

A
B
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SECTION **GW**

GLASS & WINDOW SYSTEM

CONTENTS

PRECAUTION	2	Inspection	13	F
PRECAUTIONS	2	BACK DOOR WINDOW GLASS	14	
Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"	2	Exploded View	14	G
Precaution Necessary for Steering Wheel Rotation after Battery Disconnect	2	Removal and Installation	15	
Precaution for Procedure without Cowl Top Cover.....	3	Inspection	16	
Handling for Adhesive and Primer	3	FRONT DOOR GLASS	17	H
PREPARATION	4	Exploded View	17	
PREPARATION	4	Removal and Installation	17	
Commercial Service Tools	4	Inspection and Adjustment	18	I
SYMPTOM DIAGNOSIS	5	FRONT REGULATOR	19	
SQUEAK AND RATTLE TROUBLE DIAGNOSES	5	Exploded View	19	
Work Flow	5	Removal and Installation	19	J
Inspection Procedure	7	Disassembly and Assembly	20	
Diagnostic Worksheet	9	Inspection and Adjustment	20	
REMOVAL AND INSTALLATION	11	REAR DOOR GLASS	21	GW
WINDSHIELD GLASS	11	Exploded View	21	
Exploded View	11	Removal and Installation	21	L
Removal and Installation	12	Inspection and Adjustment	22	
		REAR REGULATOR	23	
		Exploded View	23	M
		Removal and Installation	23	
		Disassembly and Assembly	23	
		Inspection and Adjustment	24	N

PRECAUTIONS

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PRECAUTION

PRECAUTIONS

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

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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. Information necessary to service the system safely is included in the "SRS AIR BAG" and "SEAT BELT" of this Service Manual.

The vehicle may be equipped with a passenger air bag deactivation switch. Because no rear seat exists where a rear-facing child restraint can be placed, the switch is designed to turn off the passenger air bag so that a rear-facing child restraint can be used in the front passenger seat. The switch is located in the center of the instrument panel, near the ashtray. When the switch is turned to the ON position, the passenger air bag is enabled and could inflate for certain types of collision. When the switch is turned to the OFF position, the passenger air bag is disabled and will not inflate. A passenger air bag OFF indicator on the instrument panel lights up when the passenger air bag is switched OFF. The driver air bag always remains enabled and is not affected by the passenger air bag deactivation switch.

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 AIR BAG".
- 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.
- The vehicle may be equipped with a passenger air bag deactivation switch which can be operated by the customer. When the passenger air bag is switched OFF, the passenger air bag is disabled and will not inflate. When the passenger air bag is switched ON, the passenger air bag is enabled and could inflate for certain types of collision. After SRS maintenance or repair, make sure the passenger air bag deactivation switch is in the same position (ON or OFF) as when the vehicle arrived for service.

PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

WARNING:

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.
- When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

Precaution Necessary for Steering Wheel Rotation after Battery Disconnect

INFOID:000000006695049

NOTE:

- Before removing and installing any control units, first turn the 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.

For vehicle with 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 operation procedure below before starting the repair operation.

PRECAUTIONS

< PRECAUTION >

OPERATION PROCEDURE

1. Connect both battery cables.

NOTE:

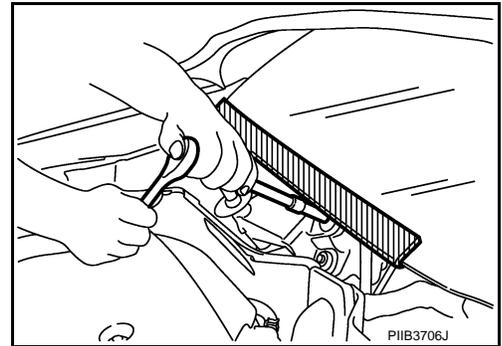
Supply power using jumper cables if battery is discharged.

2. Turn the 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 ignition switch from ACC position to ON position, then to LOCK position. (The steering wheel will lock when the ignition switch is turned to LOCK position.)
6. Perform self-diagnosis check of all control units using CONSULT-III.

Precaution for Procedure without Cowl Top Cover

INFOID:000000006583107

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



Handling for Adhesive and Primer

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- Never use an adhesive that is past its usable date. Shelf life of this product is limited to six months after the date of manufacture. Carefully adhere to the expiration or manufacture date printed on the box.
- Keep primers and adhesive in a cool, dry place. Ideally, they should be stored in a refrigerator.
- Open the seal of the primer and adhesive just before application. Discard the remainder.
- Before application, be sure to shake the primer container to stir the contents. If any floating material is found, do not use it.
- If any primer or adhesive contacts the skin, wipe it off with gasoline or an equivalent and wash the skin with soap.
- When using primer and adhesive, always observe the precautions in the instruction manual.

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PREPARATION

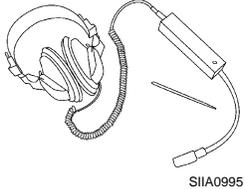
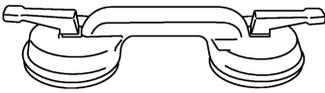
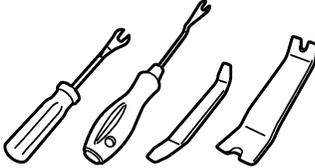
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PREPARATION

PREPARATION

Commercial Service Tools

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Tool name	Description
<p>Engine ear</p>  <p>SIAA0995E</p>	<p>Locates the noise</p>
<p>Suction lifter</p>  <p>PIIB1805J</p>	<p>Holds the windshield glass, front door glass, rear door glass and back door window glass</p>
<p>Remover tools</p>  <p>JMKIA3050ZZ</p>	<p>Removes the clips, pawls and metal clips</p>

SQUEAK AND RATTLE TROUBLE DIAGNOSES

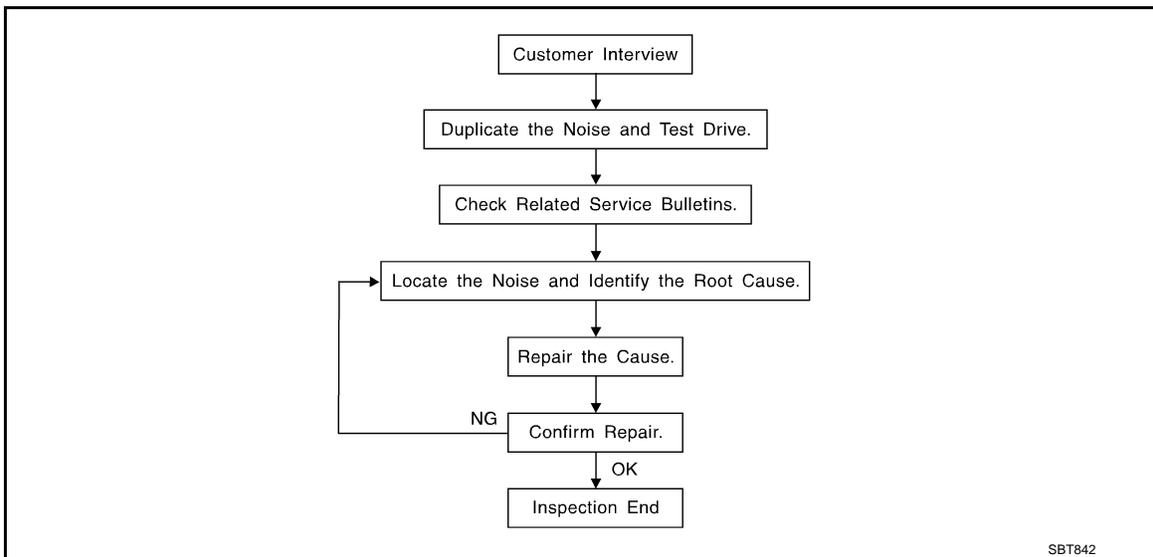
< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

SQUEAK AND RATTLE TROUBLE DIAGNOSES

Work Flow

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CUSTOMER INTERVIEW

Interview the customer if possible, to determine the conditions that exist when the noise occurs. Use the Diagnostic Worksheet during the interview to document the facts and conditions when the noise occurs and any of the customer's comments; refer to [GW-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 a test drive with the customer.
- After identifying the type of noise, isolate the noise in terms of its characteristics. The noise characteristics are provided so the customer, service adviser and technician are all speaking the same language when defining the noise.
- Squeak – (Like tennis shoes on a clean floor)
Squeak characteristics include the light contact/fast movement/brought on by road conditions/hard surfaces = higher pitch noise/softer surfaces = lower pitch noises/edge to surface = chirping
- Creak – (Like walking on an old wooden floor)
Creak characteristics include firm contact/slow movement/twisting with a rotational movement/pitch dependent on materials/often brought on by activity.
- Rattle – (Like shaking a baby rattle)
Rattle characteristics include the fast repeated contact/vibration or similar movement/loose parts/missing clip or fastener/incorrect clearance.
- Knock – (Like a knock on a door)
Knock characteristics include hollow sounding/sometimes repeating/often brought on by driver action.
- Tick – (Like a clock second hand)
Tick characteristics include gentle contacting of light materials/loose components/can be caused by driver action or road conditions.
- Thump – (Heavy, muffled knock noise)
Thump characteristics include softer knock/dead sound often brought on by activity.
- Buzz – (Like a bumble bee)
Buzz characteristics include high frequency rattle/firm contact.
- Often the degree of acceptable noise level will vary depending upon the person. A noise that a technician may judge as acceptable may be very irritating to the customer.
- Weather conditions, especially humidity and temperature, may have a great effect on noise level.

DUPLICATE THE NOISE AND TEST DRIVE

SQUEAK AND RATTLE TROUBLE DIAGNOSES

< SYMPTOM DIAGNOSIS >

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

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

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

LOCATE THE NOISE AND IDENTIFY THE ROOT CAUSE

1. Narrow down the noise to a general area. To help pinpoint the source of the noise, use a listening tool (Engine Ear or mechanics stethoscope).
2. Narrow down the noise to a more specific area and identify the cause of the noise by:
 - Removing the components in the area that is are suspected to be the cause of the noise.
Do not use too much force when removing clips and fasteners, otherwise clips and fastener can be broken or lost during the repair, resulting in the creation of new noise.
 - Tapping or pushing/pulling the component that is are suspected to be the cause of 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 by hand by touching the component(s) that is are suspected to be the cause of the noise.
 - Placing a piece of paper between components that is are suspected to be the cause of the noise.
 - Looking for loose components and contact marks.
Refer to [GW-7, "Inspection Procedure"](#).

REPAIR THE CAUSE

- If the cause is a loose component, tighten the component securely.
- If the cause is insufficient clearance between components:
 - Separate components by repositioning or loosening and retightening the component, if possible.
 - Insulate components with a suitable insulator such as urethane pads, foam blocks, felt cloth tape or urethane tape. These insulators are available through the authorized Nissan Parts Department.

CAUTION:

Never use excessive force as many components are constructed of plastic and may be damaged.

NOTE:

- URETHANE PADS
Insulates connectors, harness, etc.
- INSULATOR (Foam blocks)
Insulates components from contact. Can be used to fill space behind a panel.
- INSULATOR (Light foam block)
- FELT CLOTHTAPE
Used to insulate where movement does not occur. Ideal for instrument panel applications.
The following materials, not available through NISSAN Parts Department, can also be used to repair squeaks and rattles.
- UHMW(TEFLON) TAPE
Insulates where slight movement is present. Ideal for instrument panel applications.
- SILICONE GREASE
Used in place of UHMW tape that is be visible or does not fit.
Note: Will only last a few months.
- SILICONE SPRAY
Used when grease cannot be applied.
- DUCT TAPE
Used to eliminate movement.

CONFIRM THE REPAIR

SQUEAK AND RATTLE TROUBLE DIAGNOSES

< SYMPTOM DIAGNOSIS >

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

Inspection Procedure

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

INSTRUMENT PANEL

Most incidents are caused by contact and movement between:

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

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

CAUTION:

Never use silicone spray to isolate a squeak or rattle. If the area is saturated with silicone, the recheck of repair becomes impossible.

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 following:

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. The areas can usually be insulated with felt cloth tape or insulator foam blocks to repair the noise.

TRUNK

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

In addition look for the following:

1. Trunk lid dumpers out of adjustment
2. Trunk lid striker out of adjustment
3. Trunk lid torsion bars knocking together
4. A loose license plate or bracket

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

SUNROOF/HEADLINING

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

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

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SQUEAK AND RATTLE TROUBLE DIAGNOSES

< SYMPTOM DIAGNOSIS >

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

SEATS

When isolating seat noise it is important to note the position the seat is in and the load placed on the seat when the noise occurs. 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. 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

< SYMPTOM DIAGNOSIS >

Diagnostic Worksheet

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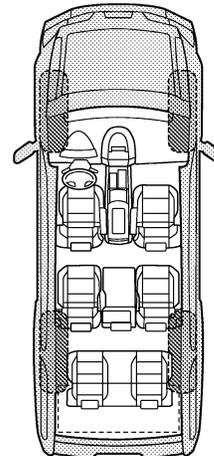
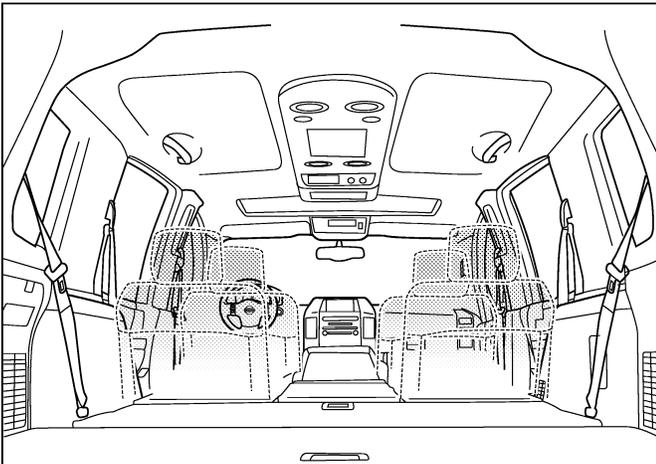
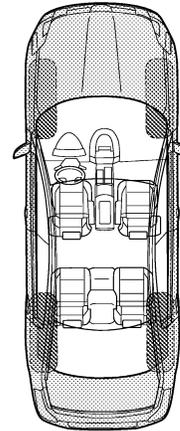
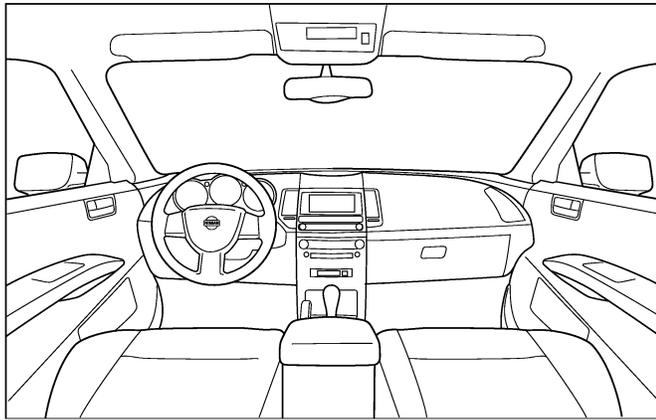
SQUEAK & RATTLE DIAGNOSTIC WORKSHEET

Dear Nissan Customer:

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

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

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



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

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SQUEAK AND RATTLE TROUBLE DIAGNOSES

< SYMPTOM DIAGNOSIS >

SQUEAK & RATTLE DIAGNOSTIC WORKSHEET - page 2

Briefly describe the location where the noise occurs:

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

- | | |
|---|--|
| <input type="checkbox"/> anytime | <input type="checkbox"/> after sitting out in the rain |
| <input type="checkbox"/> 1st time in the morning | <input type="checkbox"/> when it is raining or wet |
| <input type="checkbox"/> only when it is cold outside | <input type="checkbox"/> dry or dusty conditions |
| <input type="checkbox"/> only when it is hot outside | <input type="checkbox"/> other: |

III. WHEN DRIVING:

- through driveways
- over rough roads
- over speed bumps
- only about ____ mph
- on acceleration
- coming to a stop
- on turns: left, right or either (circle)
- with passengers or cargo
- other: _____
- after driving ____ miles or ____ minutes

IV. WHAT TYPE OF NOISE

- squeak (like tennis shoes on a clean floor)
- creak (like walking on an old wooden floor)
- rattle (like shaking a baby rattle)
- knock (like a knock at the door)
- tick (like a clock second hand)
- thump (heavy, muffled knock noise)
- buzz (like a bumble bee)

TO BE COMPLETED BY DEALERSHIP PERSONNEL

Test Drive Notes:

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

VIN: _____ Customer Name: _____

W.O.# _____ Date: _____

This form must be attached to Work Order

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WINDSHIELD GLASS

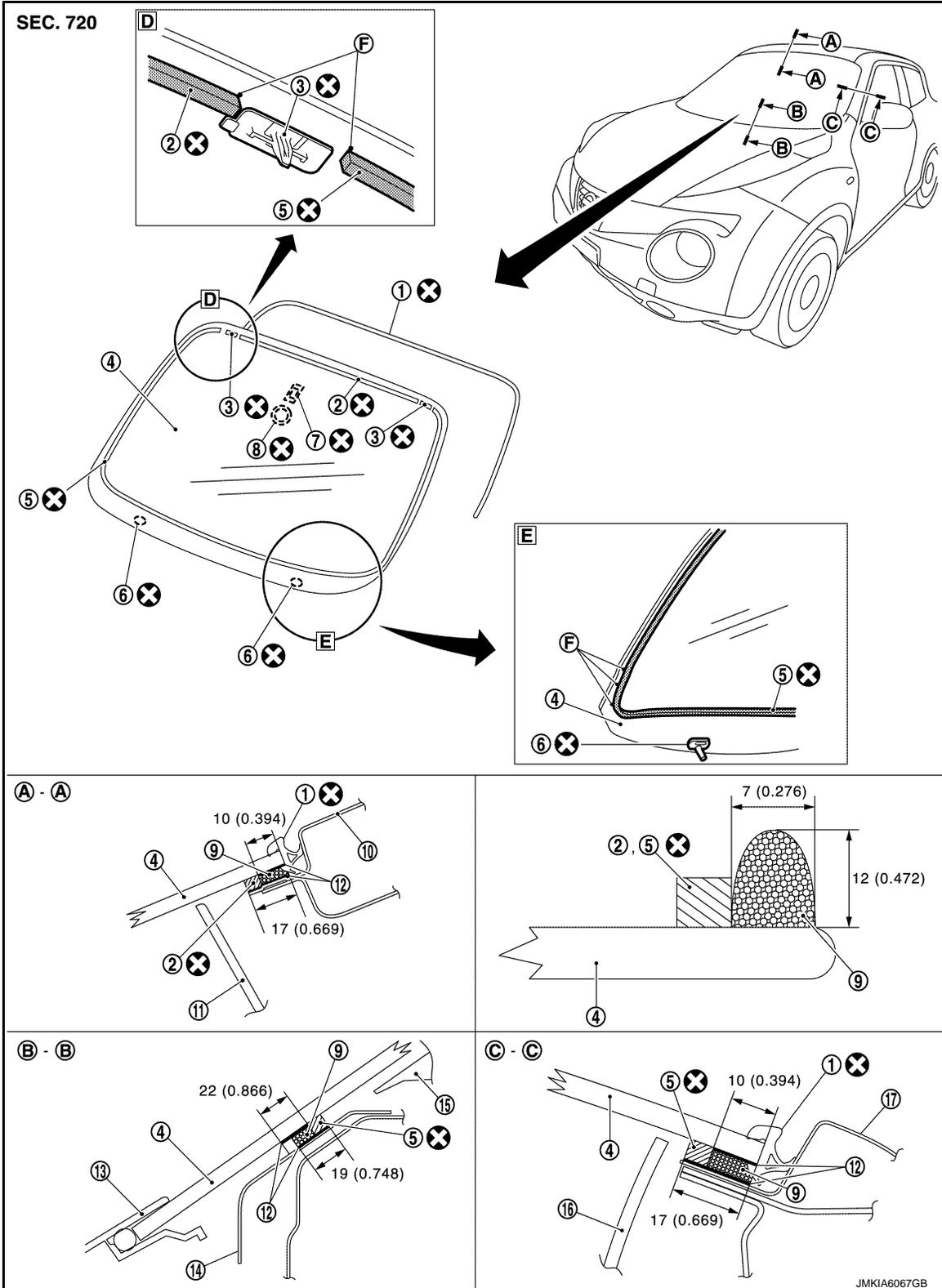
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REMOVAL AND INSTALLATION

WINDSHIELD GLASS

Exploded View

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WINDSHIELD GLASS

< REMOVAL AND INSTALLATION >

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|-----------------------------|---------------------------|-------------------------------|
| 1. Windshield glass molding | 2. Dam rubber (upper) | 3. Upper clip |
| 4. Windshield glass | 5. Dam rubber (lower) | 6. Lower clip |
| 7. Mirror base | 8. Rain sensor bracket | 9. Adhesive |
| 10. Roof panel | 11. Headlining assembly | 12. Primer |
| 13. Cowl top cover | 14. Cowl top panel | 15. Instrument panel assembly |
| 16. Front pillar finisher | 17. Body side outer panel | |

F : Black print mark

Unit: mm (in)

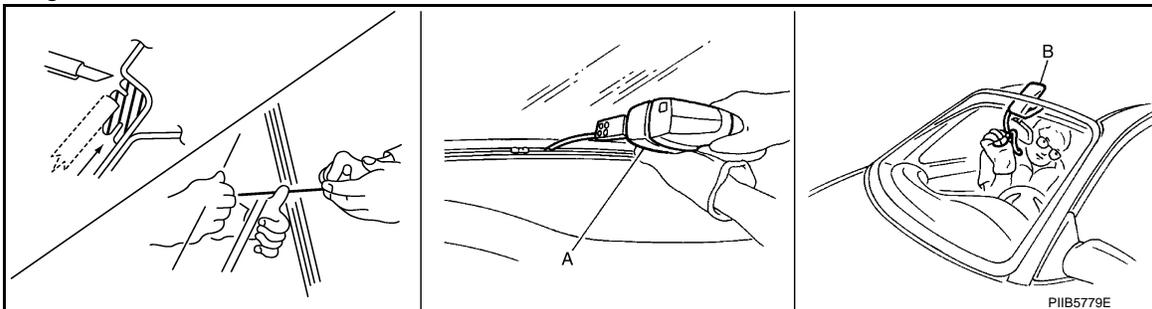
⊗ : Do not reuse

Removal and Installation

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REMOVAL

1. Remove front pillar garnish (LH and RH). Refer to [INT-18, "FRONT PILLAR GARNISH : Removal and Installation"](#).
2. Remove inside mirror assembly. Refer to [MIR-41, "Removal and Installation"](#).
CAUTION:
Replace inside mirror assembly after removal, when installing windshield glass.
3. Remove partially the headlining (front edge). Refer to [INT-26, "Removal and Installation"](#).
4. Remove front wiper arm (LH and RH). Refer to [WW-76, "Removal and Installation"](#).
5. Remove front fender cover (LH and RH). Refer to [EXT-20, "Removal and Installation"](#).
6. Remove cowl top cover. Refer to [EXT-20, "Removal and Installation"](#).
7. Apply protective tape around the windshield glass to protect the painted surface from damage.
8. Remove glass using piano wire or power cutting tool (A) and an inflatable pump bag (B) after removing moldings.



NOTE:

Mark the body and the glass with matching marks if the windshield glass is reused.

WARNING:

Always wear safety glasses and heavy gloves to help prevent injuries.

CAUTION:

- Never use a cutting knife or power cutting tool when the glass is reused.
- Be careful not to scratch the glass when removing.
- Never set or stand the glass on its edge. Small chips may develop into cracks.

INSTALLATION

- The dam sealant rubber should be installed in position.
- Use a genuine Nissan Urethane Adhesive Kit (if available) or an equivalent and follow the instructions provided with it.
- Open a door window while the urethane adhesive is curing. This prevents the glass from being forced out by passenger room air pressure when all door windows are closed.
- Inform the customer that the vehicle should remain stationary until the urethane adhesive is completely cured (approximately 24 hours). Curing time varies with temperature and humidity.

WARNING:

- Keep heat and open flames away as primers and adhesive are flammable.
- The materials contained in the kit are harmful if swallowed, and may irritate skin and eyes. Never let them come in contact with the skin and eyes.

WINDSHIELD GLASS

< REMOVAL AND INSTALLATION >

- Use in an open, well ventilated location. Never breathe the vapors. They may be harmful if inhaled. Move immediately to an area with fresh air if affected by vapor inhalation.
- Driving the vehicle before the urethane adhesive is completely cured may affect the performance of the windshield in an accident.

CAUTION:

- Perform adjustment of front wiper arms stop location. Refer to [WW-76, "Adjustment"](#).
- Never use an adhesive that is past its usable term. Shelf life of this product is limited to six months after the date of manufacture. Adhere carefully to the expiration or manufacture date printed on the box.
- Keep primers and adhesive in a cool, dry place. Ideally, they should be stored in a refrigerator.
- Never leave primers or adhesive cartridge unattended with their caps open or off.
- The vehicle should not be driven for 24 hours or more or until the urethane adhesive is completely cured. Curing time varies depending on temperature and humidity. The curing time increases under lower temperature and lower humidity.

Inspection

INFOID:000000006583117

REPAIRING WATER LEAKAGE FOR WINDSHIELD GLASS

Leakage can be repaired without removing the windshield glass.

Determine the extent of leakage if water is leaking between the urethane adhesive material and body or glass. This can be done by applying water to the windshield area while pushing glass outward.

Apply primer (if necessary) and then urethane adhesive to the leakage point to stop the leakage.

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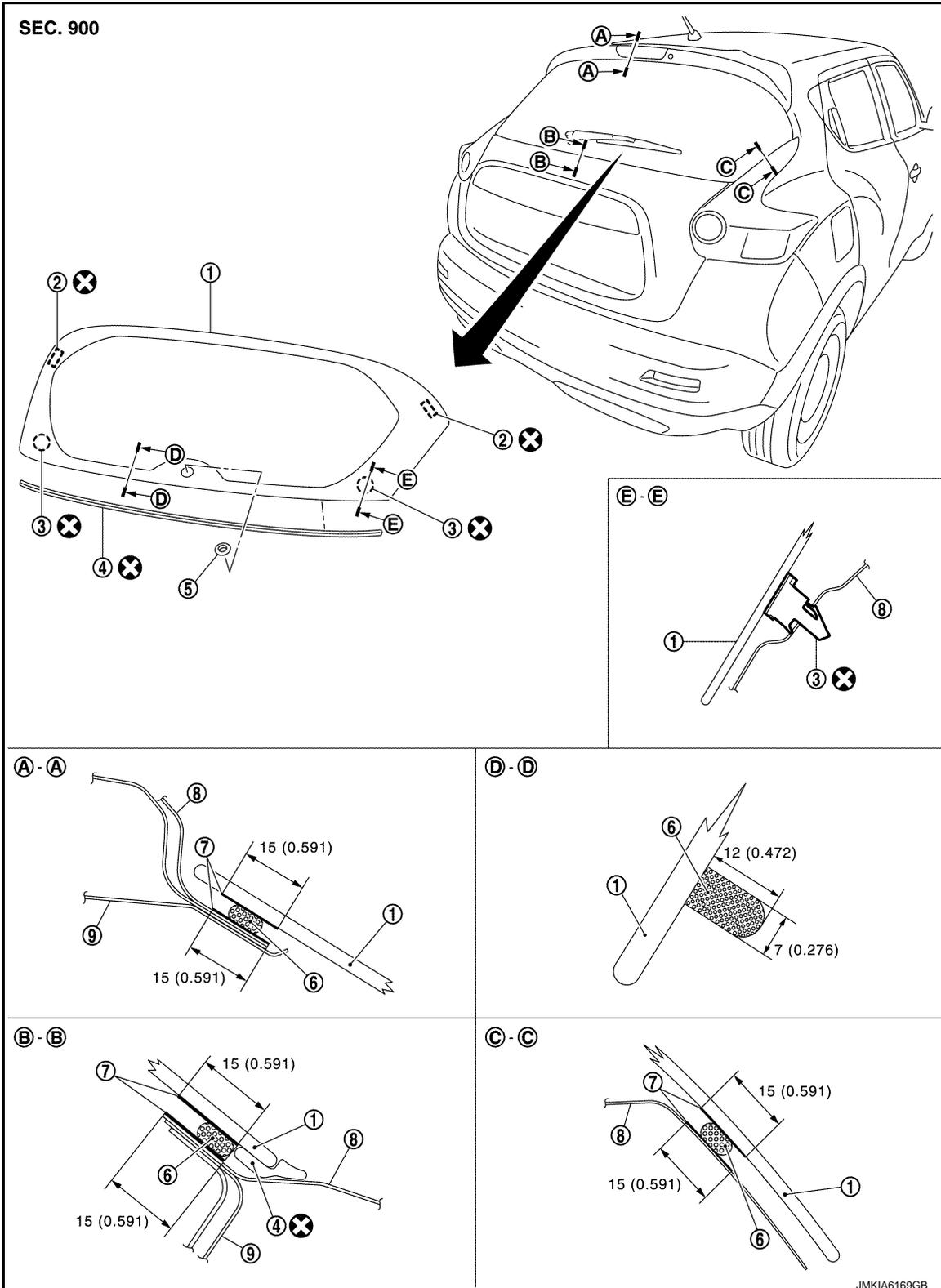
BACK DOOR WINDOW GLASS

< REMOVAL AND INSTALLATION >

BACK DOOR WINDOW GLASS

Exploded View

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BACK DOOR WINDOW GLASS

< REMOVAL AND INSTALLATION >

Unit: mm (in)

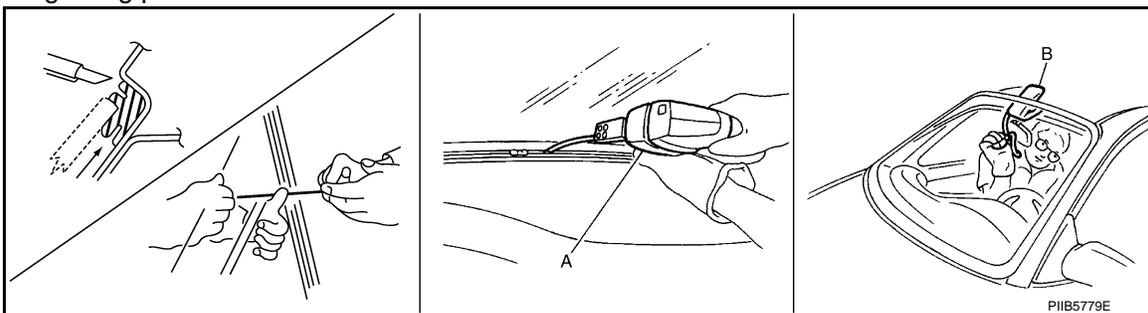
⊗ : Do not reuse

Removal and Installation

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REMOVAL

1. Remove back door lower finisher. Refer to [INT-35, "BACK DOOR LOWER FINISHER : Removal and Installation"](#).
2. Remove back door side finisher (LH and RH). Refer to [INT-35, "BACK DOOR SIDE FINISHER : Removal and Installation"](#).
3. Remove rear wiper motor. Refer to [WW-86, "Removal and Installation"](#).
4. Remove the connectors and grounds for the back door window defogger.
5. Remove glass using piano wire or power cutting tool (A) and an inflatable pump bag (B) after removing molding using pliers.



NOTE:

Mark the body and glass with a matching marks if the back door window is reused.

WARNING:

Always wear safety glasses and heavy gloves to help prevent injuries.

CAUTION:

- Never use a cutting knife or power cutting tool when the back door window glass is reused.
- Be careful not to scratch the glass when removing.
- Never set or stand the glass on its edge. Small chips may develop into cracks.

INSTALLATION

- The dam sealant rubber should be installed in position.
- Use a Genuine Nissan Urethane Adhesive Kit (if available) or an equivalent and follow the instructions provided with it.
- Open a door window while the urethane adhesive is curing. This prevents the glass from being forced out by passenger compartment air pressure when all door windows are closed.
- The molding must be installed securely so that it is in position and leaves no clearance.
- Inform the customer that the vehicle should remain stationary until the urethane adhesive is completely cured (approximately 24 hours). Curing time varies with temperature and humidity.

WARNING:

- Keep heat and open flames away as primers and adhesive are flammable.
- The materials contained in the kit are harmful if swallowed, and may irritate skin and eyes. Never let them come in contact with the skin and eyes.
- Use in an open, well ventilated location. Never breathe the vapors. They may be harmful if inhaled. Move immediately to an area with fresh air if affected by vapor inhalation.
- Driving the vehicle before the urethane adhesive is completely cured may affect the performance of the back door window in an accident.

CAUTION:

- Perform adjustment of rear wiper arm stop location. Refer to [WW-84, "Adjustment"](#).
- Never use an adhesive that is past its usable term. Shelf life of this product is limited to six months after the date of manufacture. Adhere carefully to the expiration or manufacture date printed on the box.
- Keep primers and adhesive in a cool, dry place. Ideally, they should be stored in a refrigerator.
- Never leave primers or adhesive cartridge unattended with their caps open or off.

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BACK DOOR WINDOW GLASS

< REMOVAL AND INSTALLATION >

- **The vehicle should not be driven for 24 hours or more or until the urethane adhesive is completely cured. Curing time varies depending on temperature and humidity. The curing time increases under lower temperature and lower humidity.**

Inspection

INFOID:000000006583120

REPAIRING WATER LEAKAGE FOR BACK DOOR WINDOW GLASS

Leakage can be repaired without removing the glass.

Determine the extent of leakage if water is leaking between the urethane adhesive material and body or glass.

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

Apply primer (if necessary) and then urethane adhesive to the leakage point to stop the leakage.

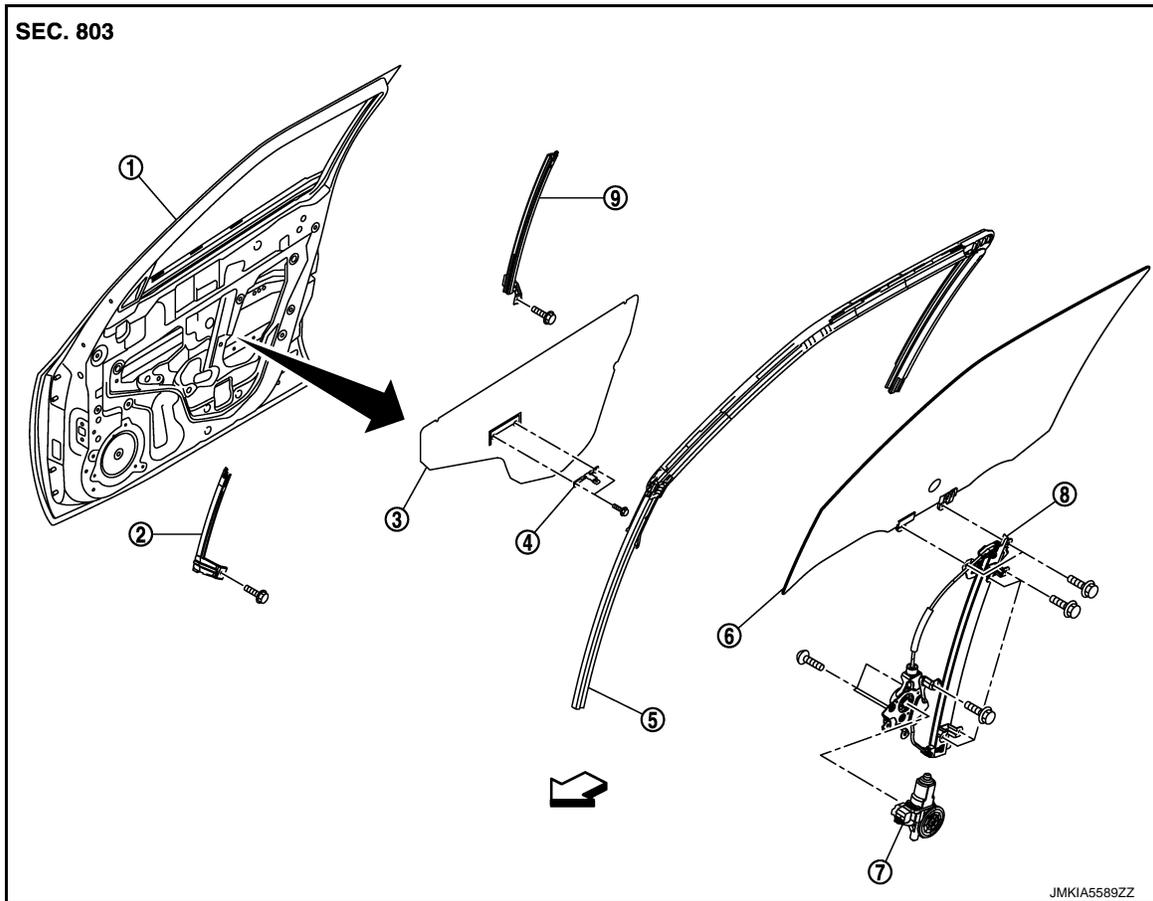
FRONT DOOR GLASS

< REMOVAL AND INSTALLATION >

FRONT DOOR GLASS

Exploded View

INFOID:000000006583717



- | | | |
|------------------------|----------------------------------|----------------------|
| 1. Front door panel | 2. Lower sash (front) | 3. Sealing screen |
| 4. Pull handle bracket | 5. Front door glass run | 6. Front door glass |
| 7. Power window motor | 8. Front door regulator assembly | 9. Lower sash (rear) |

← : Vehicle front

Removal and Installation

INFOID:000000006583122

REMOVAL

1. Fully open front door glass.
2. Remove front door finisher. Refer to [INT-13, "Removal and Installation"](#).
3. Remove pull handle bracket.
4. Disconnect front door speaker harness connector and remove front door sealing screen.
NOTE:
Cut the butyl-tape so that some parts of the butyl-tape do not remain on the sealing screen, if the sealing screen is reused.
5. Operate the power window main switch or regulator handle to raise or lower the door window until the glass mounting bolts can be seen.
6. Remove the glass mounting bolts.
7. Remove lower sash (rear).
 1. Remove front door glass from front door regulator and place it on the bottom of front door panel.
CAUTION:
Wrap the tip of front door glass bottom side with a cloth to protect it from damage.
 2. Remove front door glass run.

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FRONT DOOR GLASS

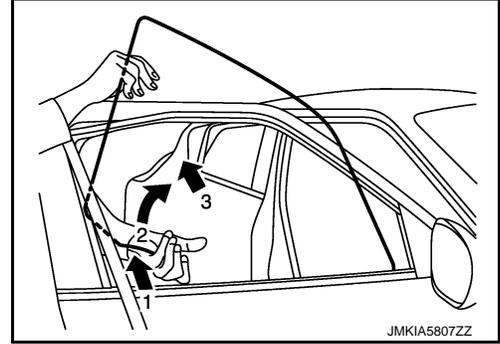
< REMOVAL AND INSTALLATION >

3. Remove lower sash (rear) mounting bolts and remove lower sash (rear).

CAUTION:

Avoid contact between lower sash (rear) and front door glass when removing.

8. Hold securely the front door glass and pull it out of the sash to remove the door glass as shown in the figure.



9. Remove lower sash (front).

1. Remove lower sash (front) mounting bolt.
2. Reach the bottom part of lower sash (front) and then pull it toward rear of vehicle.
3. Hold the upper part of lower sash (front) and then pull it up to remove.

INSTALLATION

Install in the reverse order of removal.

Inspection and Adjustment

INFOID:000000006583123

SYSTEM INITIALIZATION

Initialize the system if any of the following work is complete. Refer to [PWC-14, "Description"](#).

FITTING INSPECTION

- Check that the glass is fit securely into the sash groove.
- Lower the glass slightly [approximately 10 to 20 mm (0.394 to 0.787 in)], and check that the clearance to the sash is parallel. Loosen the regulator mounting bolts, guide rail mounting bolts, and glass and guide rail mounting bolts to correct the glass position if the clearance between the glass and sash is not parallel.

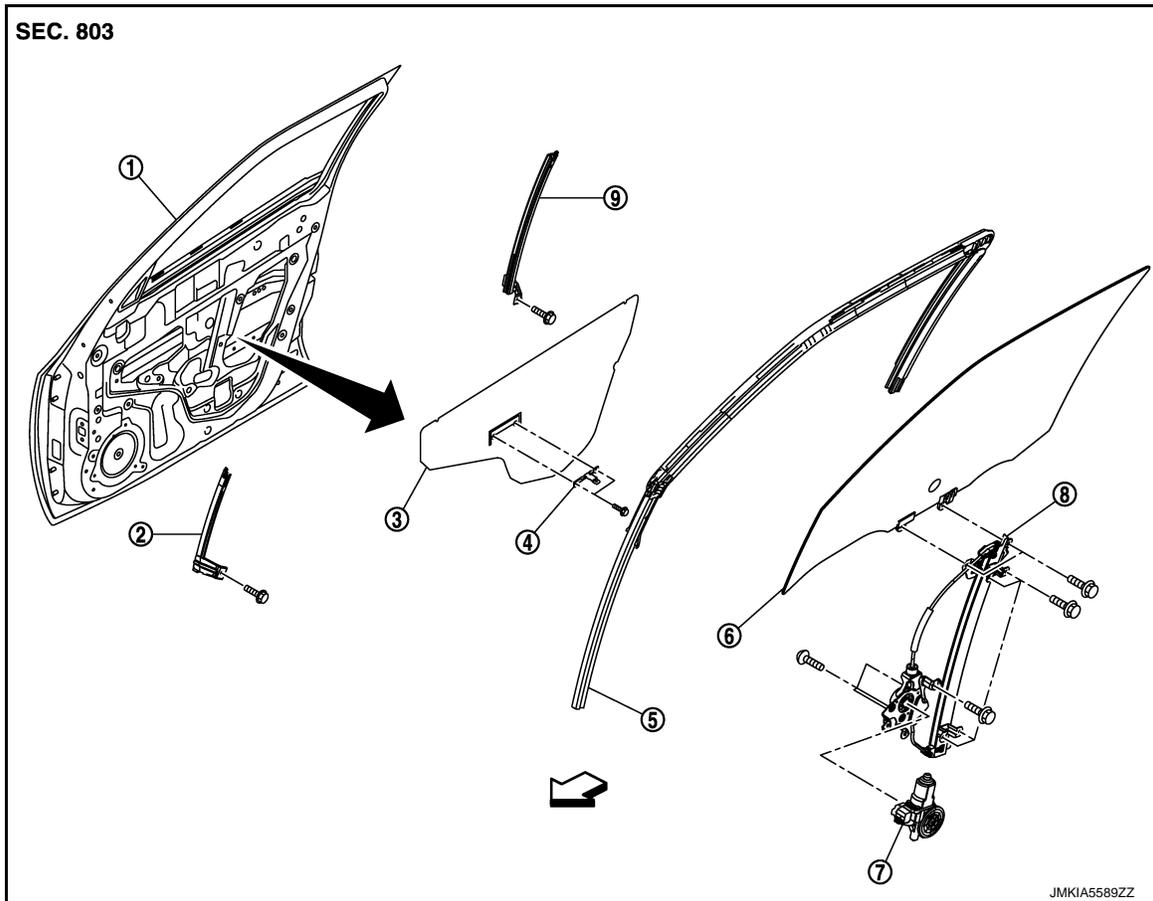
FRONT REGULATOR

< REMOVAL AND INSTALLATION >

FRONT REGULATOR

Exploded View

INFOID:000000006583719



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|------------------------|----------------------------------|----------------------|
| 1. Front door panel | 2. Lower sash (front) | 3. Sealing screen |
| 4. Pull handle bracket | 5. Front door glass run | 6. Front door glass |
| 7. Power window motor | 8. Front door regulator assembly | 9. Lower sash (rear) |

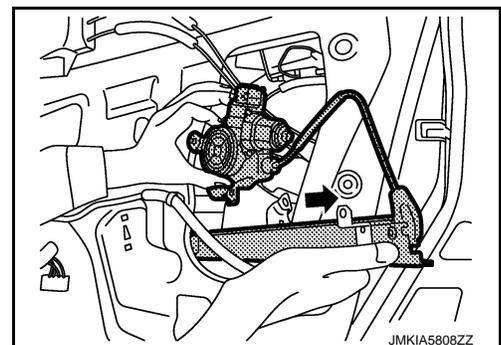
← : Vehicle front

Removal and Installation

INFOID:000000006583125

REMOVAL

1. Remove the front door glass. Refer to [GW-17, "Removal and Installation"](#).
2. Disconnect the power window motor harness connector and harness fixing clip.
3. Remove the regulator assembly mounting bolts.
4. Remove the regulator assembly from the door panel as shown in the figure.



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FRONT REGULATOR

< REMOVAL AND INSTALLATION >

INSTALLATION

Install in the reverse order of removal.

Disassembly and Assembly

INFOID:000000006583126

DISASSEMBLY

Remove the power window motor from the regulator assembly.

INSPECTION AFTER REMOVAL

Check the regulator assembly for the following items. Replace or grease it if a malfunction is detected.

- Wire wear
- Regulator deformation

ASSEMBLY

Assemble in the reverse order of disassembly.

Inspection and Adjustment

INFOID:000000006583127

SYSTEM INITIALIZATION

Initialize the system if any of the following work is complete. Refer to [PWC-14, "Description"](#).

FITTING INSPECTION

- Check that the glass is fit securely into the sash groove.
- Lower the glass slightly [approximately 10 to 20 mm (0.394 to 0.787 in)], and check that the clearance to the sash is parallel. Loosen the regulator mounting bolts, guide rail mounting bolts, and glass and guide rail mounting bolts to correct the glass position if the clearance between the glass and sash is not parallel.

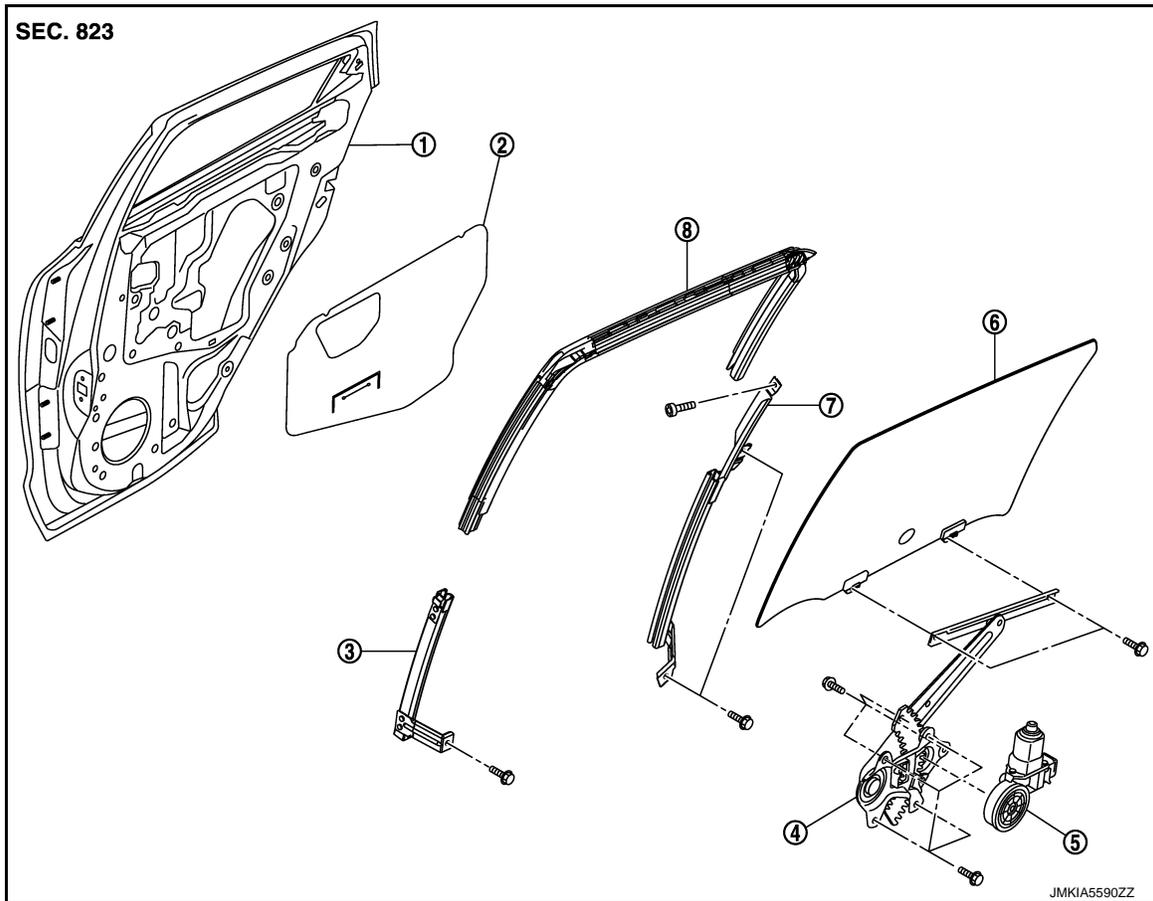
REAR DOOR GLASS

< REMOVAL AND INSTALLATION >

REAR DOOR GLASS

Exploded View

INFOID:000000006583718



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|---------------------------------|------------------------|-----------------------|
| 1. Rear door panel | 2. Sealing screen | 3. Lower sash (front) |
| 4. Rear door regulator assembly | 5. Power window motor | 6. Rear door glass |
| 7. Lower sash (rear) | 8. Rear door glass run | |

Removal and Installation

INFOID:000000006583129

REMOVAL

1. Fully open rear door glass.
2. Remove rear door finisher. Refer to [INT-16, "Removal and Installation"](#).
3. Remove rear door speaker harness connector and the remove the sealing screen.
NOTE:
Cut the butyl-tape so that some parts of the butyl-tape do not remain on the sealing screen, if the sealing screen is reused.
4. Remove the rear door outside molding.
5. Remove rear door glass run.
6. Operate the power window main switch or regulator handle to raise or lower the door window until the glass mounting bolts can be seen.
7. Remove rear door glass mounting bolts.

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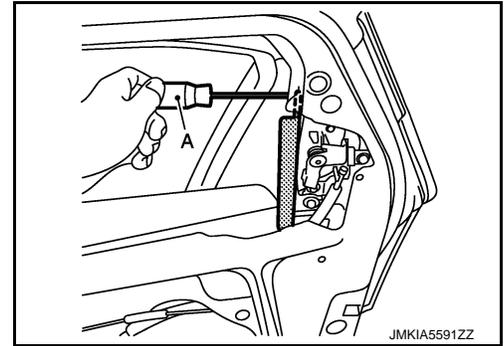
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REAR DOOR GLASS

< REMOVAL AND INSTALLATION >

8. Remove lower sash (rear) mounting bolts and TORX bolt with a screwdriver (A) as shown in the figure.



9. Remove lower sash (rear) from the rear door panel.
CAUTION:
Avoid contact between lower sash (rear) and rear door glass when removing.
10. Remove rear door glass from the rear panel.

INSTALLATION

Install in the reverse order of removal.

Inspection and Adjustment

INFOID:000000006583130

SYSTEM INITIALIZATION

Initialize the system if any of the following work is complete. Refer to [PWC-14, "Description"](#).

FITTING INSPECTION

- Check that the glass is fit securely into the sash groove.
- Lower the glass slightly [approximately 10 to 20 mm (0.394 to 0.787 in)], and check that the clearance to the sash is parallel. Loosen the regulator mounting bolts, guide rail mounting bolts, and glass and guide rail mounting bolts to correct the glass position if the clearance between the glass and sash is not parallel.

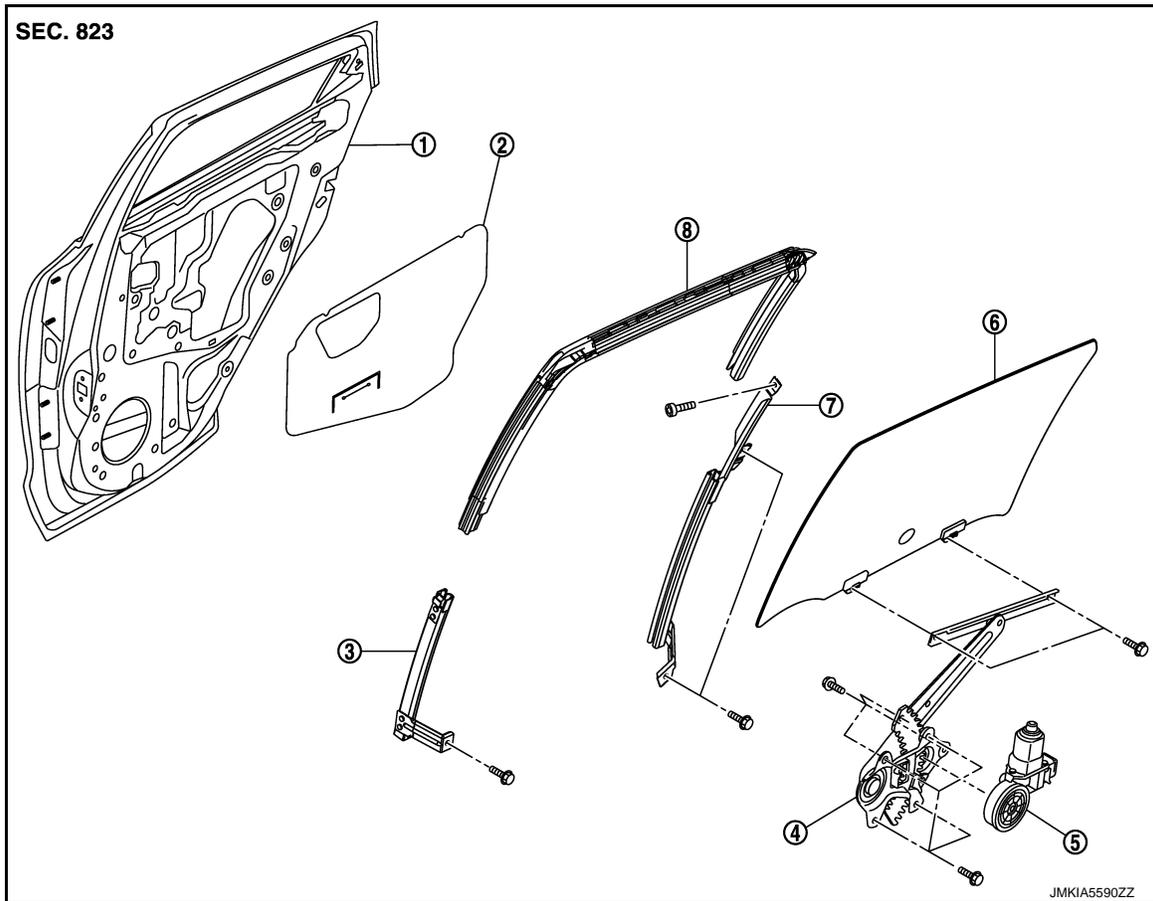
REAR REGULATOR

< REMOVAL AND INSTALLATION >

REAR REGULATOR

Exploded View

INFOID:000000006583720



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|---------------------------------|------------------------|-----------------------|
| 1. Rear door panel | 2. Sealing screen | 3. Lower sash (front) |
| 4. Rear door regulator assembly | 5. Power window motor | 6. Rear door glass |
| 7. Lower sash (rear) | 8. Rear door glass run | |

GW

Removal and Installation

INFOID:000000006583132

REMOVAL

1. Remove rear door glass. Refer to [GW-21, "Removal and Installation"](#).
2. Disconnect the power window motor harness connector.
3. Remove rear door regulator mounting bolts and then remove rear door regulator from door panel.
4. Remove lower sash (front) mounting bolt and then remove lower sash (front) from rear door panel.

INSTALLATION

Install in the reverse order of removal.

Disassembly and Assembly

INFOID:000000006583133

DISASSEMBLY

Remove the power window motor from the regulator assembly.

INSPECTION AFTER REMOVAL

Check the regulator assembly for the following items. Replace or grease it if a malfunction is detected.

- Wire wear
- Regulator deformation

REAR REGULATOR

< REMOVAL AND INSTALLATION >

ASSEMBLY

Assemble in the reverse order of disassembly.

Inspection and Adjustment

INFOID:000000006583134

SYSTEM INITIALIZATION

Initialize the system if any of the following work is complete. Refer to [PWC-14, "Description"](#).

FITTING INSPECTION

- Check that the glass is fit securely into the sash groove.
- Lower the glass slightly [approximately 10 to 20 mm (0.394 to 0.787 in)], and check that the clearance to the sash is parallel. Loosen the regulator mounting bolts, guide rail mounting bolts, and glass and guide rail mounting bolts to correct the glass position if the clearance between the glass and sash is not parallel.