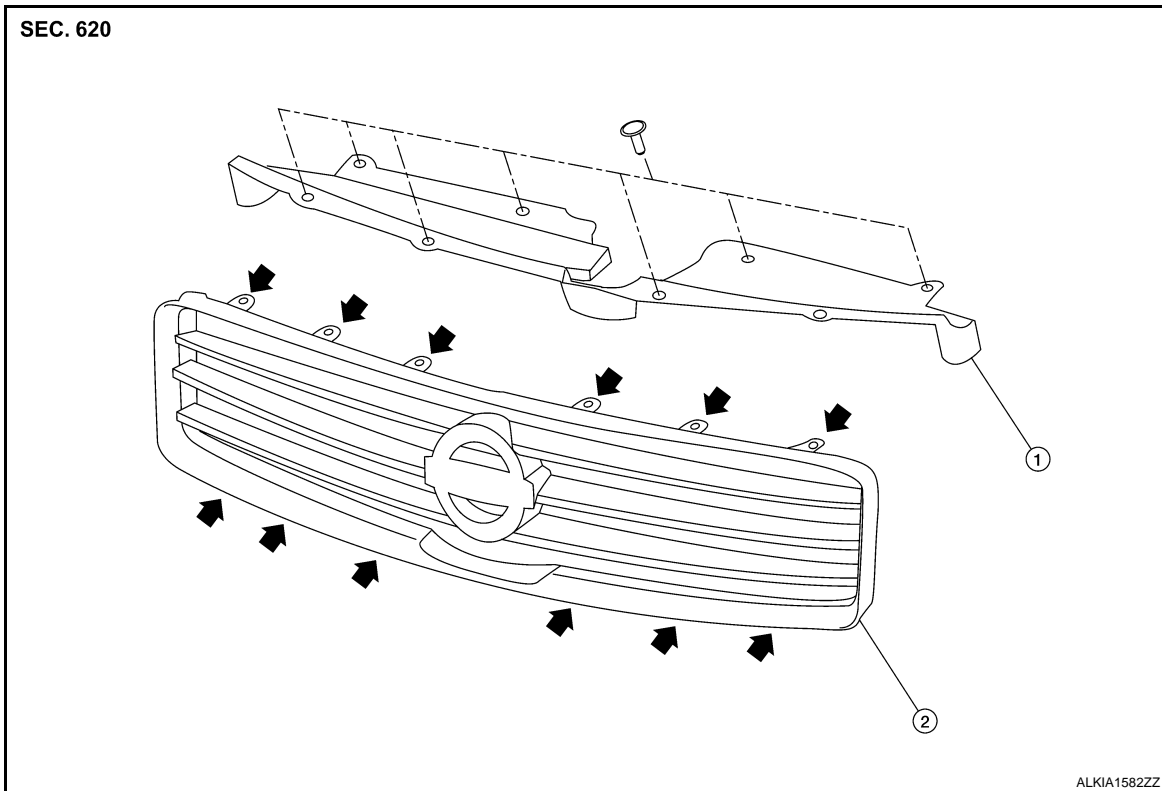
FRONT GRILLE

< ON-VEHICLE REPAIR >

FRONT GRILLE

Removal and Installation

INFOID:000000003898718



1. Core support cover

2. Front grille

REMOVAL

1. Remove the core support cover clips, then remove core support cover.
2. Release the front air guide clips, then remove front air guide.
3. Release the front grille tabs from behind and push outward, then remove front grille.

INSTALLATION

Installation is in the reverse order of removal.

COWL TOP

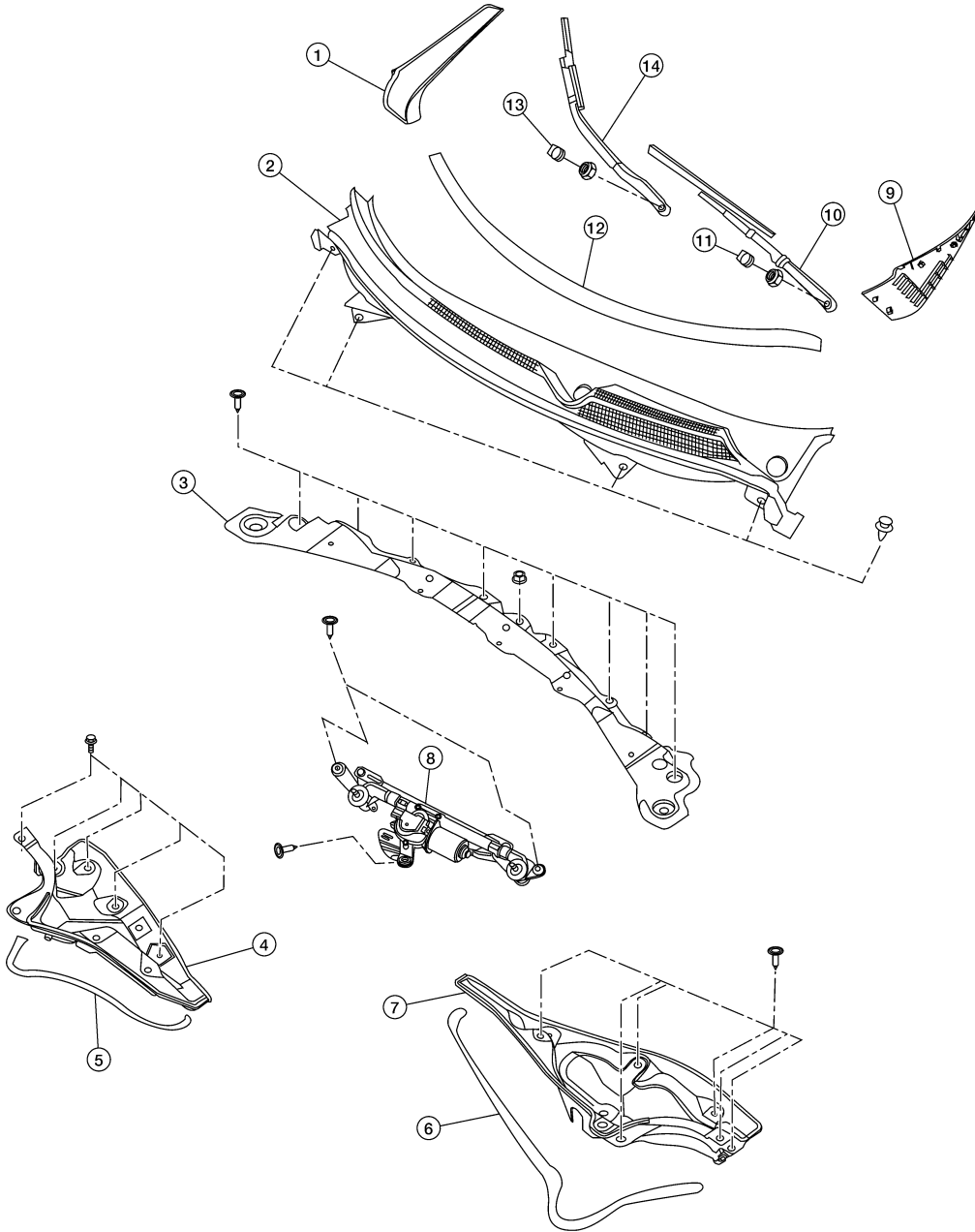
< ON-VEHICLE REPAIR >

COWL TOP

Exploded View

INFOID:000000004269431

SEC. 660



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| 1. Cowl top side trim cover RH | 2. Cowl top grille | 3. Lower cowl top extension brace |
| 4. Lower cowl top extension RH | 5. Lower cowl top extension RH seal | 6. Lower cowl top extension LH seal |
| 7. Lower cowl top extension LH | 8. Front wiper drive assembly | 9. Cowl top side trim cover LH |
| 10. Wiper arm and blade assembly LH | 11. Wiper arm cap LH | 12. Cowl top weatherstrip |
| 13. Wiper arm cap RH | 14. Wiper arm and blade assembly RH | |

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COWL TOP

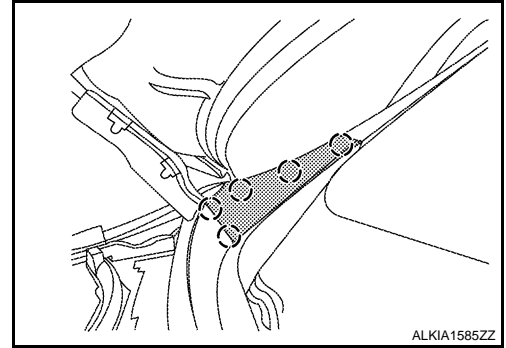
< ON-VEHICLE REPAIR >

Removal and Installation

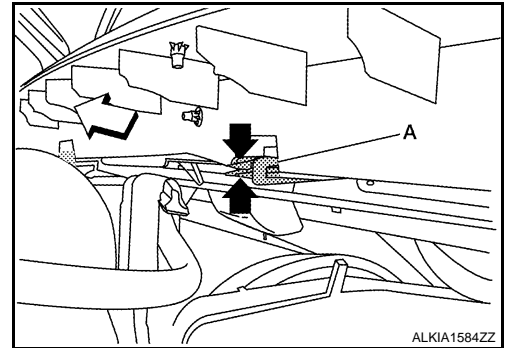
INFOID:000000003898719

REMOVAL

1. Remove both the RH and LH wiper arms. Refer to [WW-92, "FRONT WIPER ARMS : Removal and Installation"](#).
2. Remove the cowl top weatherstrip clips, then remove cowl top weatherstrip.
3. Release the pawls, then remove the cowl top side trim covers RH/LH.



4. Pinch the cowl top extension clips (A) to release, then remove.
←: Vehicle front
5. Disconnect the washer nozzle supply hose.
6. Release the cowl top grille clips, then remove cowl top.
7. Disconnect the wiper motor connector and harness. Refer to [WW-93, "FRONT WIPER DRIVE ASSEMBLY : Removal and Installation"](#).
8. Remove the lower cowl top extension brace bolts, then remove the lower cowl extension.
9. Remove the front wiper drive assembly. Refer to [WW-93, "FRONT WIPER DRIVE ASSEMBLY : Removal and Installation"](#).



10. Remove the lower cowl top extension RH/LH bolts, then remove lower cowl top extension RH/LH.

INSTALLATION

Installation is in the reverse order of removal.

CAUTION:

After installing, perform adjustment of wiper arm. Refer to [WW-92, "FRONT WIPER ARMS : Removal and Installation"](#).

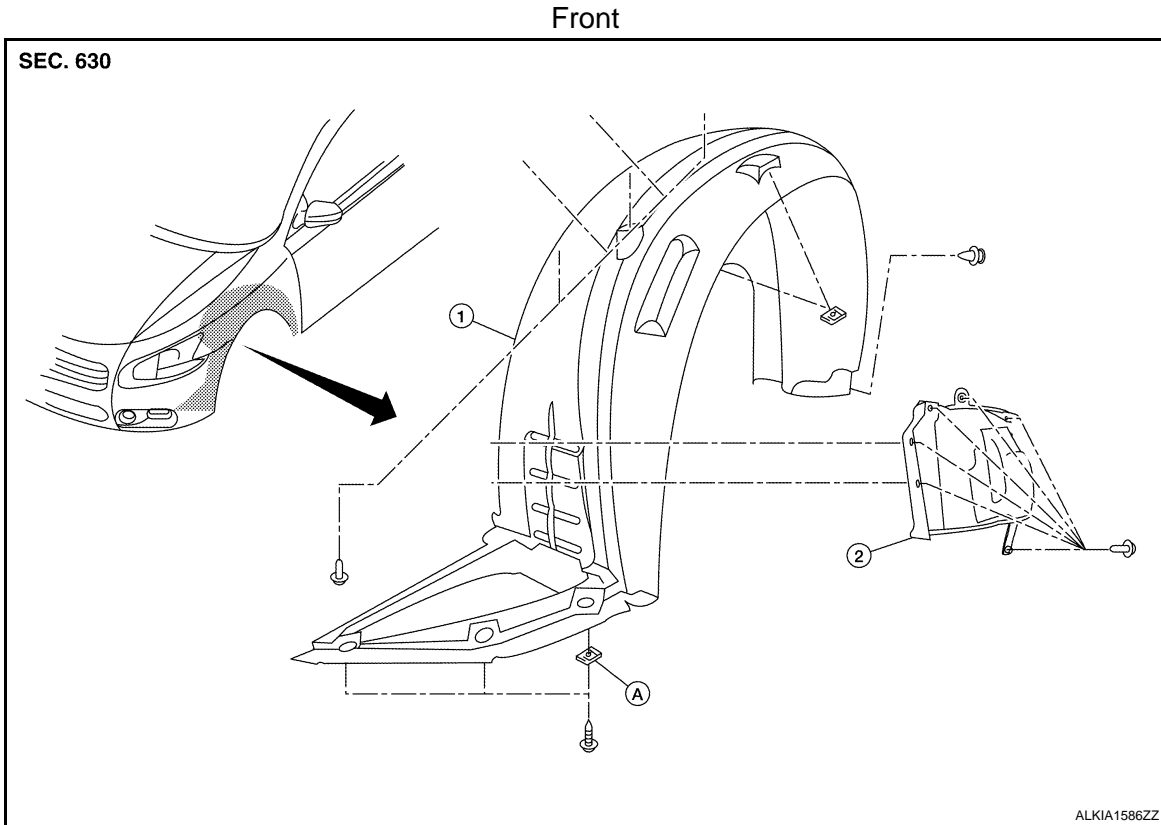
FENDER PROTECTOR

< ON-VEHICLE REPAIR >

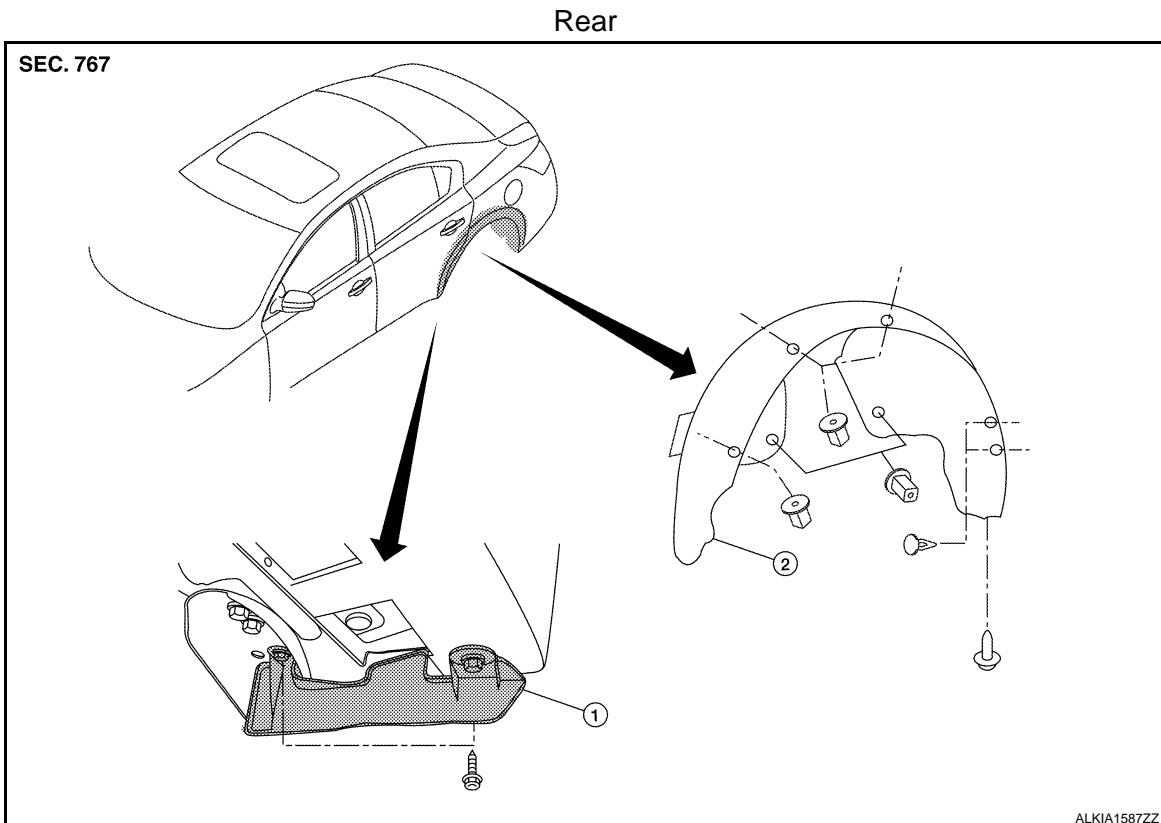
FENDER PROTECTOR

Exploded View

INFOID:000000004269432



1. Front fender protector 2. Front fender protector side cover A. J-clip



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FENDER PROTECTOR

< ON-VEHICLE REPAIR >

1. Rear wind deflector
2. Rear fender protector

Removal and Installation

INFOID:000000003898720

REMOVAL - FRONT

1. Remove the front tire/wheel assembly. Refer to [WT-66, "Road Wheel"](#).
2. Remove the front screw from center mudguard.
3. Remove the front fender protector side cover clips, then remove front fender protector side cover.
4. Remove the front fender protector screws and clips, then remove front fender protector.

INSTALLATION - FRONT

Installation is in the reverse order of removal.

REMOVAL - REAR

1. Remove the rear tire/wheel assembly. Refer to [WT-66, "Road Wheel"](#).
2. Remove the rear fender protector screws and clips.
3. Remove the fender protector.
4. Remove the wind deflector screws, then remove the wind deflector.

INSTALLATION - REAR

Installation is in the reverse order of removal.

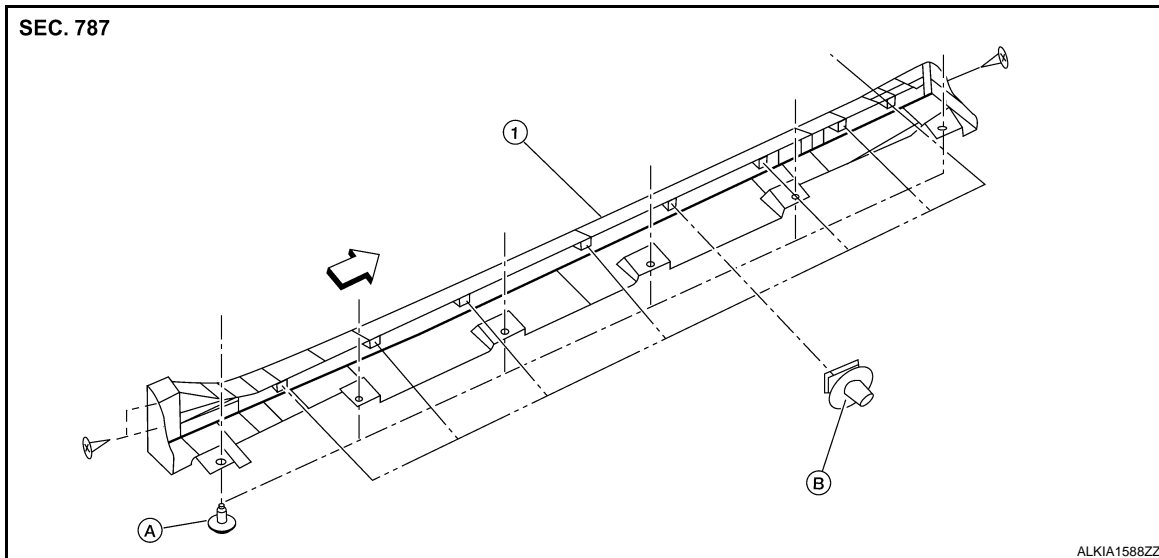
MUDGUARD

< ON-VEHICLE REPAIR >

MUDGUARD

Exploded View

INFOID:000000004269433



1. Mudguard

A. Clip C205

B. Clip CF118

← Vehicle front

Removal and Installation

INFOID:000000003898721

REMOVAL

1. Remove the clips located on the underbody.
2. Remove the center mudguard front and rear screws.
3. Release the clips located behind the center mudguard with a suitable tool, beginning with the front working rearward.
4. Remove the center mudguard from body side.

INSTALLATION

Installation is in the reverse order of removal.

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EXT

DOOR OUTSIDE MOLDING

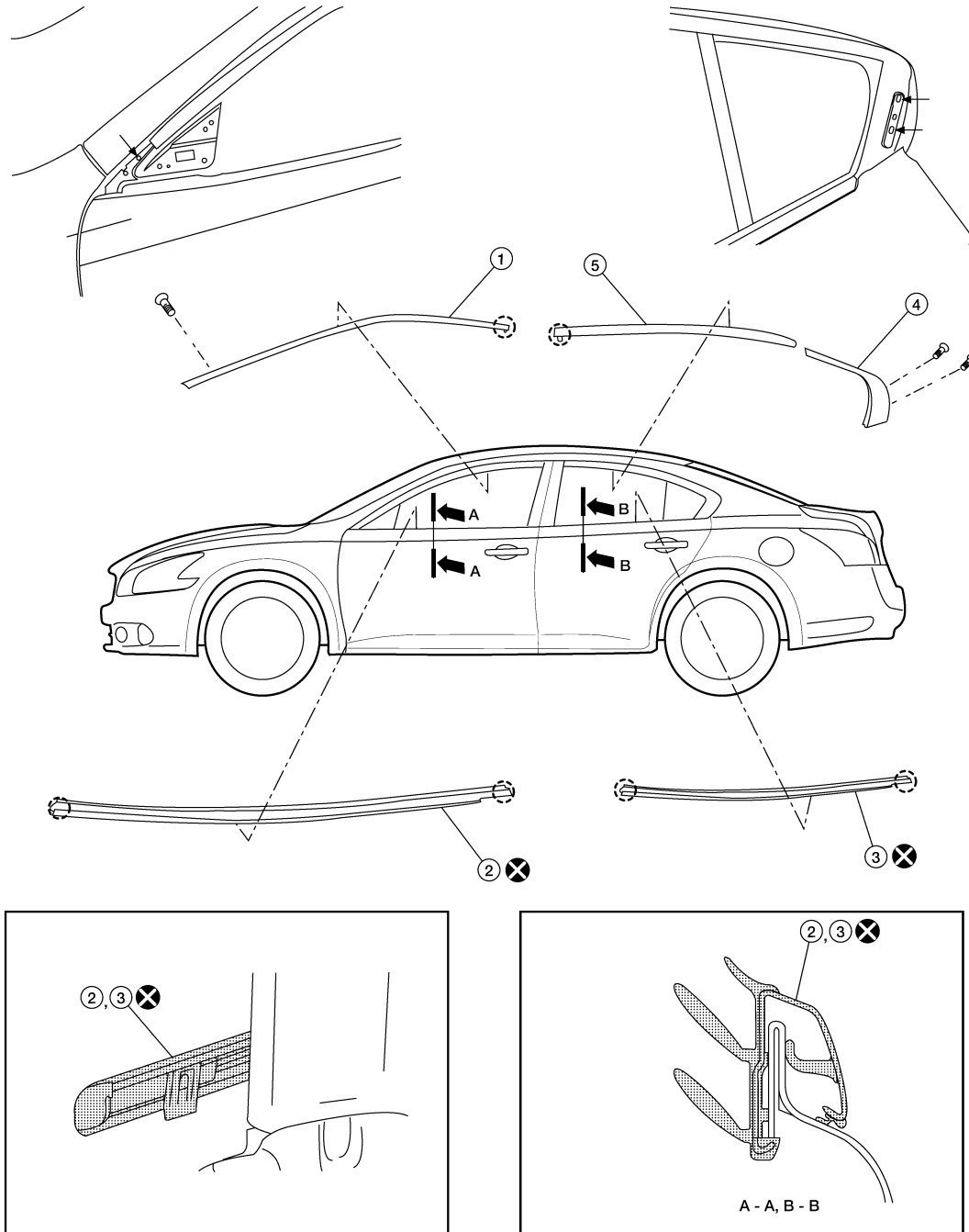
< ON-VEHICLE REPAIR >

DOOR OUTSIDE MOLDING

Exploded View

INFOID:000000004269434

SEC. 800 • 820



ALKIA1589ZZ

- 1. Front door sash molding
- 2. Front door outside molding
- 3. Rear door outside molding
- 4. Rear door sash molding (lower)
- 5. Rear door sash molding (upper)

Removal and Installation

INFOID:000000003898723

FRONT DOOR OUTSIDE MOLDING

Removal

DOOR OUTSIDE MOLDING

< ON-VEHICLE REPAIR >

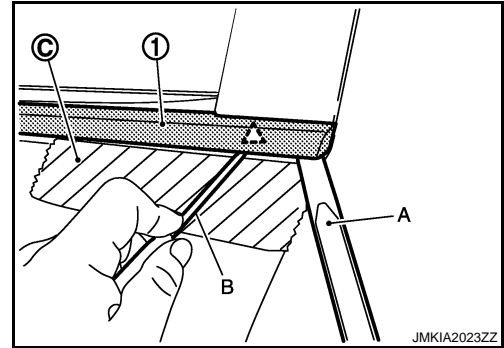
1. Open the front door window fully.
2. Remove the side view mirror. Refer to [MIR-19, "Removal and Installation"](#).
3. Using a suitable trim tool (A), lift front door outside molding (1) enough to carefully insert a suitable release tool (B) beneath.

△: Clip

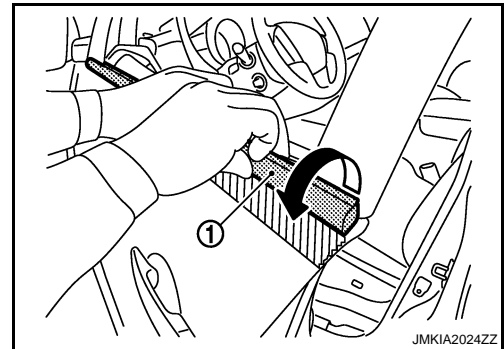
CAUTION:

Apply protection tape (C) around entire work area.

4. Release the clip from rear of front door panel flange.



5. Lift and twist front door outside molding (1) upward, then out from door panel flange.
 6. Release the clip from the front of door panel flange.
- CAUTION:**
Use care not to damage body surfaces.
7. Remove front door outside molding.



Installation

Installation is in the reverse order of removal.

REAR DOOR OUTSIDE MOLDING

Removal

1. Open the rear door window fully.
2. Using a suitable trim tool (A), lift rear door outside molding (1) enough to carefully insert a suitable release tool (B) beneath.

△: Clip

CAUTION:

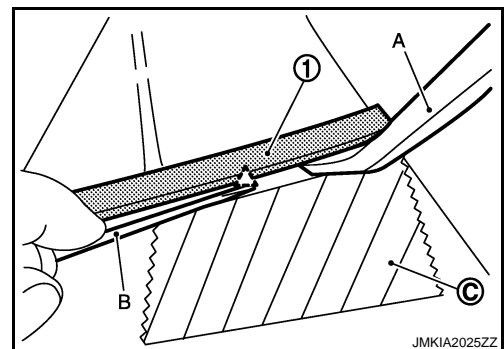
Apply protection tape (C) around entire work area.

3. Release the clip from the rear of door panel flange.
4. Lift and twist rear door outside molding (1) up, then outward from door panel flange
5. Release the clip from the front of door panel flange.

CAUTION:

Use care not to damage body surfaces.

6. Remove rear door outside molding.



Installation

Installation is in the reverse order of removal.

FRONT DOOR SASH MOLDING

Removal

1. Open the front door window fully.
2. Remove front edge of front door weatherstrip, then remove front door sash molding screw.
3. Using a suitable tool, beginning at the front edge, release the front door sash molding working rearward.
4. Release the front door sash molding rear clip, then remove molding.

Installation

Installation is in the reverse order of removal.

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DOOR OUTSIDE MOLDING

< ON-VEHICLE REPAIR >

REAR DOOR SASH MOLDING

Removal

1. Open the rear door window fully.
2. Release the upper half of rear door weatherstrip.
3. Release the rear door sash molding (upper) front clip, then pull molding forward in vehicle to disengage from rear door sash molding (lower).
4. Remove the rear door sash molding (lower) screws, then with a suitable tool release the adhesive tape.
5. Remove rear door sash molding (lower) from rear door.

Installation

Installation is in the reverse order of removal.

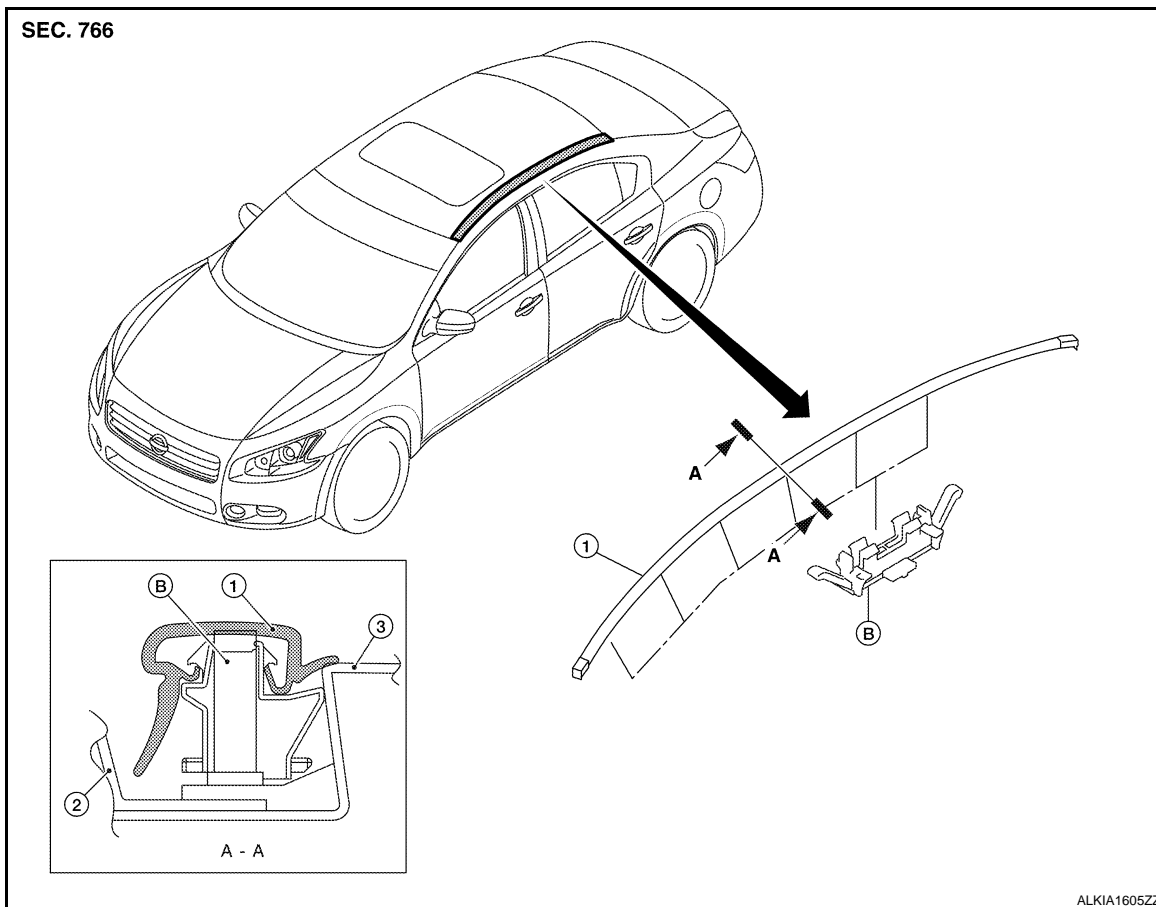
ROOF SIDE MOLDING

< ON-VEHICLE REPAIR >

ROOF SIDE MOLDING

Exploded View

INFOID:000000004269435



1. Roof side molding 2. Roof panel 3. Body side panel
B. Roof side molding clip

EXT

Removal and Installation

INFOID:000000003898725

REMOVAL

1. Using suitable tool, lift and twist the roof side molding up from the rear edge, working forward.
2. Disengage each roof side molding clip, then remove the roof side molding.

INSTALLATION

Installation is in the reverse order of removal.

- Begin with aligning rear end of the roof molding with top edge of rear window glass molding. Refer to [.GW-14, "Removal and Installation"](#)

Clip Replacement

INFOID:000000004267544

REMOVAL

1. Remove roof side molding.
2. Heat adhesive tape interface using a suitable tool (heat gun), then peel roof side molding clips (body side) using long-nose pliers.

CAUTION:

Be careful not to damage the body.

INSTALLATION

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ROOF SIDE MOLDING

< ON-VEHICLE REPAIR >

1. Clean tape removed surface with a shop cloth soaked in white gasoline or IPA.
2. Use two-part epoxy adhesive.

Adhesive : 3M-weld DP-100 or equivalent

3. Apply adhesive evenly to clip tape surface.

Thickness : Approximately 0.5 mm (0.020 in)

4. Position applied parts to the proper location, and then sufficiently press-fit until the adhesive protrudes to tape side.

Press-fit limit : 19.6 N× 2 seconds×

5. Tape clips after press fit, and temporarily hold it for specified time based on the following.

5 to 10°C (41 to 50°F) : 1 hour or more

11 to 23°C (52 to 73°F) : 30 minutes or more

24°C or more (75°F or more) : 15 minutes or more

6. Install roof side molding rear edge first, working toward front after temporarily holding.

CAUTION:

- Securely insert molding rear end cap onto roof rear end cutout (installation standard).
- When installing roof side molding, check that molding fastener is securely inserted and then press in.
- Do not wash the vehicle within 24 hours after repair.

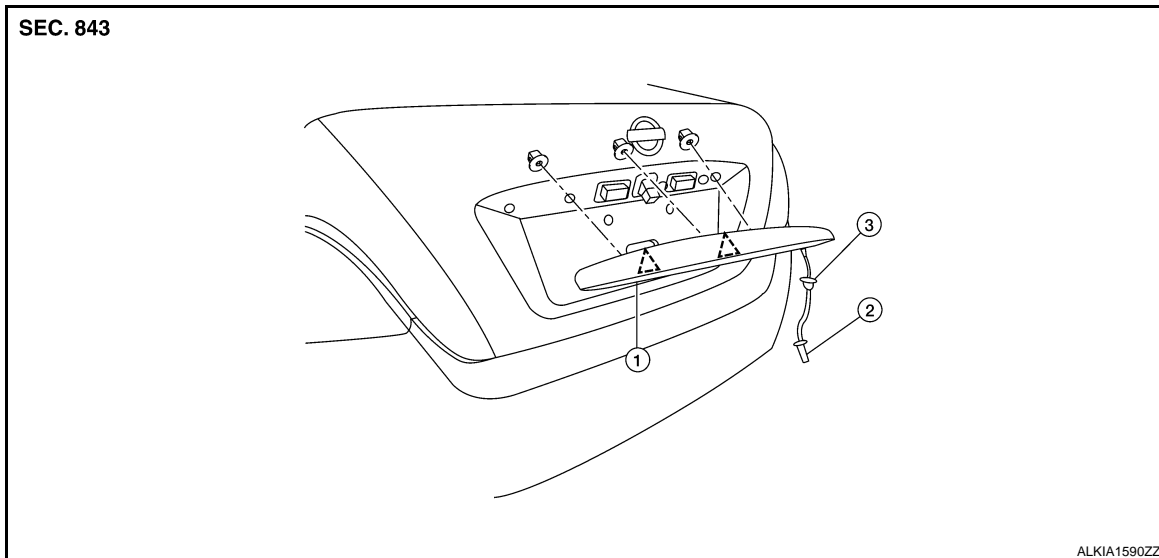
LICENSE LAMP FINISHER

< ON-VEHICLE REPAIR >

LICENSE LAMP FINISHER

Exploded View

INFOID:000000004269436



1. License lamp finisher 2. Trunk request switch connector 3. Grommet

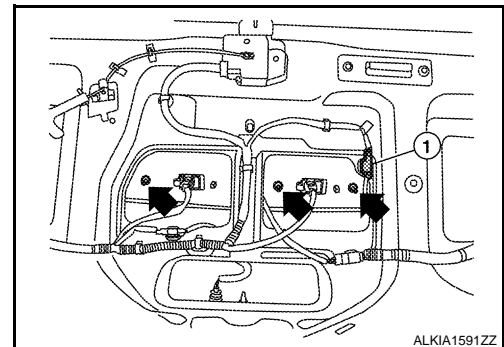
 Clip CF118

Removal and Installation

INFOID:000000003898726

REMOVAL

1. Remove the trunk lid finisher. Refer to [INT-35. "Exploded View"](#).
2. Disconnect the trunk request switch connector (1).
3. Remove the license lamp finisher nuts.
4. Release the clips, then loosen trunk request switch harness grommet from trunk.
5. Remove license lamp finisher by pulling out and rearward away from trunk.



INSTALLATION

Installation is in the reverse order of removal.

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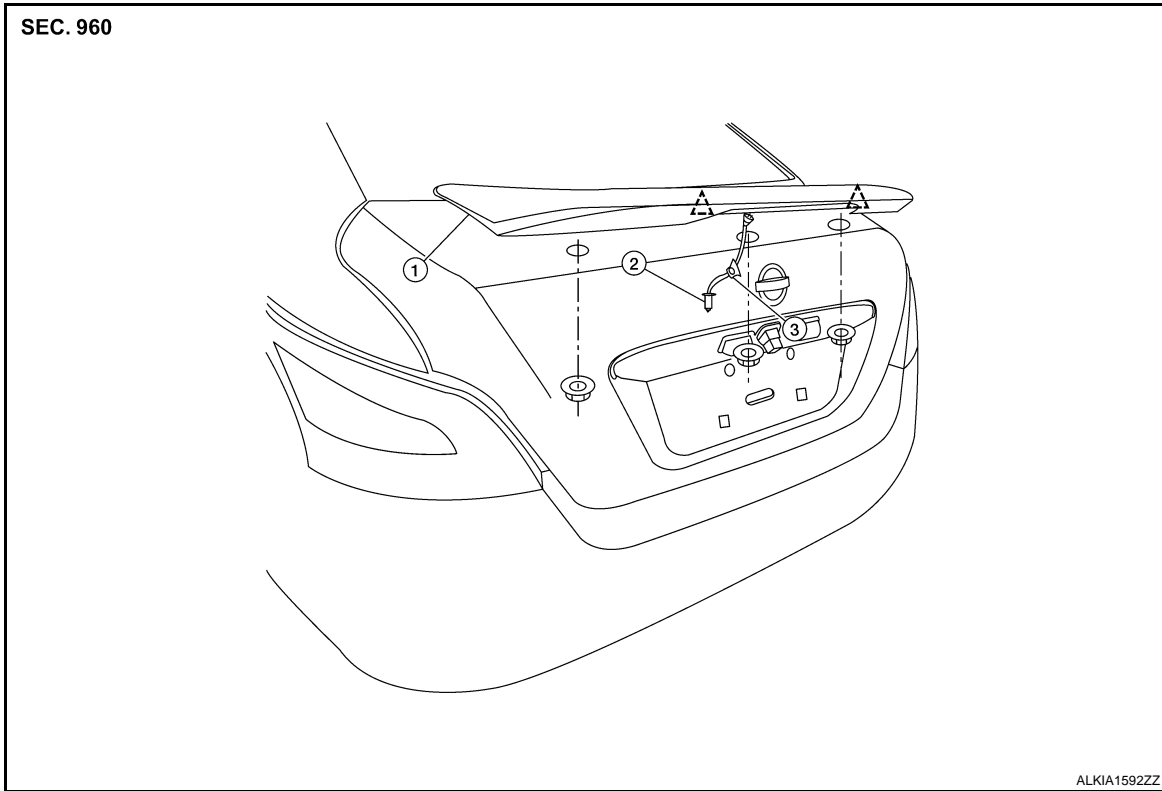
REAR SPOILER

< ON-VEHICLE REPAIR >

REAR SPOILER

Exploded View

INFOID:000000004269437



1. Rear spoiler assembly

2. High-mounted stop lamp harness connector

3. Harness grommet connector

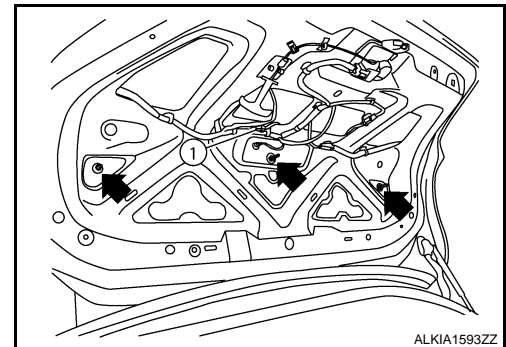
 Clip CF118

Removal and Installation

INFOID:000000003898727

Removal

1. Remove trunk lid finisher. Refer to [INT-35, "Removal and Installation"](#).
2. Disconnect high-mounted stop lamp harness connector (1).
3. Remove the rear spoiler assembly nuts.



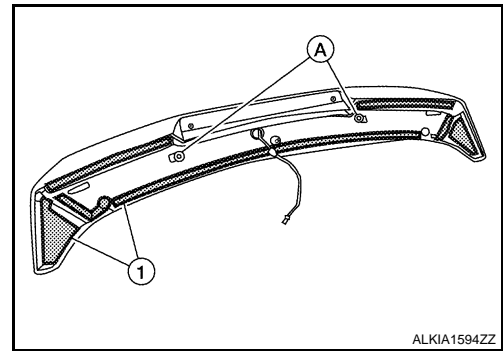
REAR SPOILER

< ON-VEHICLE REPAIR >

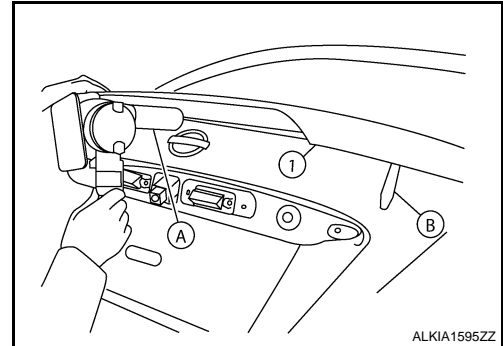
- Carefully release the clips (A) and pry adhesive-backed foam tape (1) from trunk lid surface.

CAUTION:

Use care not to damage painted surfaces during removal of, or releasing of adhesive-backed foam tapes.



- Using a suitable heating tool (A) may also be necessary to evenly heat the rear spoiler contact surface (1) while releasing with a suitable pry tool (B).
- Loosen the harness grommet, and gently lift the rear spoiler assembly upward off of trunk lid.



Installation

Installation is in the reverse order of removal.

NOTE:

- Before installing rear spoiler, clean the surface where it will be mounted with isopropyl alcohol or equivalent to degrease the surface.
- Before installing, be sure there are no gaps or waves in the adhesive-backed foam tape where the surfaces meet.
- During installation, be sure harness grommet of high-mounted stop lamp is fully seated into trunk lid opening prior to final rear spoiler assembly placement.

A
B
C
D
E
F
G
H
I
J
L
M
N
O
P

EXT