

**ENGINE CONTROL, FUEL &
EXHAUST SYSTEMS**

SECTION FE

CONTENTS

ENGINE CONTROL SYSTEM	FE-2
FUEL SYSTEM	FE-4
EXHAUST SYSTEM	FE-6

FE

ENGINE CONTROL SYSTEM

Accelerator Control System

- a. Warm up engine to normal operating temperature.
- b. Check to see if throttle valve fully opens when accelerator pedal is fully depressed and if it returns to idle position when released.
- c. Adjust accelerator pedal free play by turning adjusting nut.
- d. Check accelerator control parts for improper contact with any adjacent parts.
- e. When connecting accelerator wire, be careful not to twist or scratch its inner wire.
- f. Apply a light coat of recommended multi-purpose grease to all sliding or friction surfaces. Do not apply grease to wire.
- g. Make sure that engine speed returns to idle when idling control knob is turned completely counterclockwise.
- h. On automatic transmission models, make sure kickdown switch rod is fully pushed in when accelerator pedal is depressed completely.

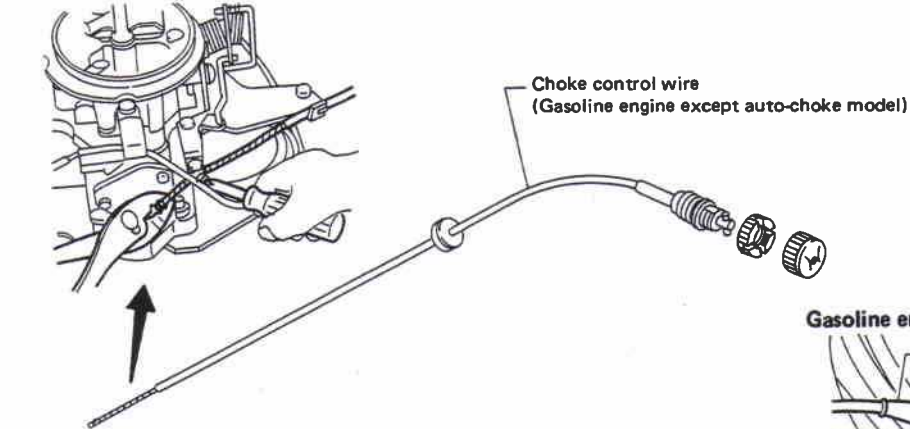
Choke Control Wire

- Make sure choke valve opens fully when choke knob is pushed in all the way and closes when knob is fully pulled out.

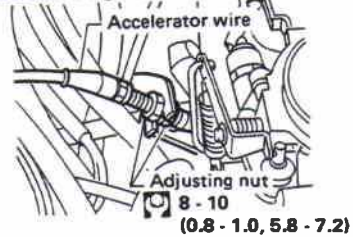
ENGINE CONTROL SYSTEM

Accelerator Control System

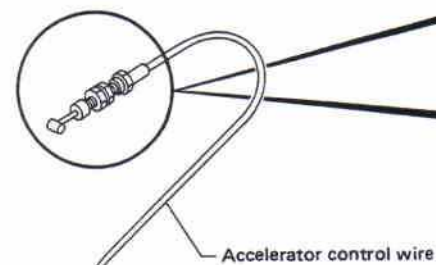
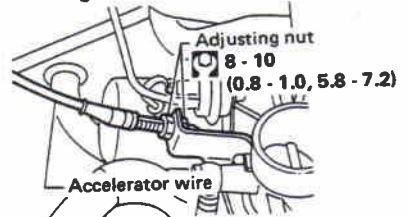
Choke control wire adjustment



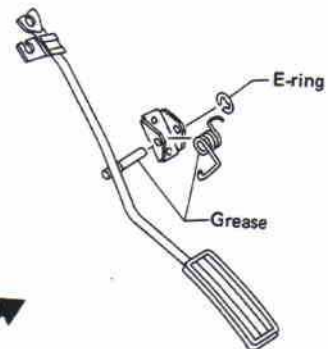
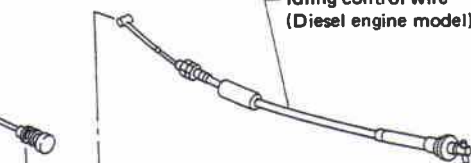
Gasoline engine model



Diesel engine model



Idling control wire
(Diesel engine model)



0.3 - 1.0 mm
(0.012 - 0.039 in)

3 - 4 (0.3 - 0.4, 2.2 - 2.9)

When accelerator
pedal is depressed
completely.

8 - 12 (0.8 - 1.2, 5.8 - 8.7)
Kickdown switch
(A/T)

Free play at
pedal pad
center:
1 - 3 mm
(0.04 - 0.12 in)

: N·m (kg·m, ft·lb)

SFE976

FUEL SYSTEM

WARNING:

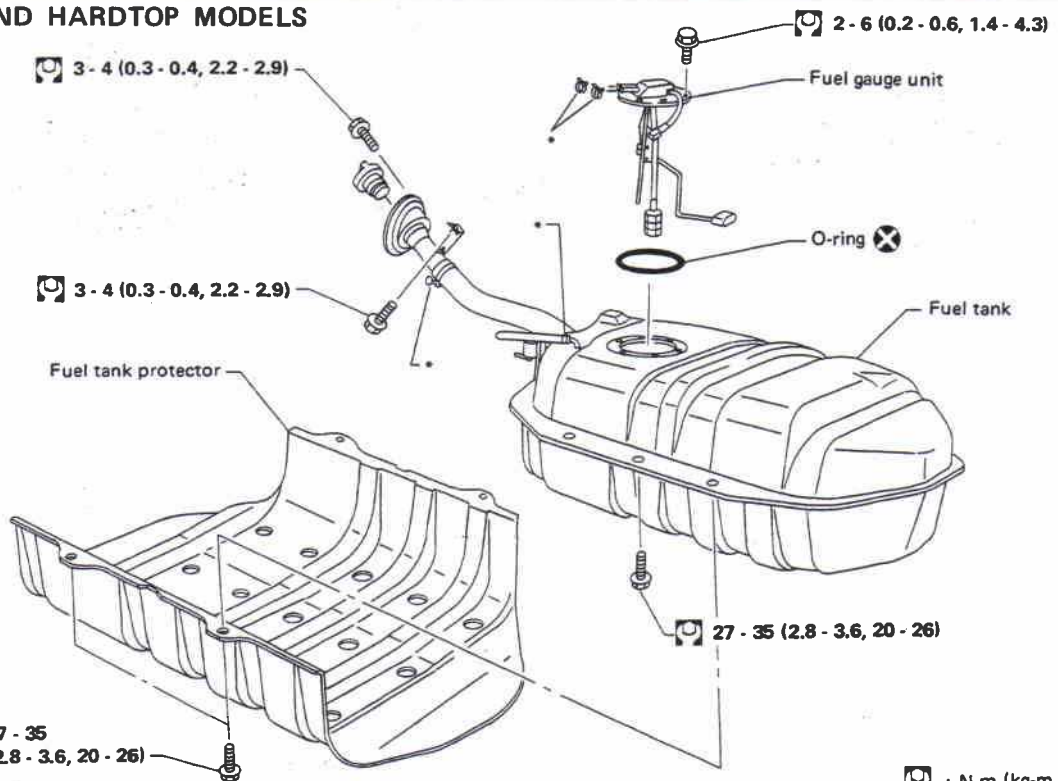
When replacing fuel line parts, be sure to observe the following:

- Put a "CAUTION: INFLAMMABLE" sign in workshop.
- Be sure to furnish the workshop with a CO₂ fire extinguisher.
- Be sure to disconnect battery ground cable before conducting operations.
- Put drained fuel in an explosion-proof container and put lid on securely.

CAUTION:

- Do not disconnect any fuel line unless absolutely necessary.
- Plug hose and pipe openings to prevent entry of dust or dirt.
- Always replace O-ring and clamps with new ones.
- Do not kink or twist hose and tube when they are installed.
- Do not tighten hose clamps excessively to avoid damaging hoses.
- When installing fuel check valve, be careful of its designated direction. (Refer to section EF & EC.)
- Run the engine and check for leaks at connections.

WAGON AND HARDTOP MODELS



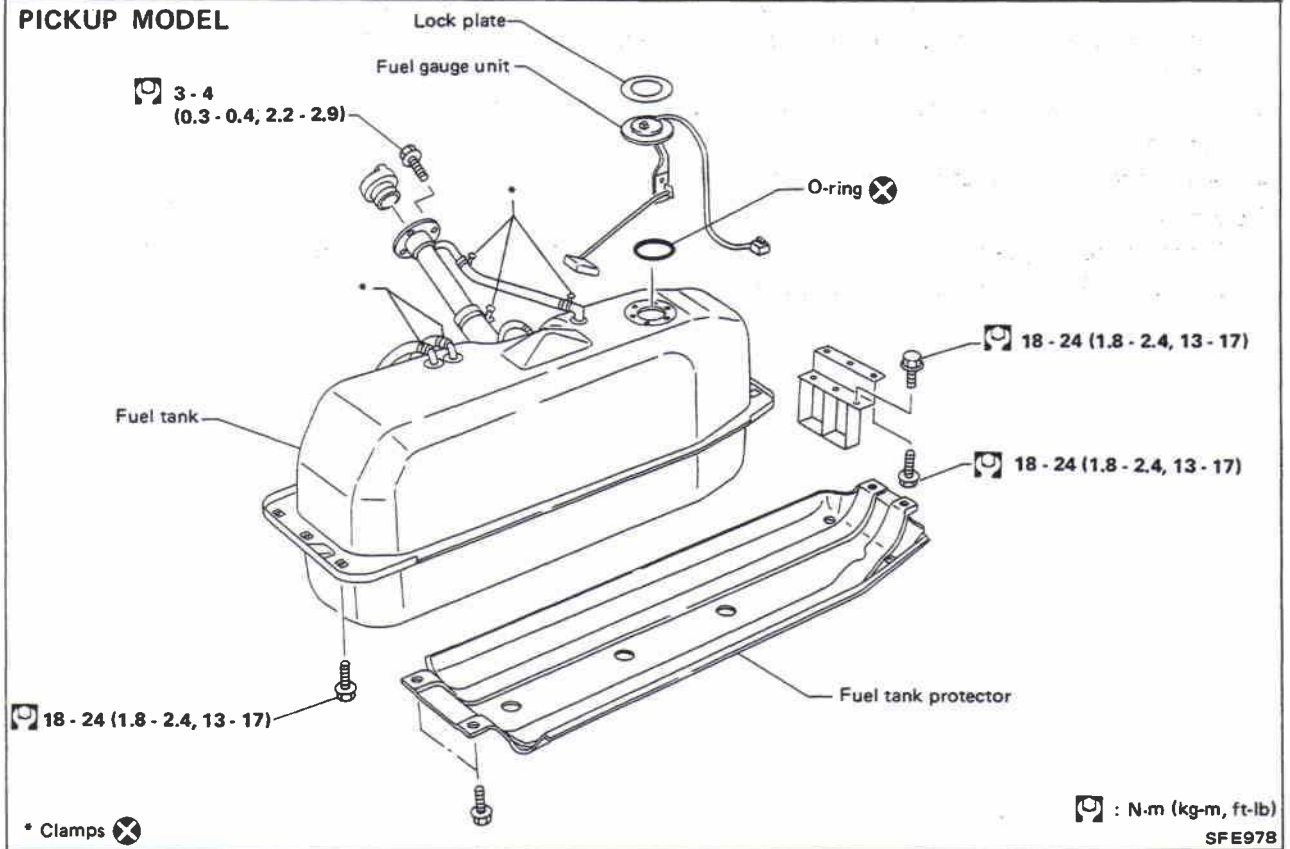
*Clamps

: N·m (kg-m, ft-lb)

SFE977

FUEL SYSTEM

PICKUP MODEL



EXHAUST SYSTEM

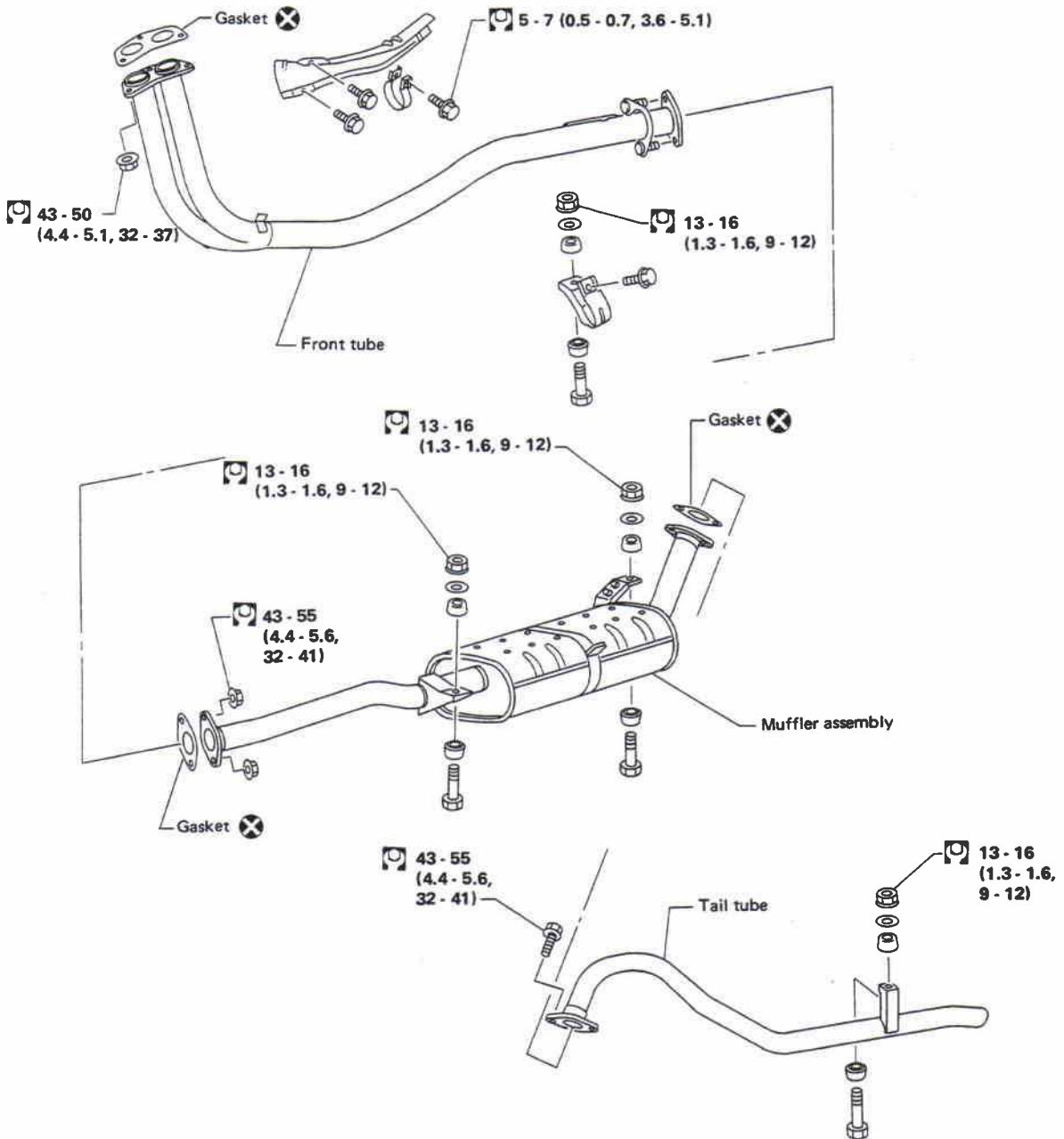
- After installation, check that mounting brackets and mounting insulator are free from undue stress. If any of above parts is not installed properly, excessive noises or vibrations may be transmitted to vehicle body.
- Check all tube connections for exhaust gas leaks, and entire system for unusual noises, with engine running.
- Always replace exhaust gaskets with new ones when disassembling.

Pickup model

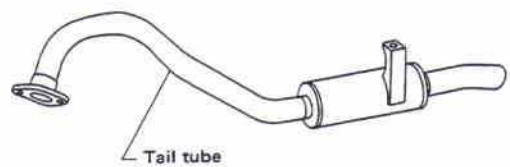
- When connecting center tube and muffler assembly, use the Genuine Nissan Sealant "Exhaust Sealant Kit 20720-N2225" or an equivalent to eliminate gas leakage at the joint.

EXHAUST SYSTEM

HARDTOP AND WAGON



Australia model with TB42 and AT

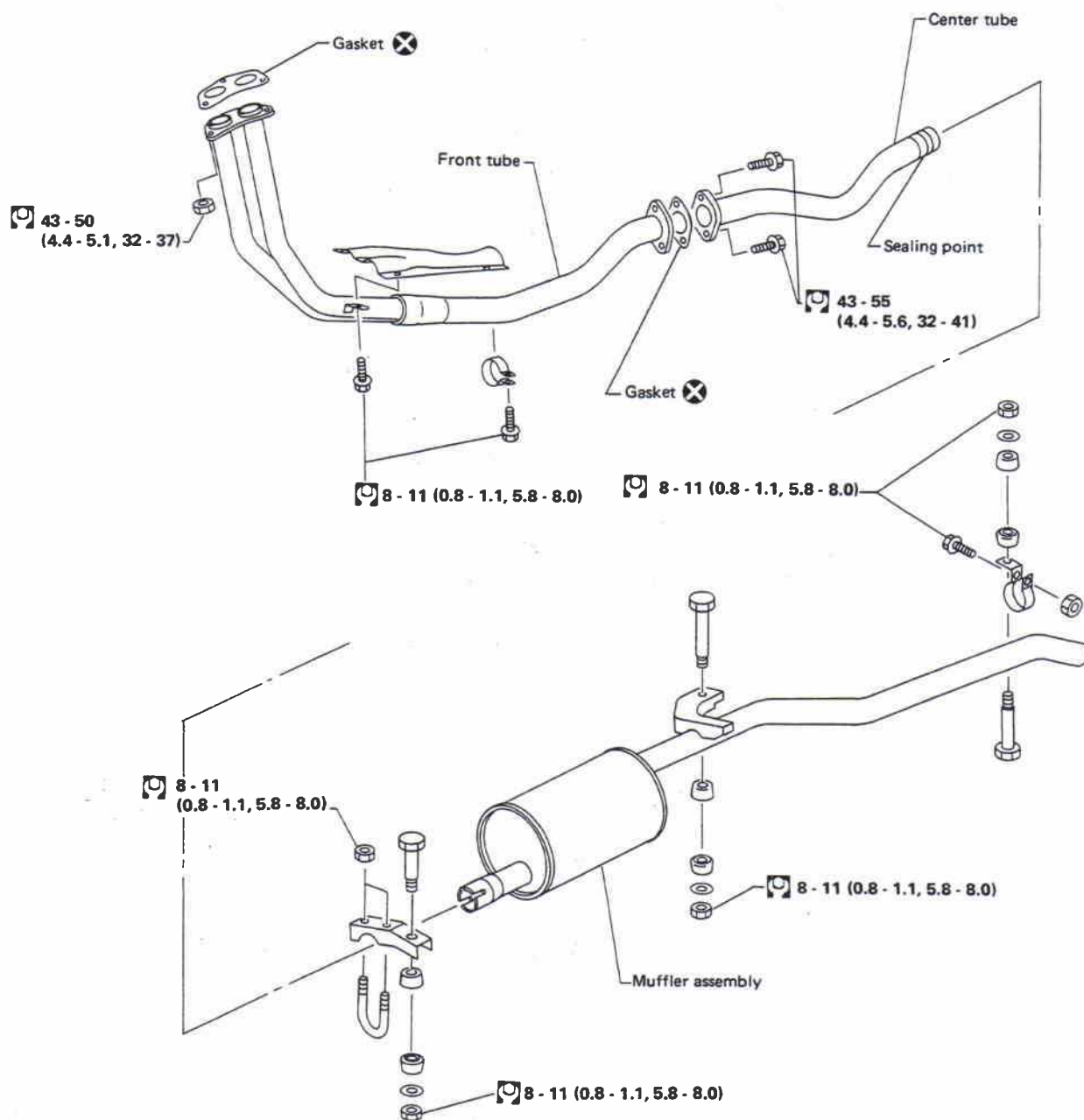


: N-m (kg-m, ft-lb)

SFE979

EXHAUST SYSTEM

PICKUP



: N·m (kg·m, ft·lb)

SFE980