

SECTION BF

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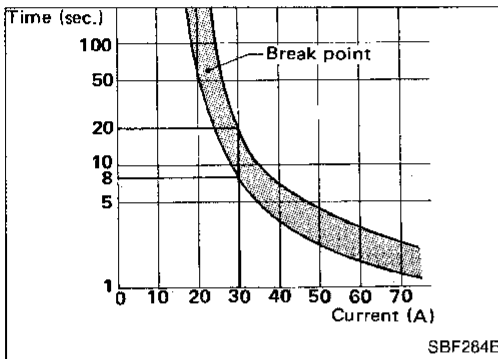
When you read wiring diagrams:

- Read GI section, "HOW TO READ WIRING DIAGRAMS".
- See EL section, "POWER SUPPLY ROUTING" for power distribution circuit.

★ For seat belt, refer to MA section.

Precautions

- When removing or installing various parts, place a cloth or padding onto the vehicle body to prevent scratches.
- Handle trim, molding, instruments, grille, etc. carefully during removing or installation. Be careful not to soil or damage them.
- Apply sealing compound where necessary when installing parts.
- When applying sealing compound, be careful that sealing compound does not protrude from parts.
- When replacing any metal parts (for example body outer panel, members, etc.), be sure to take rust prevention measures.



Circuit Breaker Inspection

For example, when current is 30A, the circuit is broken within 8 to 20 seconds.

Circuit breakers are used in the following systems.

- Power window & power door lock
- Back door window opener


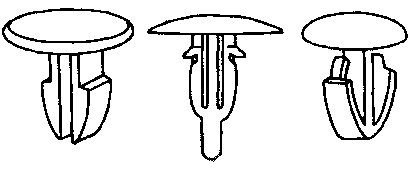
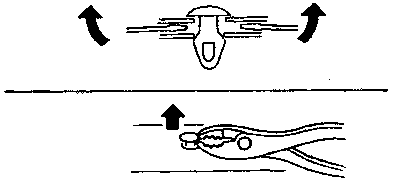
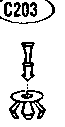
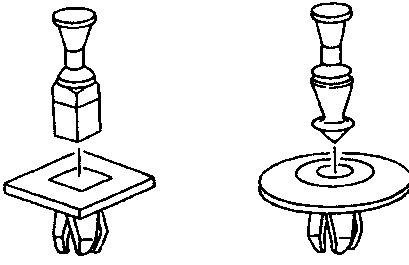
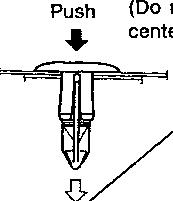
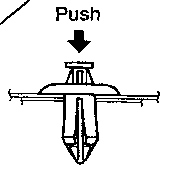

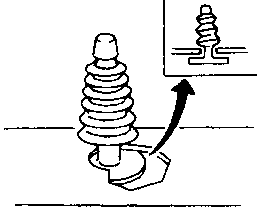
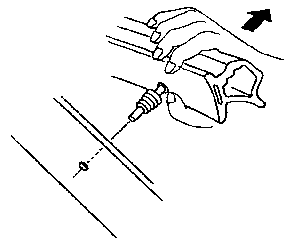

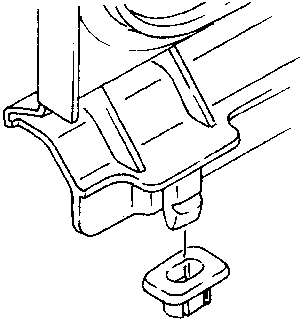
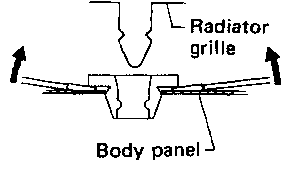
Clip and Fastener

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

Symbol No.	Shapes	Removal & Installation
<p>C101</p>	<p>SBF256G</p>	<p>Removal: Remove by bending up with flat-bladed screwdrivers.</p> <p>SBF367B</p>
<p>C102</p>	<p>MBF176B</p>	<p>Removal: Pull up by rotating.</p> <p>SBF115B</p>

GENERAL SERVICING

Clip and Fastener (Cont'd)

Symbol No.	Shapes	Removal & Installation
		<p>Removal: Remove with a flat-bladed screwdriver or pliers.</p> 
		<p>Push center pin to catching position. (Do not remove center pin by hitting it.)</p>  <p>Installation:</p> 
		<p>Removal:</p> 
		<p>Removal: Remove by bending up with flat-bladed screwdrivers.</p> 

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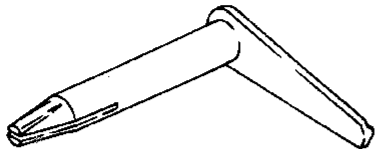
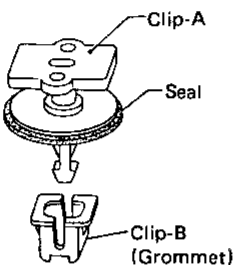
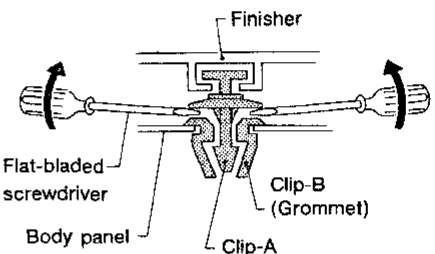
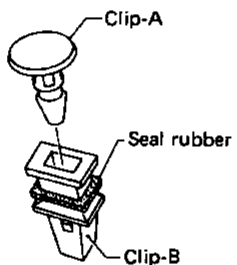
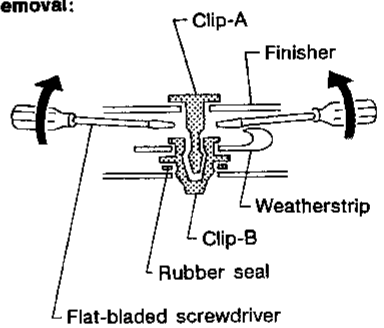
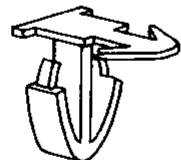
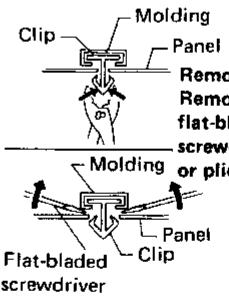
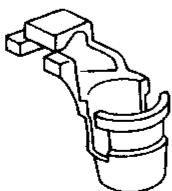
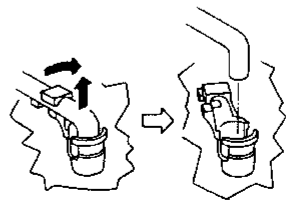
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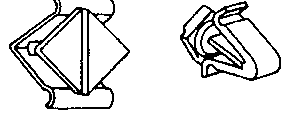


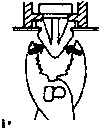
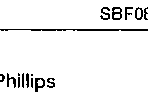
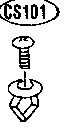
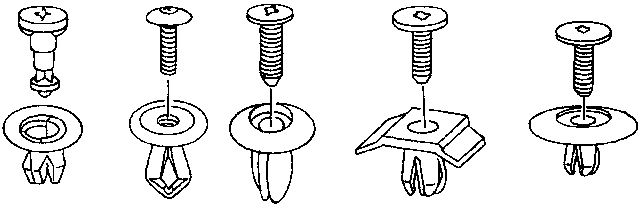
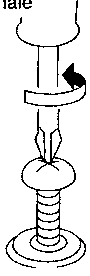
GENERAL SERVICING

Clip and Fastener (Cont'd)

Symbol No.	Shapes	Removal & Installation
CE114		— SBF353C
CF109		Removal:  SBF651B SBF652B
CF110		Removal:  SBF648BB SBF649B
CF114		 Removal: Remove using flat-bladed screwdrivers or pliers. SBF317C SBF571B
CF103		Removal: Holder portion of clip must be spread out to remove rod.  SBF768B SBF770B

GENERAL SERVICING

Clip and Fastener (Cont'd)

Symbol No.	Shapes	Removal & Installation
		<div> <div> Removal:  Rotate 45° to remove. </div> <div> Installation:  </div> </div> <div> Removal:  </div> <div> Installation:  </div>
		Removal: <ol style="list-style-type: none"> Screw out with a Phillips screwdriver. Remove female portion with flat-bladed screwdriver. 

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Front End

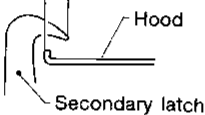
- Hood adjustment: Adjust at hinge portion.
- Hood lock adjustment: After adjusting, check hood lock control operation. Apply a coat of grease to hood locks engaging mechanism.
- Hood opener: Do not attempt to bend cable forcibly. Doing so increase effort required to unlock hood.
- Bumper finisher: It is made of plastic, so do not use excessive force and take care to keep oil away from it.

Hood lock adjustment

- Adjust hood so that hood primary lock meshes at a position where hood is 1 to 1.5 mm (0.039 to 0.059 in) lower than fender.
- After hood lock adjustment, adjust bumper rubber.
- When securing hood lock, ensure it does not tilt. Striker must be positioned at the center of hood primary lock.
- After adjustment, ensure that hood primary and secondary lock operate properly.

Hood lock secondary latch hooking length

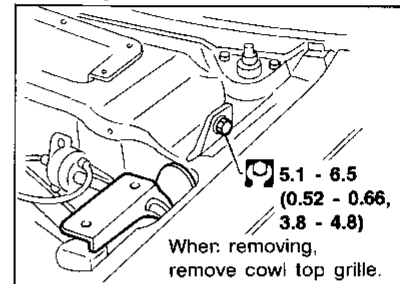
5 - 9.5 mm
(0.197 - 0.374 in)



Bumper rubber adjustment

- Adjust so that hood is aligned with fender.
[Bumper rubber free height is approx. 19 mm (0.75 in).]

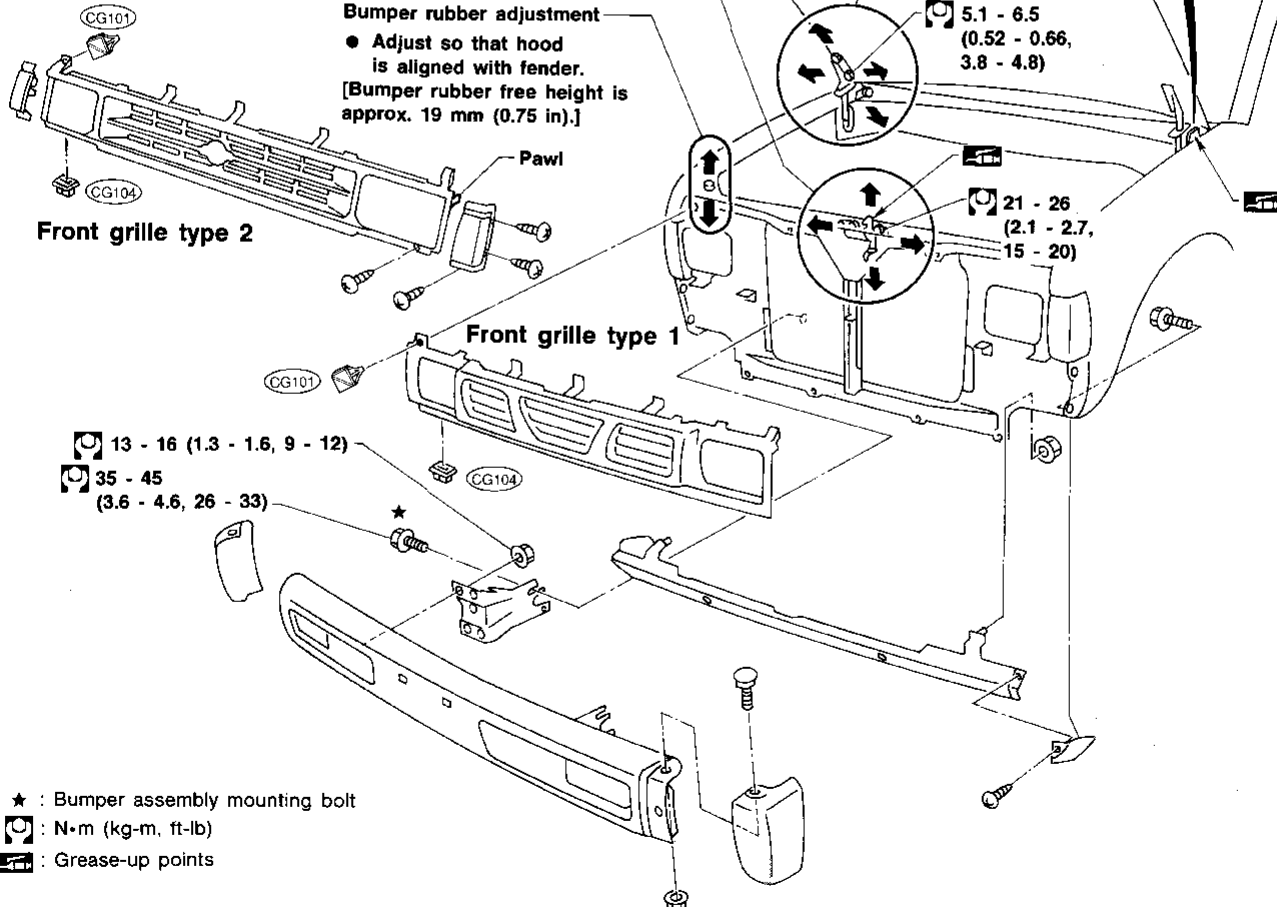
Hood hinge



Hood adjustment

5.1 - 6.5
(0.52 - 0.66,
3.8 - 4.8)

21 - 26
(2.1 - 2.7,
15 - 20)



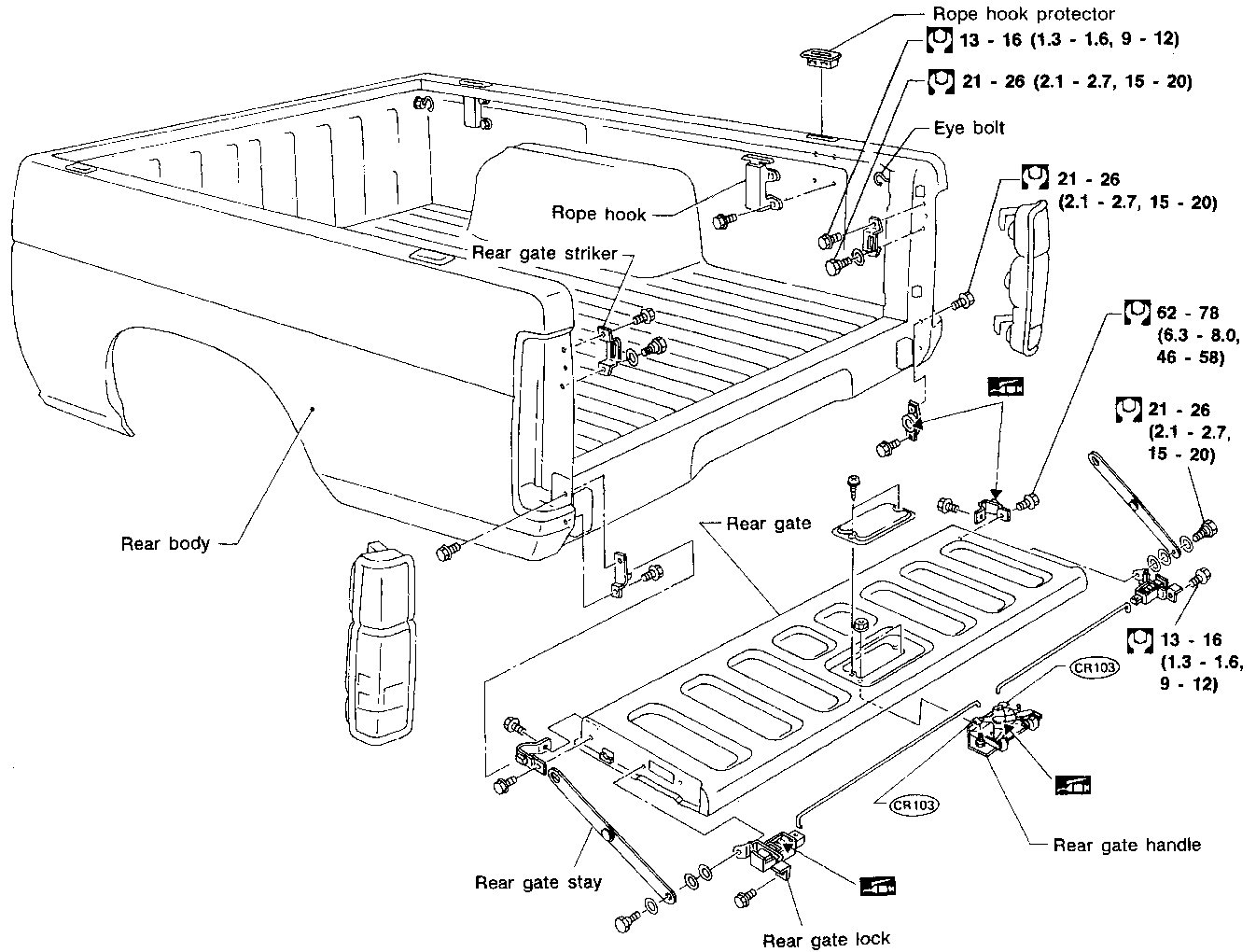
★ : Bumper assembly mounting bolt

: N·m (kg-m, ft-lb)

: Grease-up points

BODY END

Rear End — TRUCK



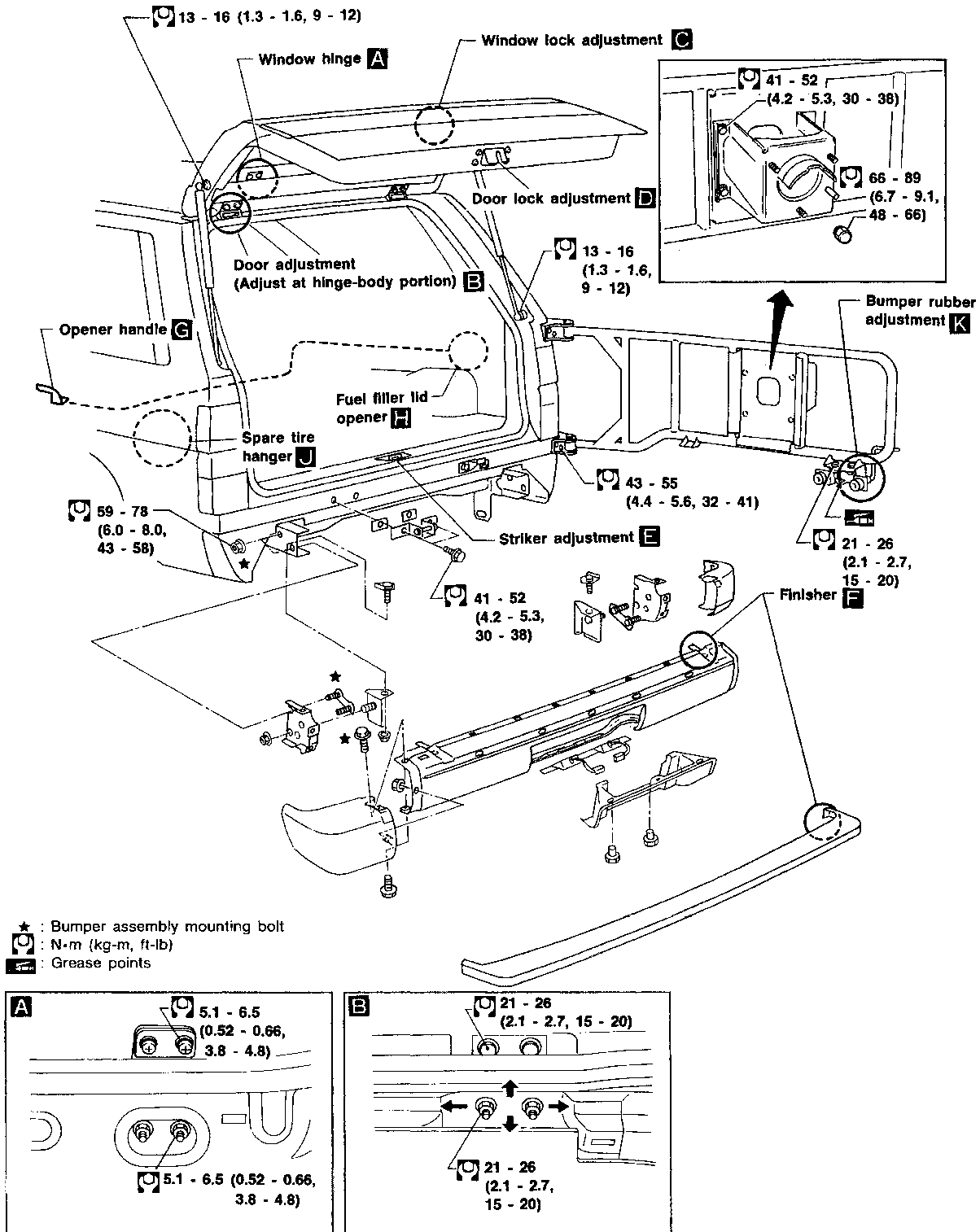
: N·m (kg·m, ft·lb)
 : Grease-up points

Body Rear End — WAGON

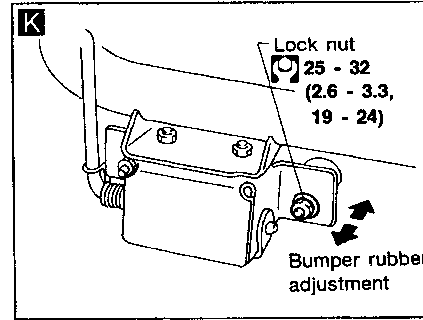
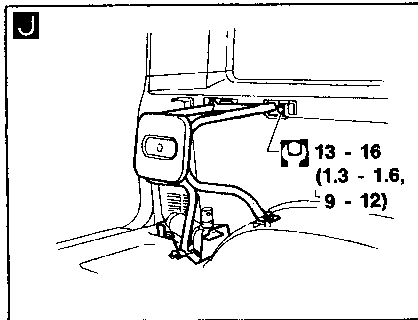
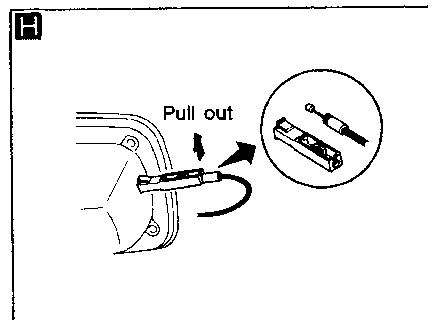
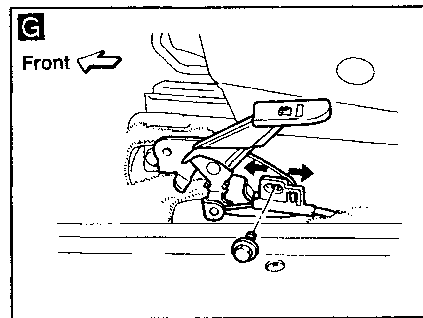
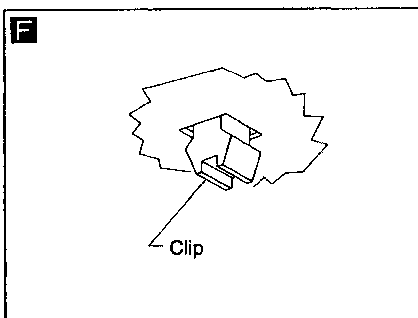
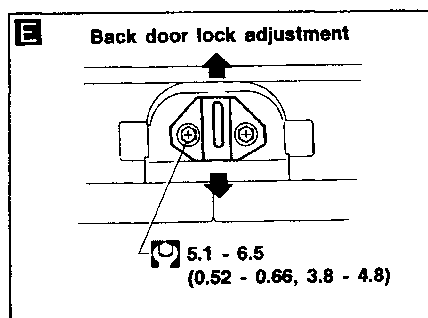
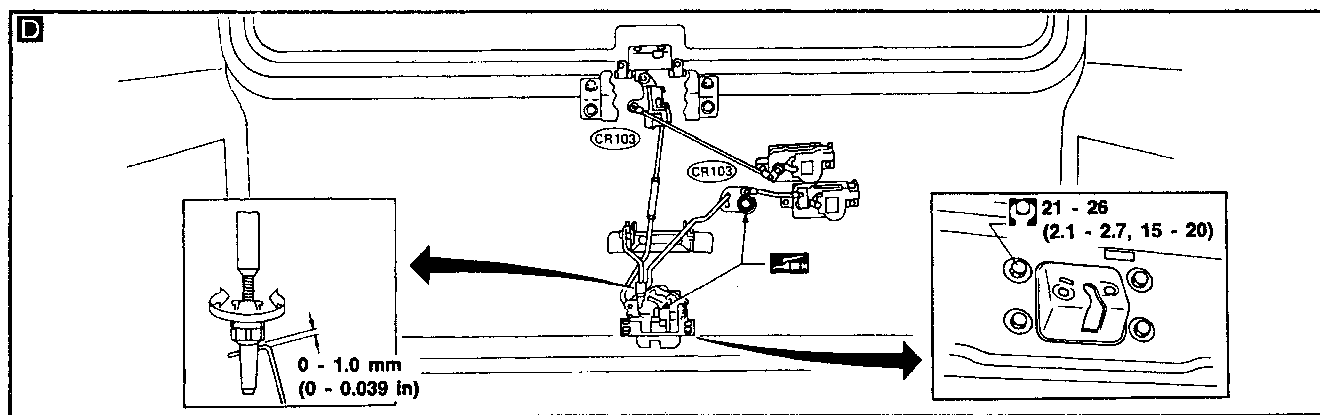
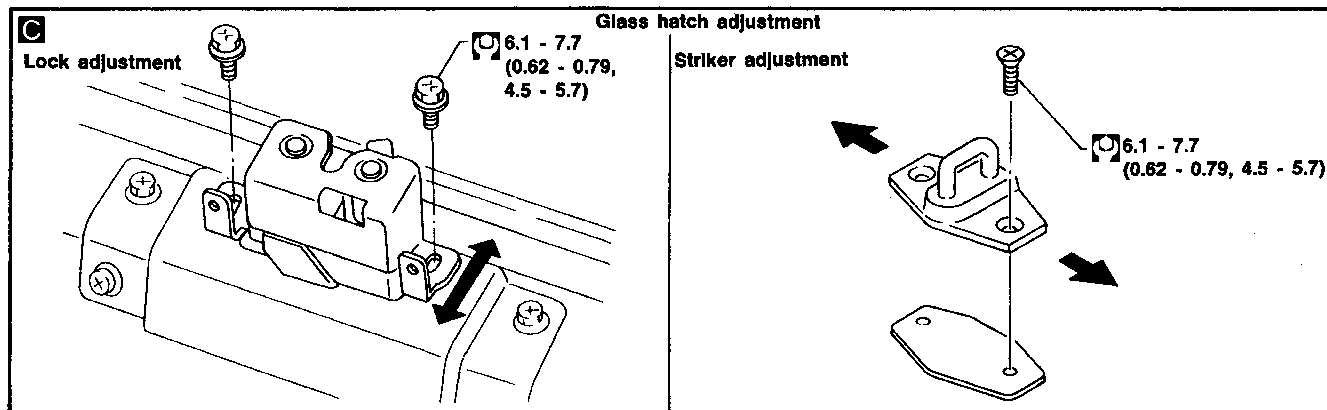
- Back door lock system adjustment: Adjust lock & striker so that they are in the center.
After adjustment, check back door lock operation.
- Back door hatch lock system adjustment: Adjust lock & striker so that they are in the center.
After adjustment, check back door hatch lock operation.

WARNING:

- Be careful not to scratch back door stay and/or back door hatch stay when installing back door and/or back door hatch. A scratched stay may cause gas leakage.
- The contents of the back door stay and back door hatch stay are under pressure. Do not take apart, puncture, apply heat or allow fire near them.



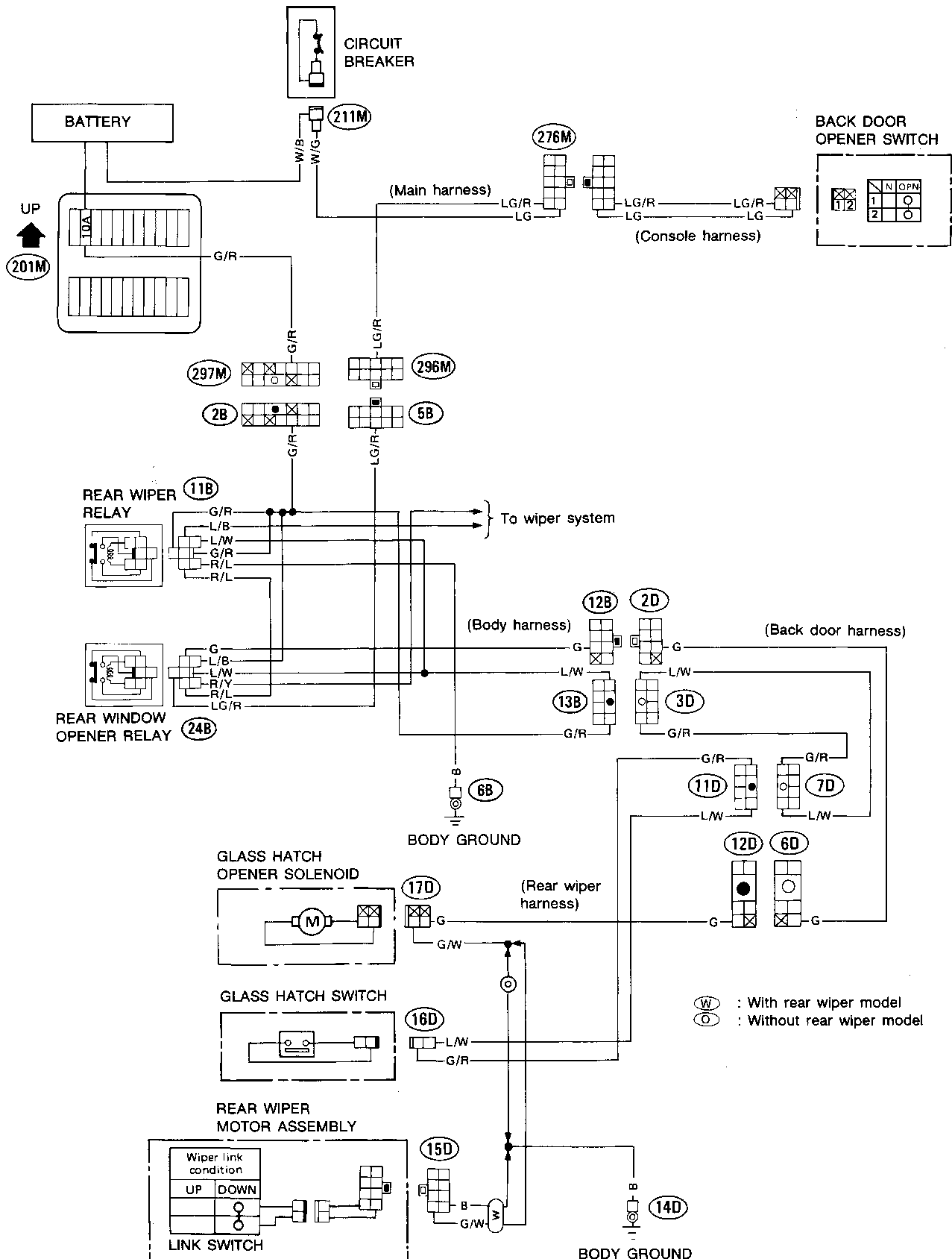
BODY END **Body Rear End — WAGON (Cont'd)**



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

Back Door Window Opener — WAGON

WIRING DIAGRAM



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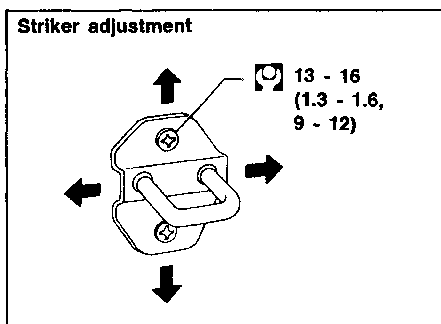
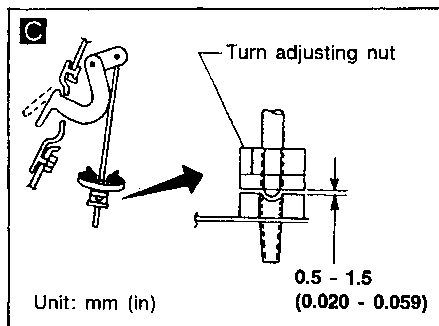
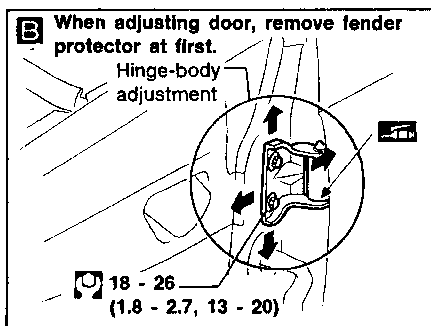
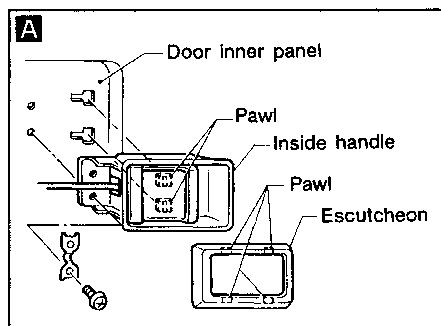
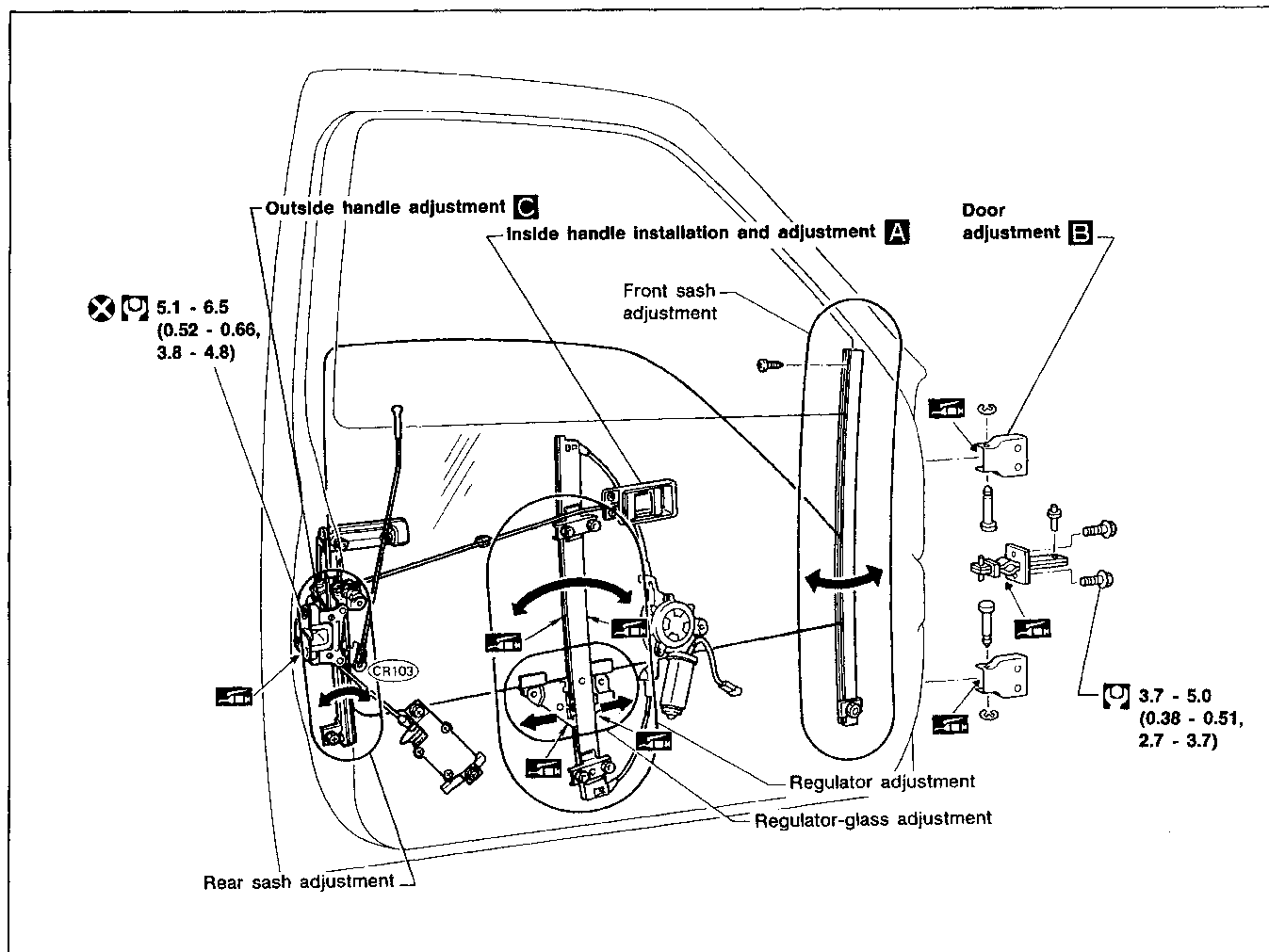
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DOOR

Front Door

- For removal of door trim, refer to "INTERIOR AND EXTERIOR", (BF-29 or 32).
- After adjusting door lock, make sure door locks properly.

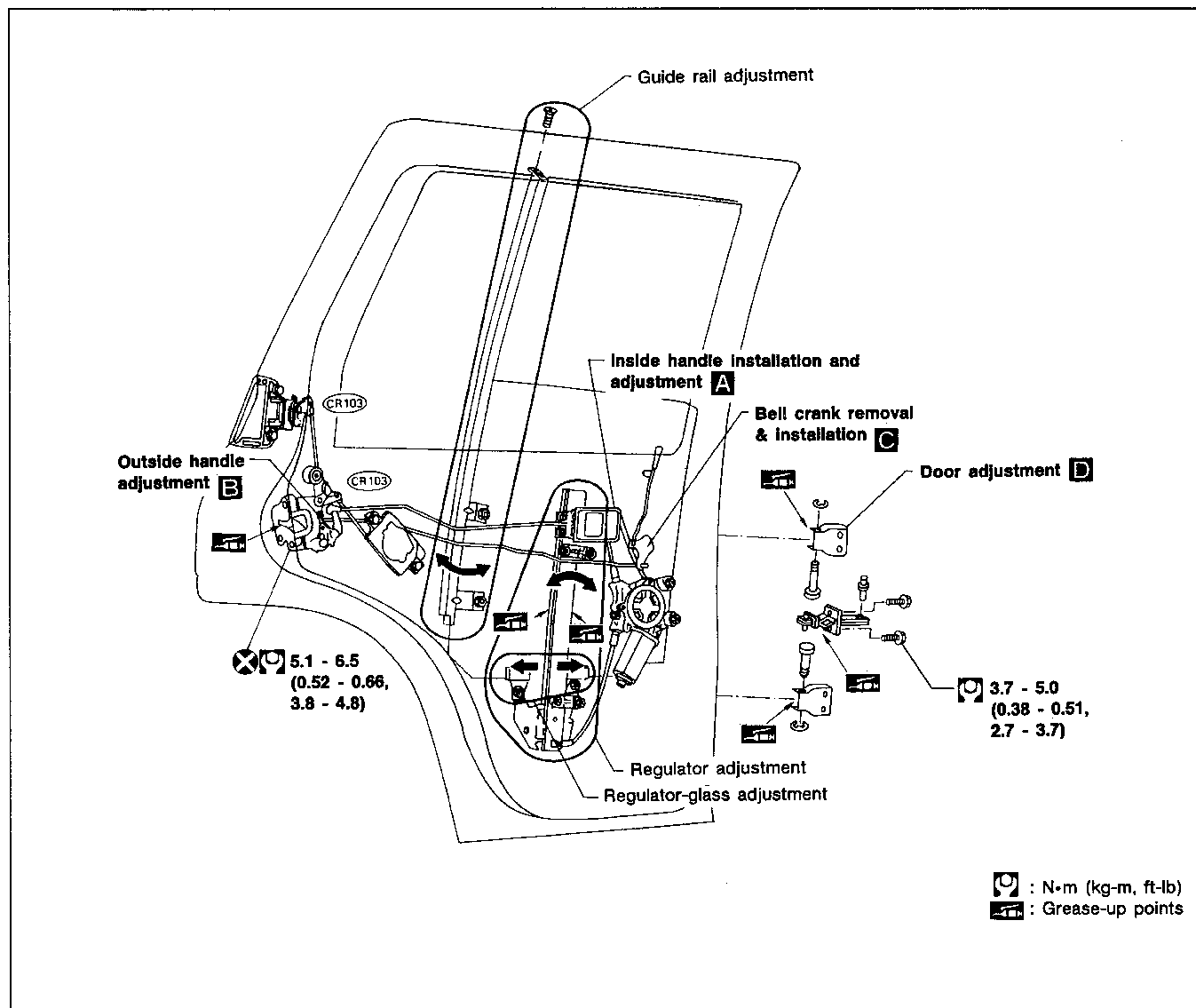


: N·m (kg-m, ft-lb)
 : Grease-up points

MBF295B

Rear Door — WAGON

- For removal of door trim, refer to "INTERIOR AND EXTERIOR", (BF-32).
- After adjusting door or door lock, make sure door locks properly.



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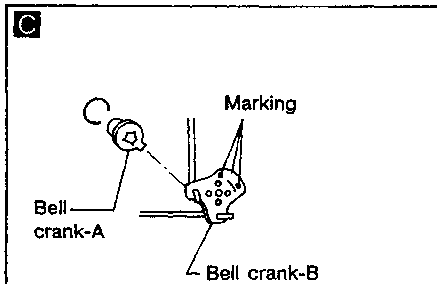
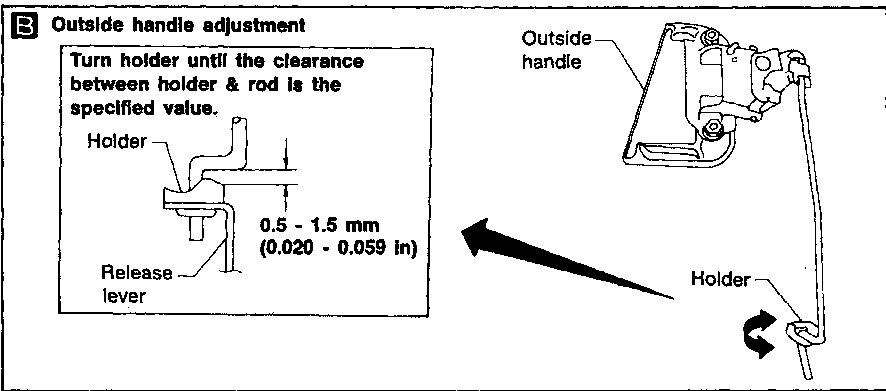
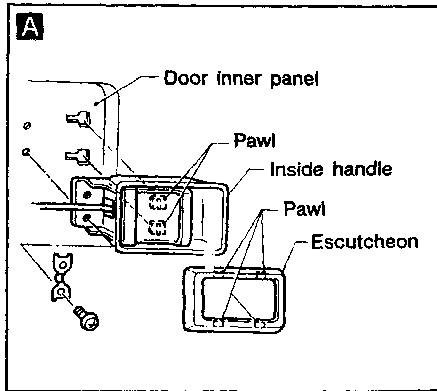
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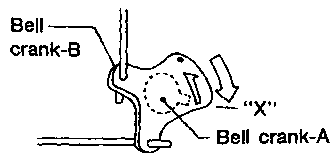
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DOOR

Rear Door — WAGON (Cont'd)

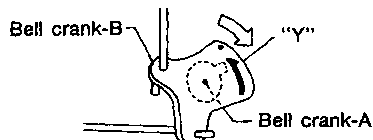


Removal:

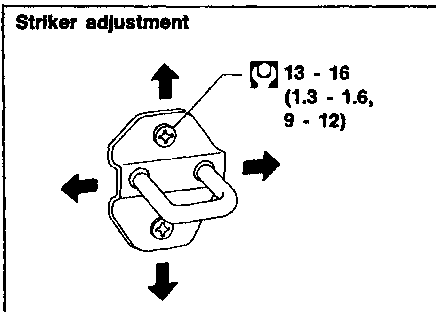
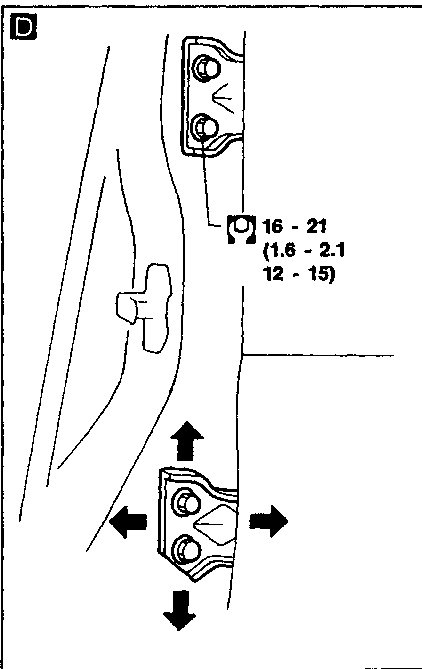


Turn bell crank-A counter-clockwise (as indicated by the white arrow) to position "X".

Installation:



Turn bell crank-A counter-clockwise to position "Y".



: N·m (kg-m, ft-lb)

Power Door Lock — TRUCK

DOOR LOCK TIMER INSPECTION

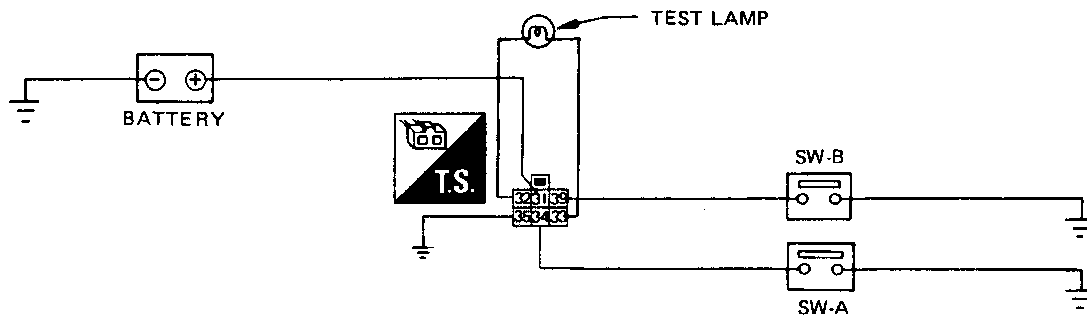
TESTING OPERATION

Input signal	SW-A operation	OFF	Turns ON	ON	Turns OFF	OFF	OFF	OFF	Turns ON	Turns OFF
	SW-B operation	OFF	OFF	OFF	OFF	Turns ON	ON	Turns OFF	After SW-A operation, immediately turns ON	Turns OFF
Output signal	Test lamp operation	OFF	ON (Approx. 1.0 sec.) → OFF	OFF	OFF	ON (Approx. 1.0 sec.) → OFF	OFF	OFF	ON → OFF → ON → OFF	OFF

- Carry out the complete inspection in this chart from left to right.
- Do not carry out any switch operations that are not described in the above chart so as to avoid breaking the door lock timer.

Lighting period of test lamp differs according to SW-B operation. Moreover, test lamp may come on once or it may not come on at all. If this occurs, do not judge it faulty solely from this step, but use other steps to make final judgement.

INSPECTION CIRCUIT (This test circuit must be wired by the technician.)



DOOR LOCK TIMER

	CIRCUIT CONNECTIONS
31	Power source (BAT)
32	To/From actuators (Lock power source & Unlock ground)
33	To/From actuators (Lock ground & Unlock power source)
34	To lock-unlock switches (Input signal for lock)
35	Ground
39	To lock-unlock switches (Input signal for unlock)

SBF622F

CIRCUIT BREAKER

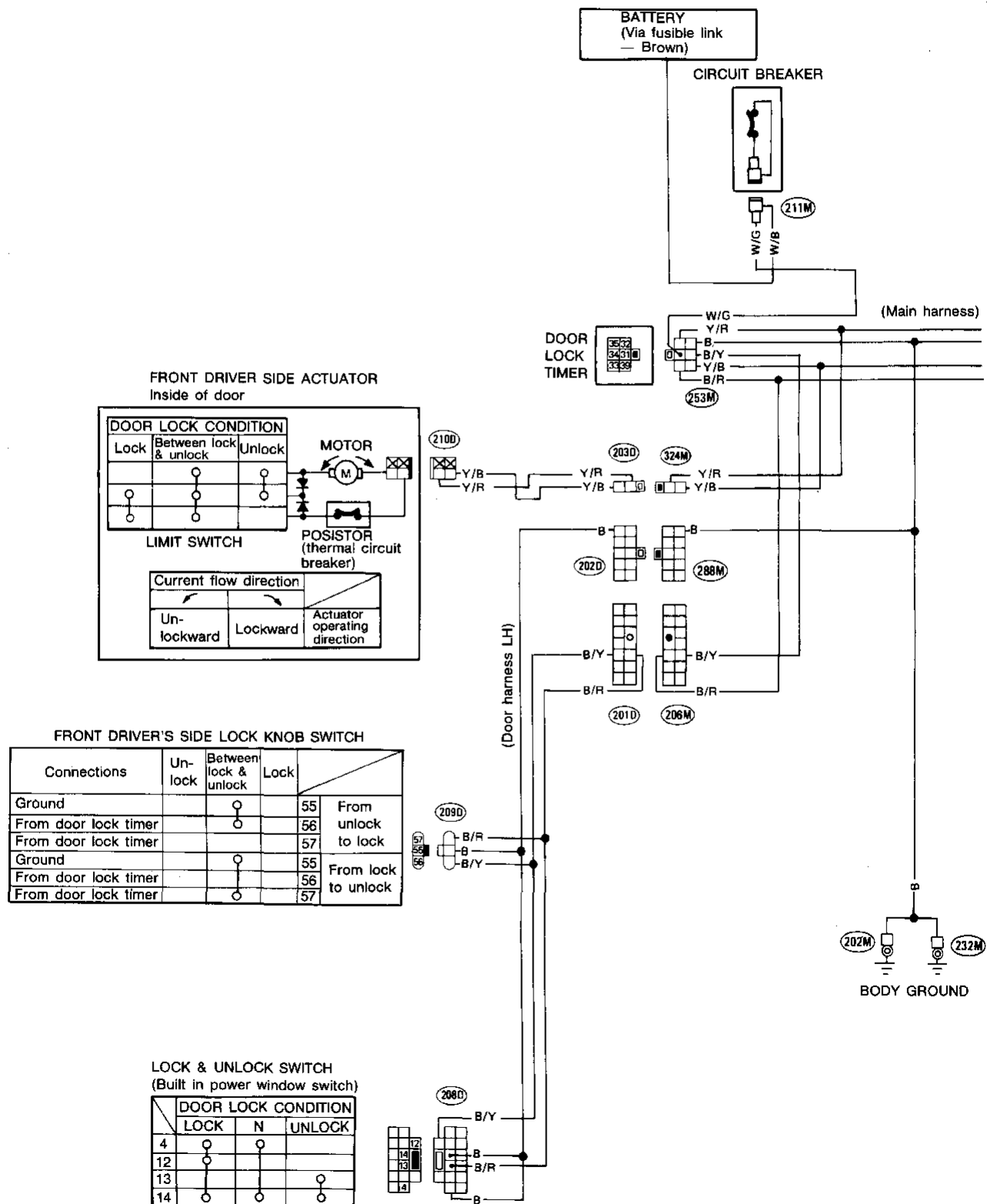
The circuit breaker is the same as the one for Power Window system.
So refer to "Power Window".

DOOR

Power Door Lock — TRUCK (Cont'd)

- When Lock-Unlock (Unlock-Lock) is repeated more than two or three times rapidly using the door lock-&-unlock switch connected to driver side door lock knob, the door may either be locked or unlocked by itself, or the actuator may not be activated. This depends on the Lock-Unlock operation period and other conditions.
Avoid this type of operation as a system malfunction may occur.

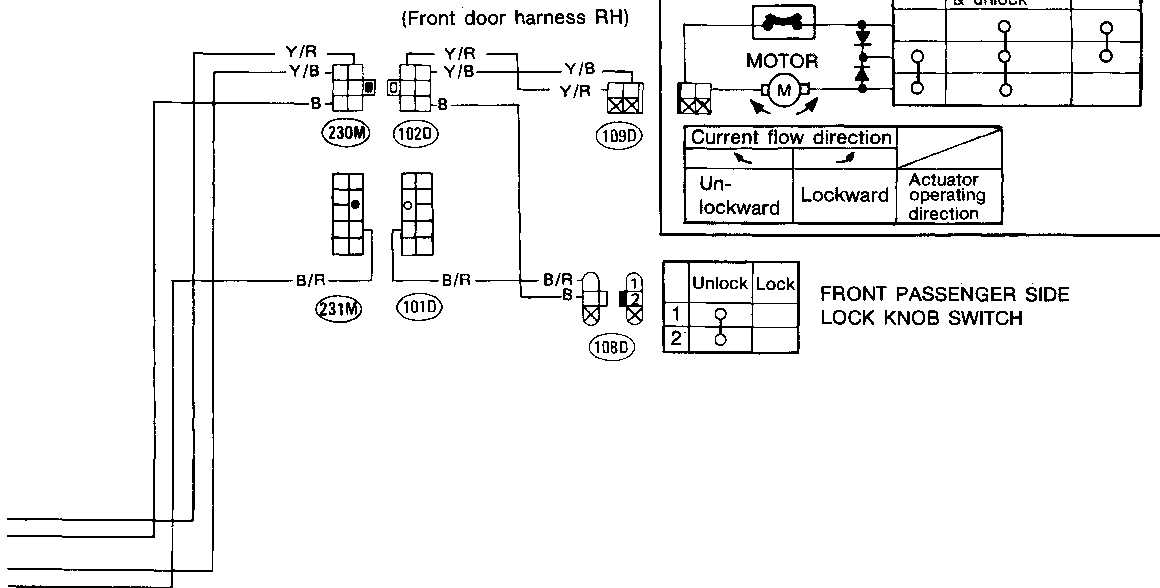
WIRING DIAGRAM



DOOR

Power Door Lock — TRUCK (Cont'd)

FRONT PASSENGER SIDE ACTUATOR
Inside of door



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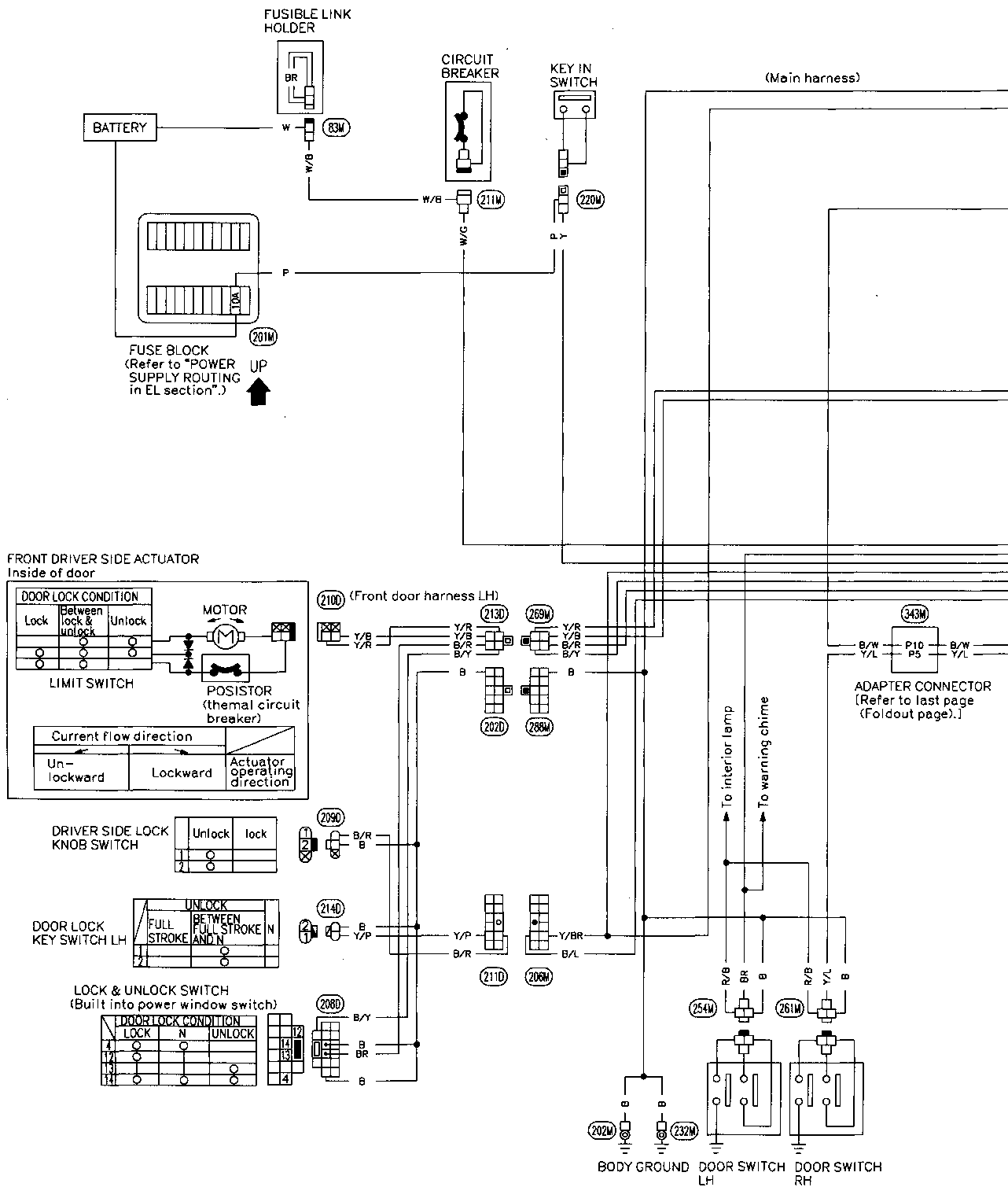
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DOOR

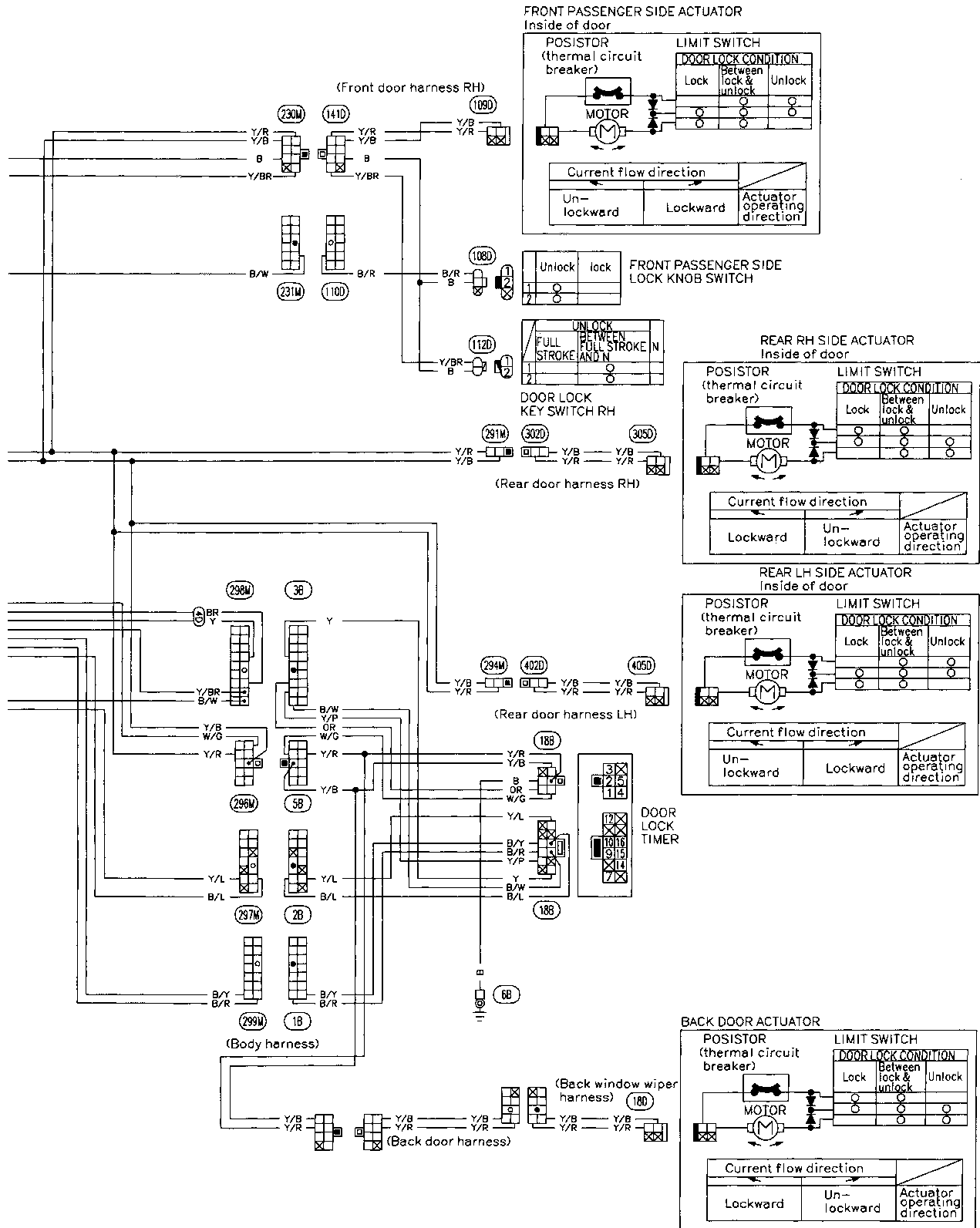
Power Door Lock — WAGON

WIRING DIAGRAM



DOOR

Power Door Lock — WAGON (Cont'd)



DOOR

Power Door Lock — WAGON (Cont'd)

DOOR LOCK TIMER INSPECTION

- Carry out the following inspections:

(1) Check power source and ground.

(2) Check input signals.

If the input signal is NG, go to ELECTRICAL COMPONENTS INSPECTION.

(3) Check output signals.

If the input signal is OK and the output signal is NG, replace the door lock timer.

If the input signal and output signal are OK, check door lock actuator in ELECTRICAL COMPONENTS INSPECTION.

Lock & unlock operation by lock knob or main switch

(The voltages are approximate values.)

	Connections		Operations			
			Lock knob switch LH	Lock knob switch RH	Lock & unlock switch	
			Unlock → Lock	Unlock → Lock	N → Unlock	N → Lock
1	Power source		12V	12V	12V	12V
5	Ground		Ground	Ground	Ground	Ground
7	Input signal	Key switch	Either key switch or door switches are off. (Key is not in the ignition or all doors are closed.)			
4		Door switch LH				
12		Door switch RH				
10		Lock knob switch LH	ON → OFF (Ground) (Open)	—	—	—
9		Lock knob switch RH	—	ON → OFF (Ground) (Open)	—	—
14		Door lock key switch	—	—	—	—
16		Lock & unlock switch lock	—	—	—	OFF → ON (Open) (Ground)
15		Lock & unlock switch unlock	—	—	OFF → ON (Open) (Ground)	—
2	Output signal	Door lock actuator (Lock power source)	0V → 12V → 0V (Approx. 1.0 sec.)	0V → 12V → 0V (Approx. 1.0 sec.)	0V	0V → 12V → 0V (Approx. 1.0 sec.)
3		Door lock actuator (Unlock power source)	0V	0V	0V → 12V → 0V (Approx. 1.0 sec.)	0V

DOOR

Power Door Lock — WAGON (Cont'd)

Unlock operation by door lock key switch

(The voltages are approximate values.)

	Connections		Operations		
			Door lock key switch LH		
			N → Unlock → N → Unlock		Unlock → Lock
1	Power source		12V	12V	12V
5	Ground		Ground	Ground	Ground
7	Input signal	Key switch	Either key switch or door switches are off. (Key is not in the ignition or all doors are closed.)		
4		Door switch LH			
12		Door switch RH			
10		Lock knob switch LH	—	—	ON (Ground) → OFF (Open)
9		Lock knob switch RH	—	—	—
14		Door lock key switch	OFF (Open) → ON (Ground) → OFF (Open) → ON (Ground) → OFF (Open)	—	OFF (Open)
16		Lock & unlock switch lock	—	—	—
15		Lock & unlock switch unlock	—	—	—
2	Output signal	Door lock actuator (Lock power source)	0V	0V	0V → 12V → 0V (Approx. 1.0 sec.)
3		Door lock actuator (Unlock power source)	0V	0V → 12V → 0V (Approx. 1.0 sec.)	0V

- The second unlock signal of door lock key switch is counted when it is within approximately 4 seconds of the first signal.
- Lock operation by key is mechanically transmitted to the lock knob switch.
- Operation of door lock key switch RH is the same as LH.

Key reminder operation

(The voltages are approximate values.)

	Connections		Operations	
			Lock knob switch LH	Lock & unlock switch
			Unlock → Lock → Automatically unlocked	N → Lock → Automatically unlocked
1	Power source		12V	12V
5	Ground		0V	0V
7	Input signal	Key switch	ON (12V) — Key is in the ignition.	
4		Door switch LH	ON (Ground) — Either door is open.	
12		Door switch RH		
10		Lock knob switch LH	ON (Ground) → OFF (Open) → ON (Ground)	—
9		Lock knob switch RH	—	—
14		Door lock key switch	—	—
16		Lock & unlock switch lock	—	OFF (Open) → ON (Ground) → OFF (Open)
15		Lock & unlock switch unlock	—	—
2	Output signal	Door lock actuator (Lock power source)	0V → 12V → 0V (Approx. 0.3 sec.)	0V → 12V → 0V (Approx. 0.3 sec.)
3		Door lock actuator (Unlock power source)	0V → 12V → 0V (Approx. 1.4 sec.)	0V → 12V → 0V (Approx. 1.4 sec.)

- Operation of lock knob switch RH is the same as LH.

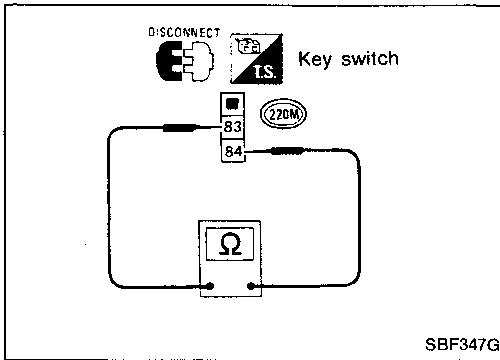
DOOR

Power Door Lock — WAGON (Cont'd)

ELECTRICAL COMPONENTS INSPECTION

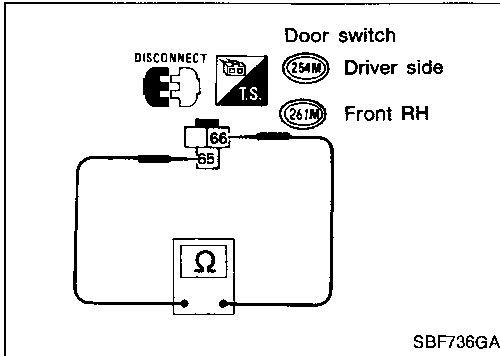
Key switch

Terminals	Condition	Continuity
83 - 84	Key is in the ignition.	Yes
	Key is not in the ignition.	No



Door switch

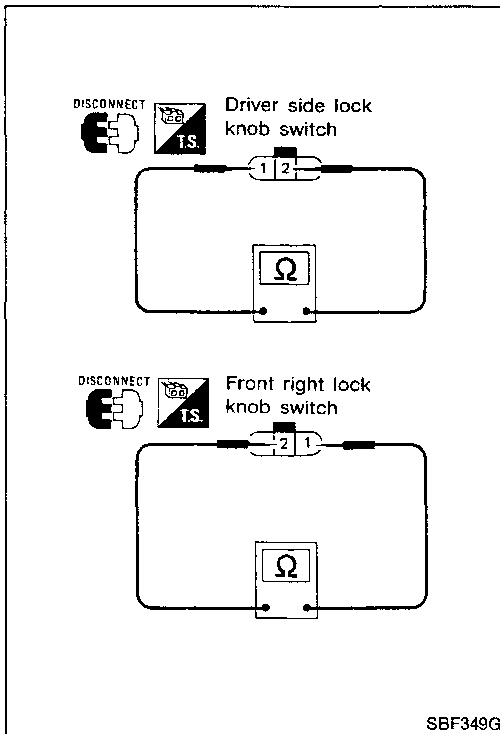
Terminals	Condition	Continuity
65 - 66	Door is closed.	No
	Door is open.	Yes



Lock knob switch

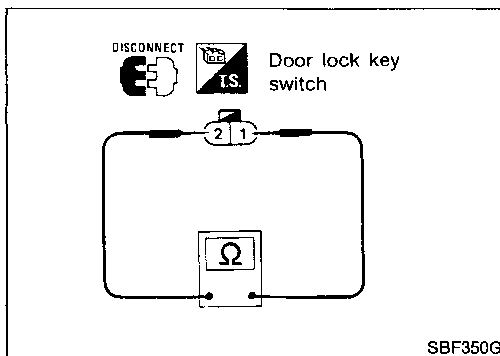
(Built-in front door lock actuator)

Terminals	Condition	Continuity
1 - 2	Lock	No
	Unlock	Yes



Door unlock key switch

Terminals	Operation	Continuity
1 - 2	Key is turned toward unlock.	Yes
	Except above	No



DOOR

Power Door Lock — WAGON (Cont'd)

Main switch

Terminals	Operation	Continuity
⑫ - ⑭	Lock	Yes
	Neutral and unlock	No
⑬ - ⑭	Unlock	Yes
	Neutral and unlock	No

GI

MA

EM

LC

EF &
EC

FE

CL

MT

AT

TF

PD

FA

RA

BR

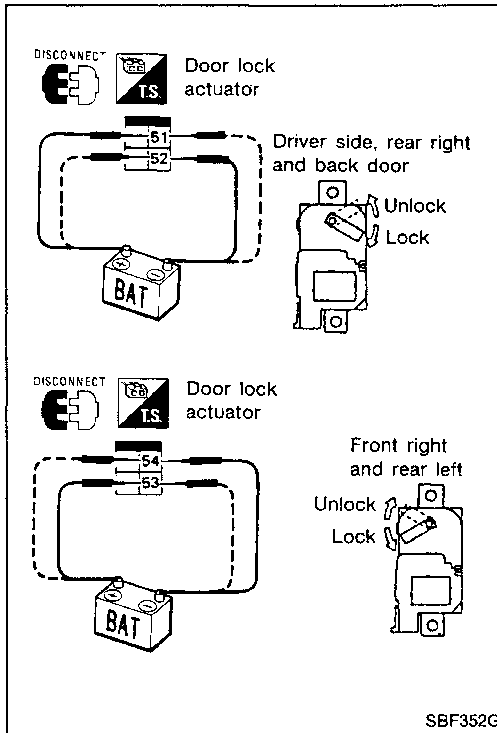
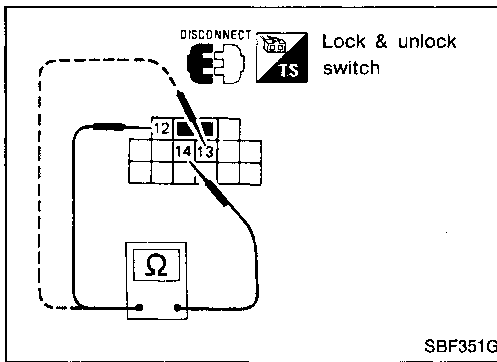
ST

BF

HA

EL

IDX



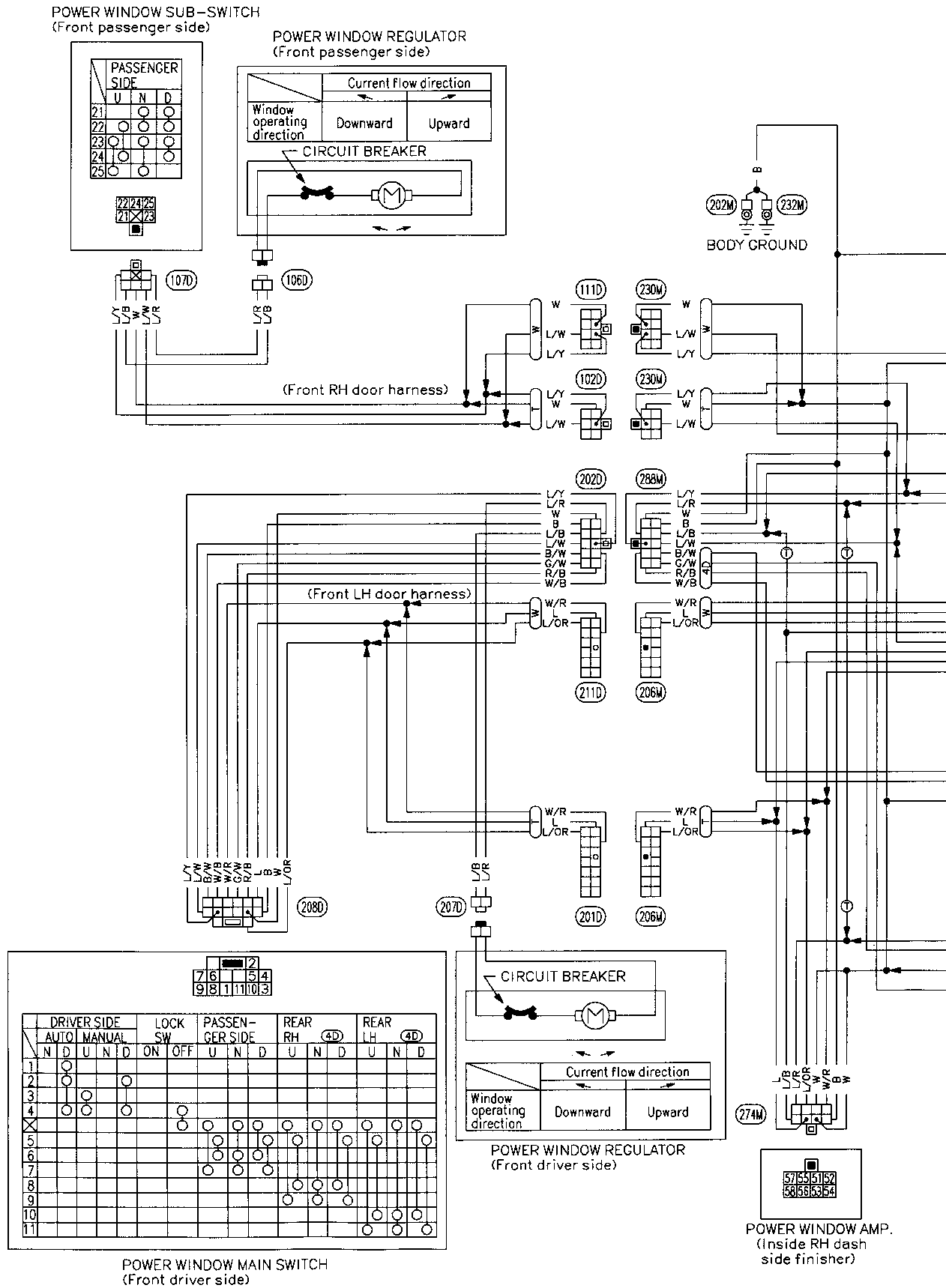
Door lock actuator

	Terminals		Operation
	⊕	⊖	
Driver side, rear right and back door	⑤①	⑤②	Lock
	⑤②	⑤①	Unlock
Front right and rear left	⑤③	⑤④	Lock
	⑤④	⑤③	Unlock

DOOR

Power Window

WIRING DIAGRAM



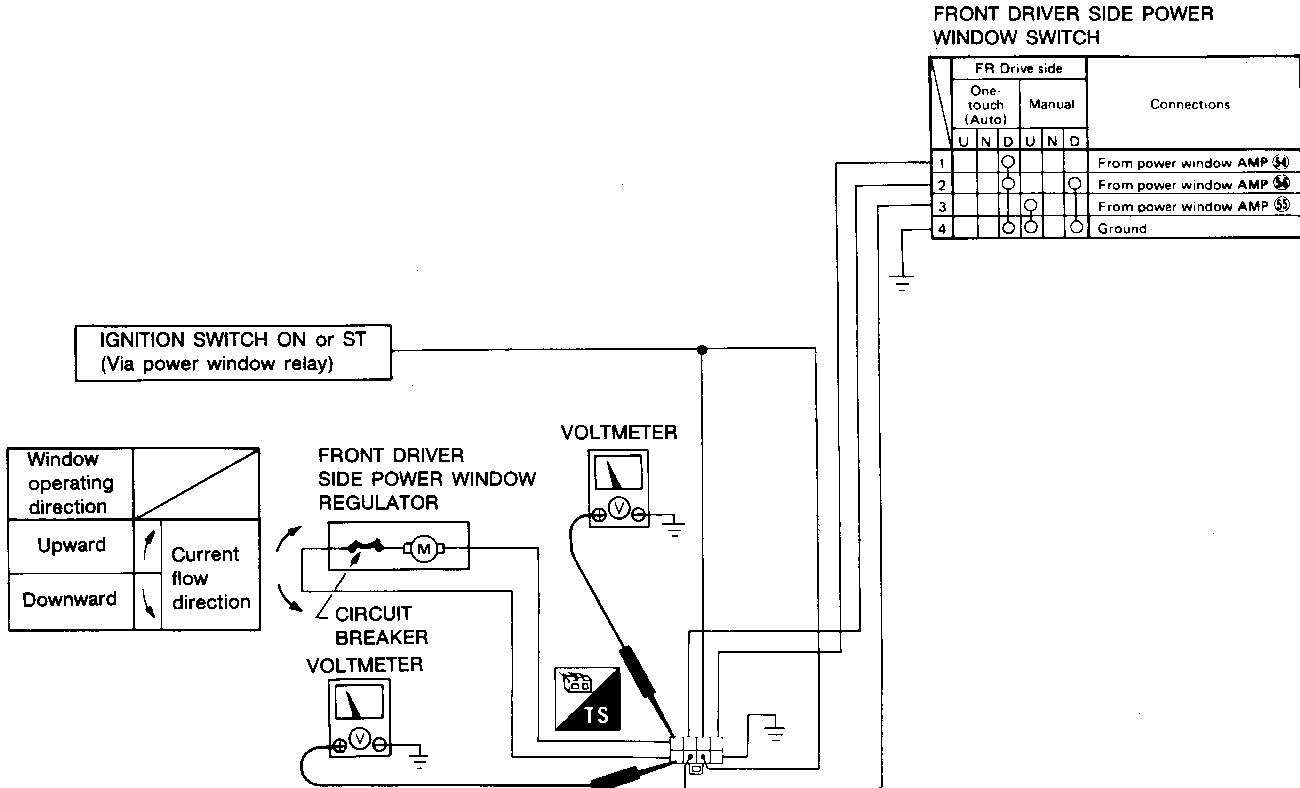
DOOR

Power Window (Cont'd)

ONE-TOUCH (Auto) OPERATION

Power window system is designed to fully close the driver's window automatically by one-touch (Auto) operation of driver's door window switch. Stopping the window at the fully open or closed position is done by power window amp. operation.

Power window amp. inspection



AMP. OPERATION

Connections	Operations					
	Manual operation			One-touch (Auto) Operation		
51 Power source (IGN)	12V	12V	12V	12V	12V	12V
52 Ground	Ground	Ground	Ground	Ground	Ground	Ground
53 From ignition SW (ON or ST)	ON or ST	ON or ST	ON or ST	ON or ST	ON or ST	ON or ST
54 To FR driver side power window SW (AUTO) 1	OFF	OFF	OFF	OFF	ON	OFF
55 To FR driver side power window SW (UP) 3	OFF	ON	OFF	OFF	OFF	OFF
56 To FR driver side power window SW (DOWN) 2	OFF	OFF	ON	OFF	ON	OFF
57 FR driver side regulator (Upward power source)	Approx. 0V	Approx. over 9V	Approx. 0V	Approx. 0V	Approx. 0V	Approx. 0V
58 FR driver side regulator (Downward power source)	Approx. 0V	Approx. 0V	Approx. over 9V	Approx. 0V	Approx. over 9V	Approx. over 9V

Regulator Operating Condition	Stop	Upward operation	Downward operation	Stop	Starting	Keeping operation until fully open, then stops automatically.
					Downward operation	

Carry out this operation check in this chart from left to right continuously.

POWER WINDOW AMP. — Inside of RH side dash side finisher

SBF789CA

INSTRUMENT PANEL

CAUTION:

- Disconnect ground terminal from battery in advance.
- Be careful not to scratch pad and other parts.

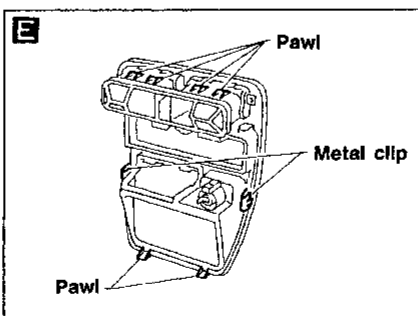
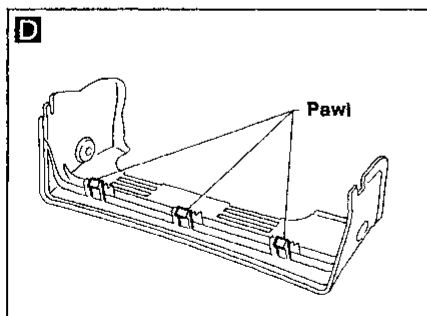
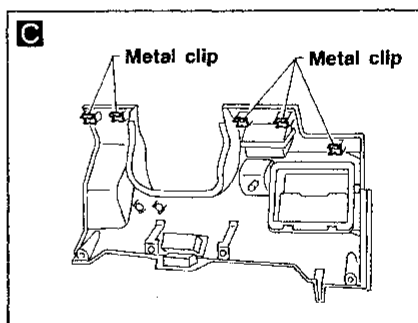
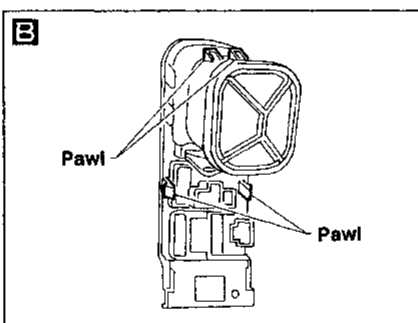
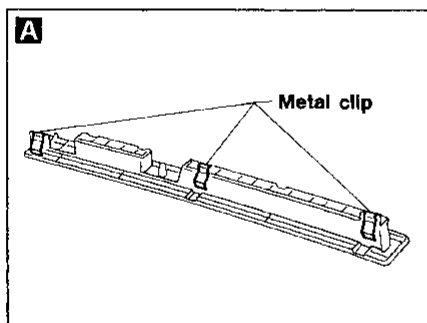
REMOVAL — Instrument panel assembly

Pay attention so as not to scratch the parts (plastic). During installation, fit the ducting parts precisely.

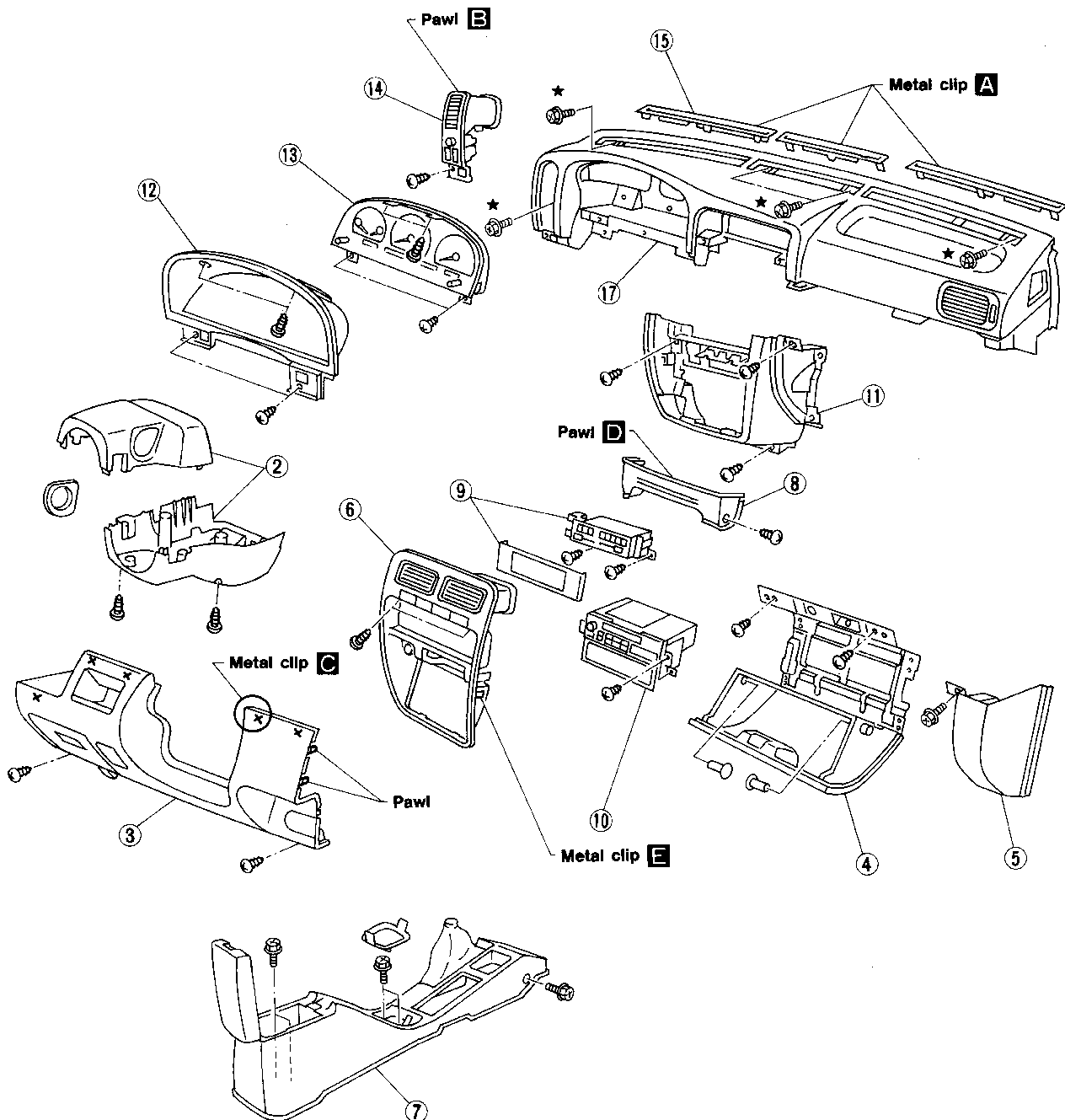
- ① Remove steering wheel.
- ② Remove steering column cover.
- ③ Remove lower instrument panel on driver's side. **C**
- ④ Remove glove box assembly.
- ⑤ Remove lower instrument panel on passenger's side.
- ⑥ Remove cluster lid C. **E**
- ⑦ Remove console box.
- ⑧ Remove instrument stay cover. **D**
- ⑨ Remove A/C or heater control unit.
- ⑩ Remove audio and deck pocket.
- ⑪ Remove lower instrument panel center.
- ⑫ Remove cluster lid A.
- ⑬ Remove combination meter.
- ⑭ Remove ventilator grille on driver's side. **B**
- ⑮ Remove front defroster grille. **A**
- ⑯ Remove left and right front pillar garnishes. Refer to "INTERIOR AND EXTERIOR", (BF-29 or 32).
- ⑰ Remove instrument panel and pads.

INSTALLATION

Reverse the procedures described above.



INSTRUMENT PANEL



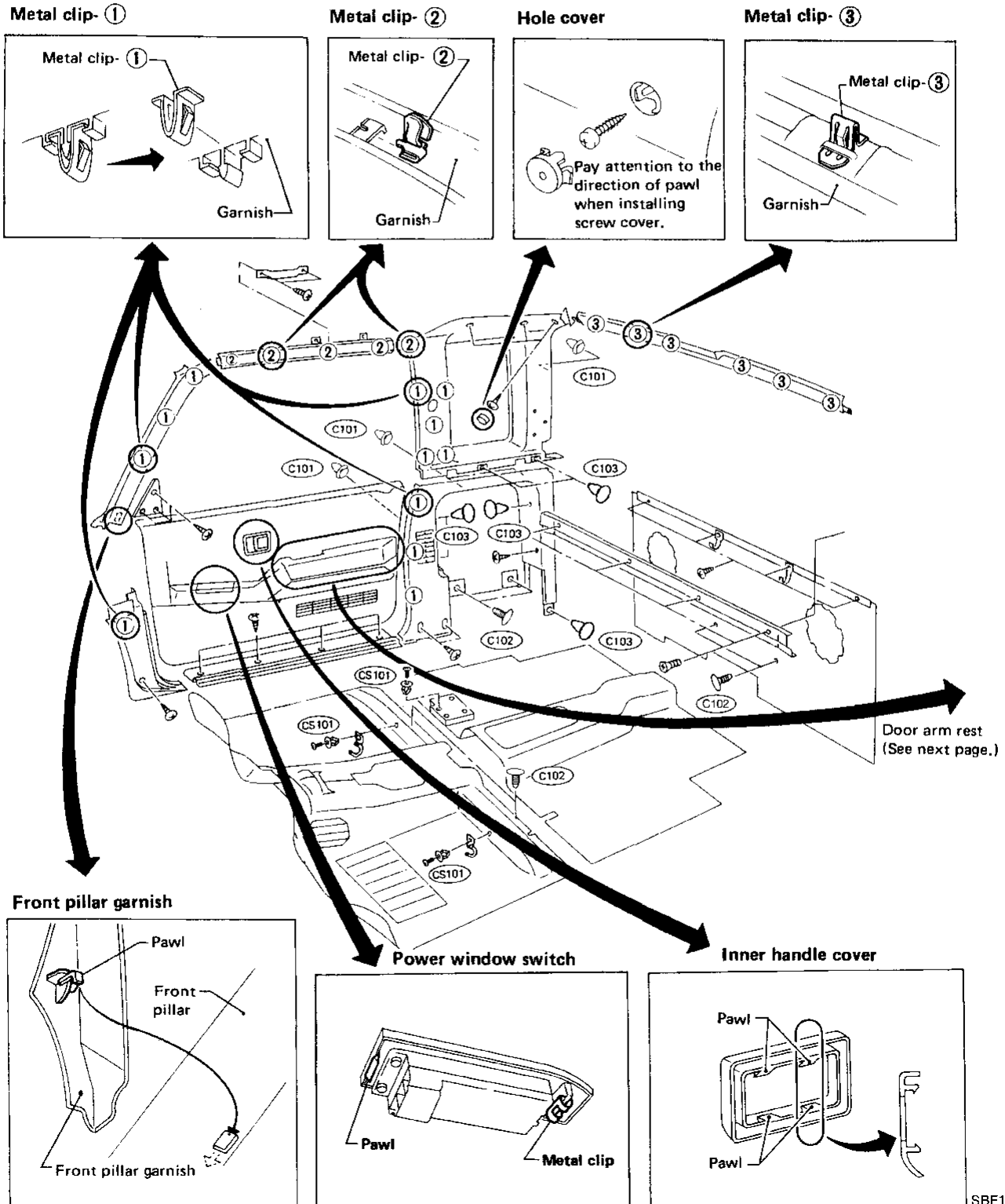
★ : Instrument assembly mounting screws

Interior — TRUCK

- Apply sealing compound where necessary while installing parts.
- When applying sealing compound, be careful that the sealing compound does not protrude from parts.

SIDE AND FLOOR TRIM — Passenger room

King Cab



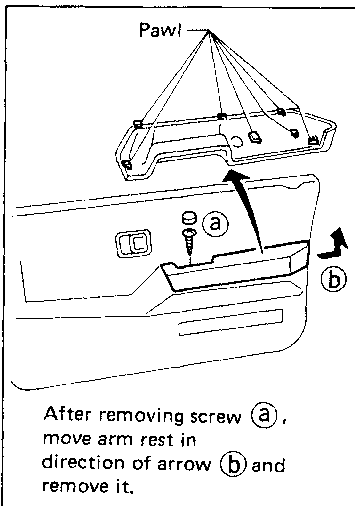
GI
MA
EM
LC
EF & EC
FE
CL
MT
AT
TF
PD
FA
RA
BR
ST
BF
HA
EL
IDX

INTERIOR AND EXTERIOR

Interior — TRUCK (Cont'd)

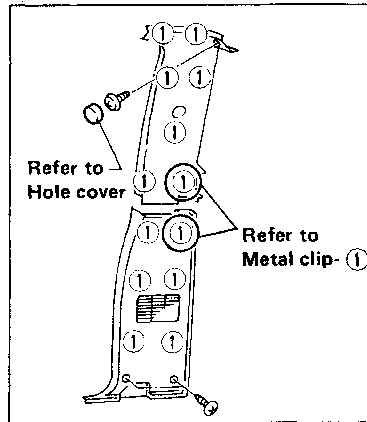
SIDE AND FLOOR TRIM (Cont'd)

Door arm rest

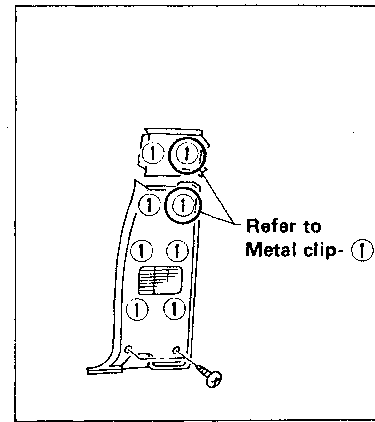


Regular Cab

Center pillar garnish - Type I

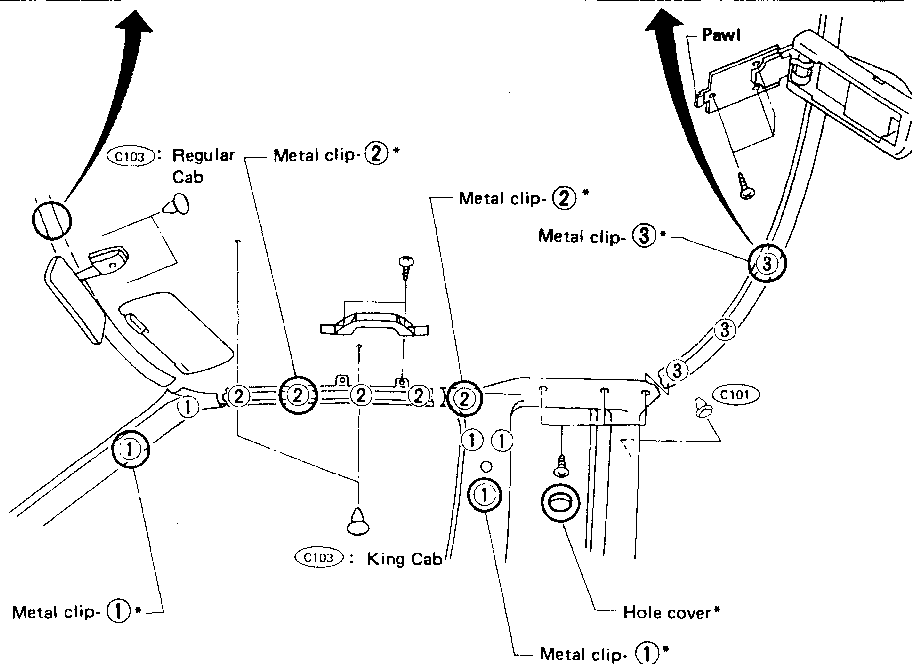
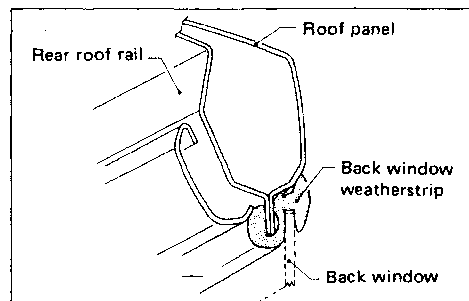
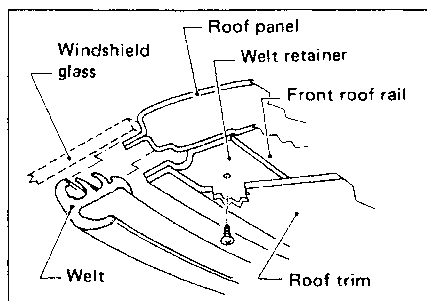


Center pillar garnish - Type II



SBF353G

ROOF TRIM — Type I



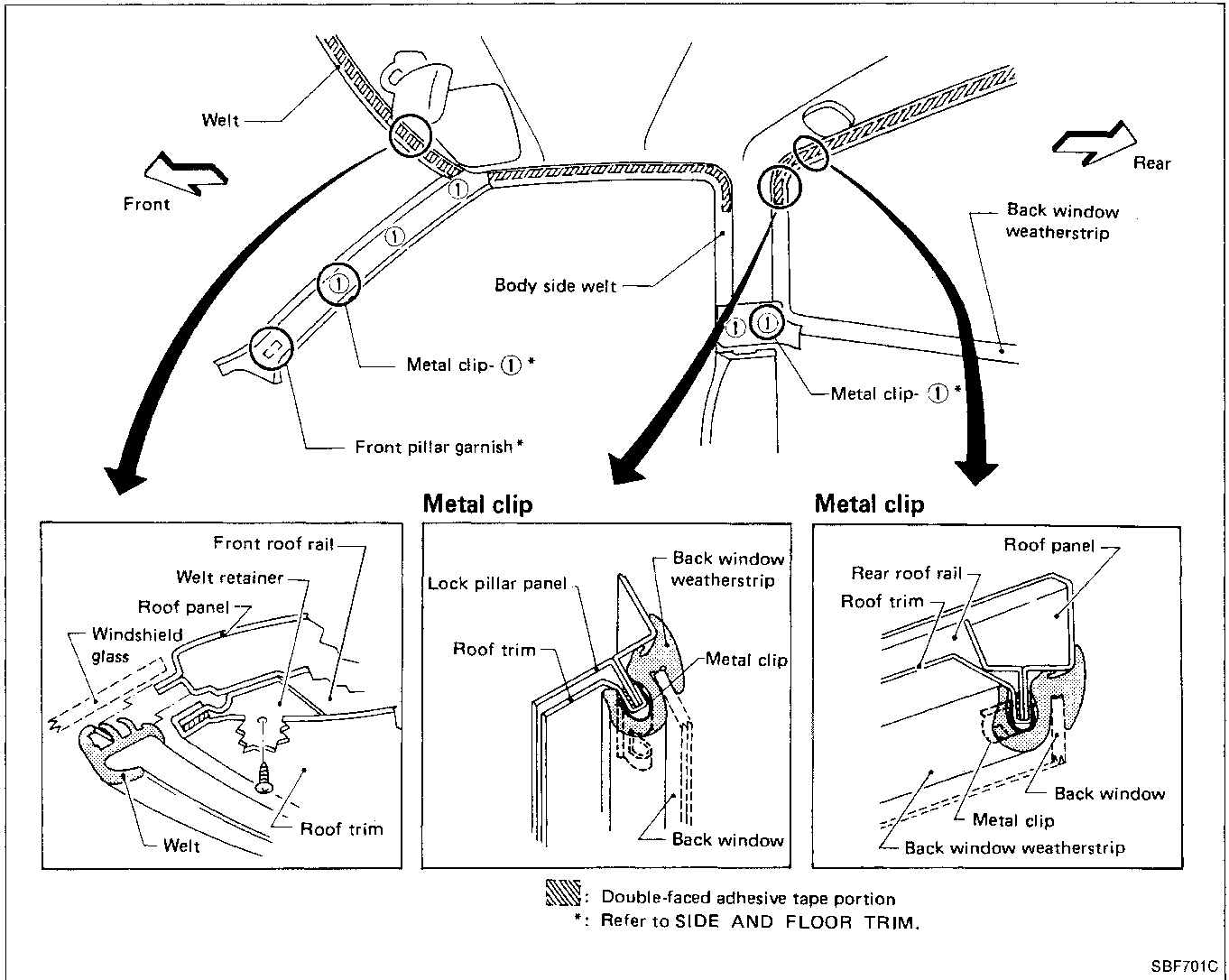
*: Refer to SIDE AND FLOOR TRIM.

SBF303F

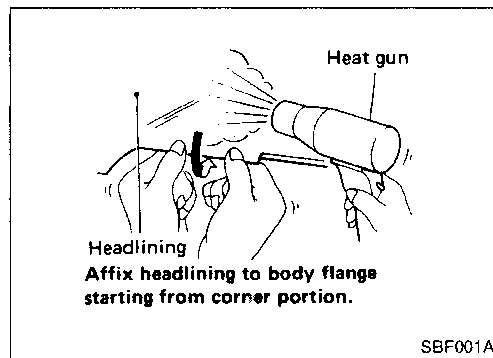
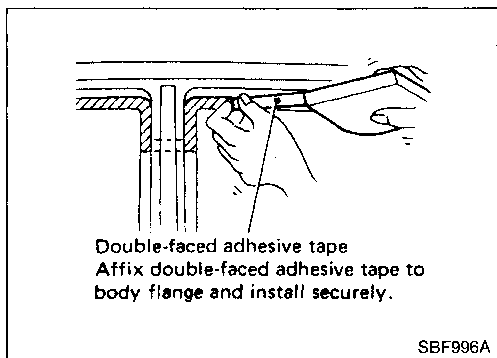
INTERIOR AND EXTERIOR

Interior — TRUCK (Cont'd)

ROOF TRIM — Type II



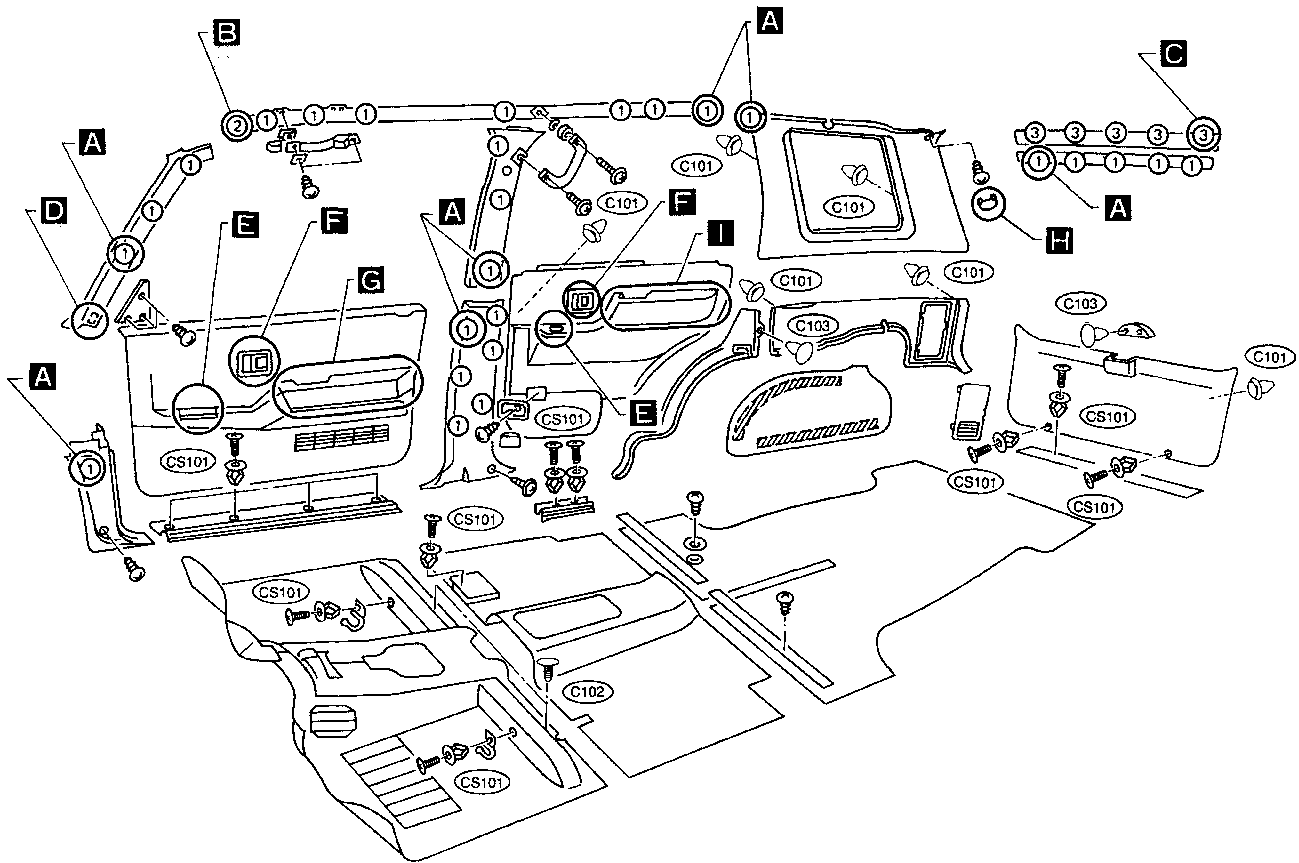
Roof trim installation



Interior — WAGON

- Apply sealing compound where necessary while installing parts.
- When applying sealing compound, be careful that the sealing compound does not protrude from parts.

SIDE AND FLOOR TRIM

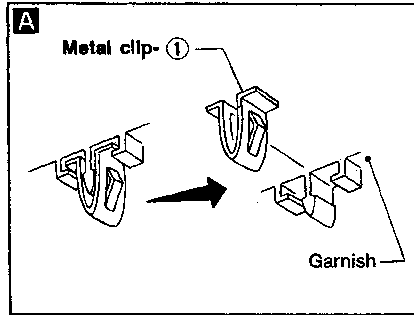


 : Double-faced adhesive tape

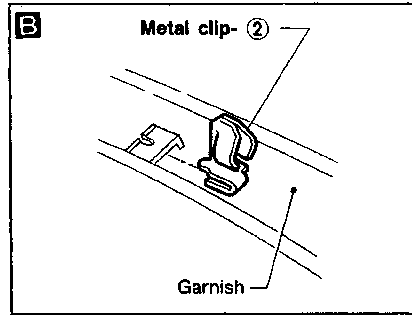
INTERIOR AND EXTERIOR

Interior — WAGON (Cont'd)

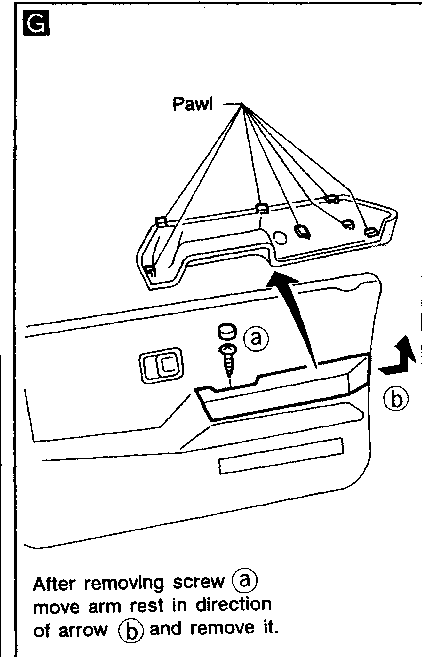
Metal clip- ①



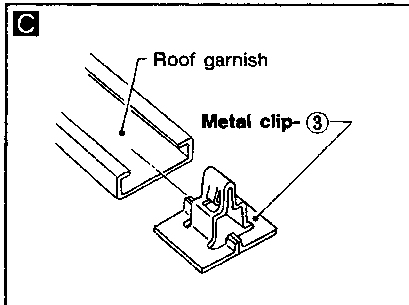
Metal clip- ②



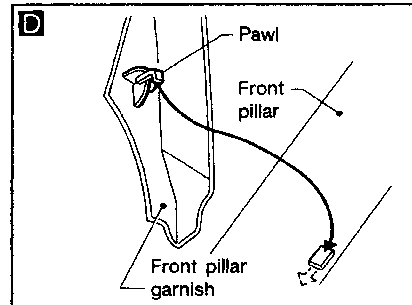
Door arm rest (Front)



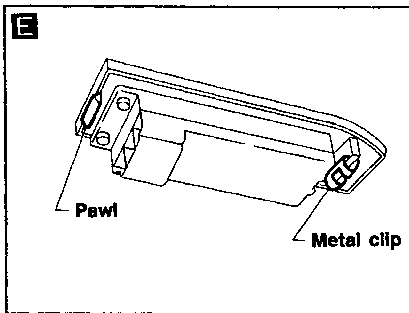
Metal clip- ③



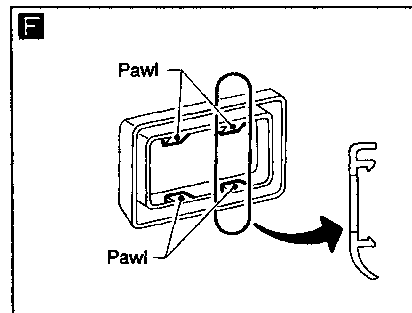
Front pillar garnish



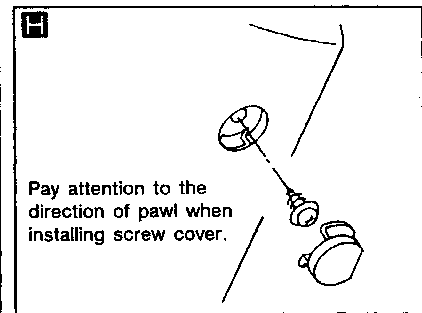
Power window switch



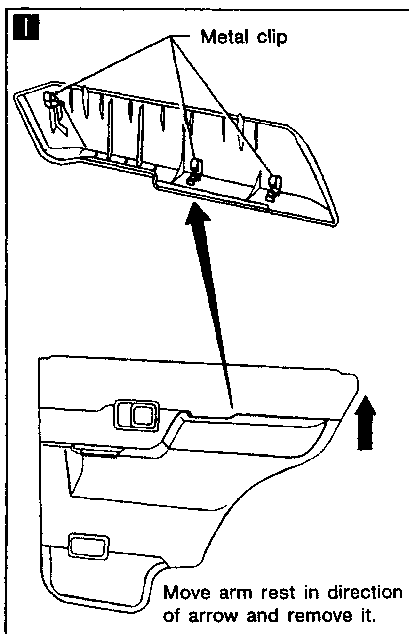
Inner handle cover



Hole cover



Door arm rest (Rear)



GI

MA

EM

LC

EF &
EC

FE

CL

MT

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PD

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RA

BR

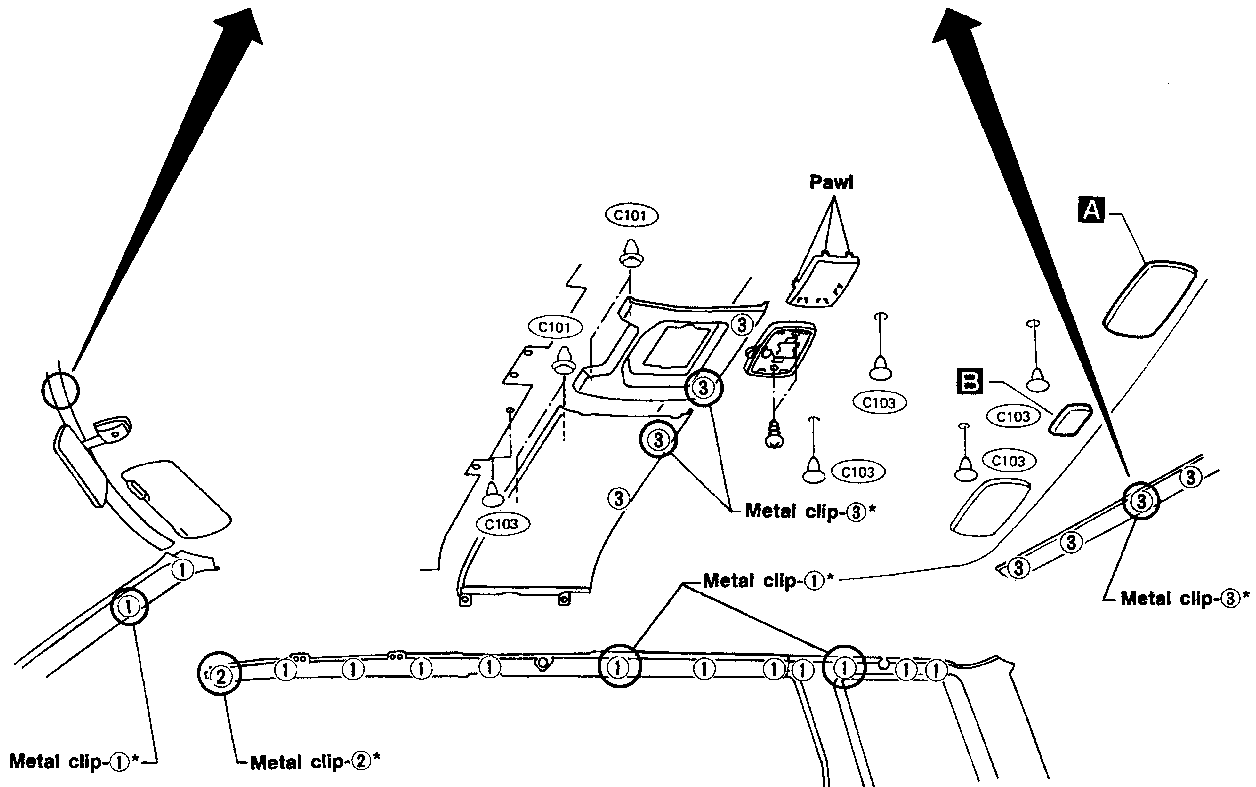
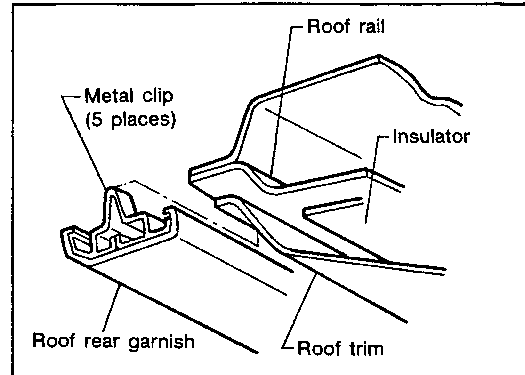
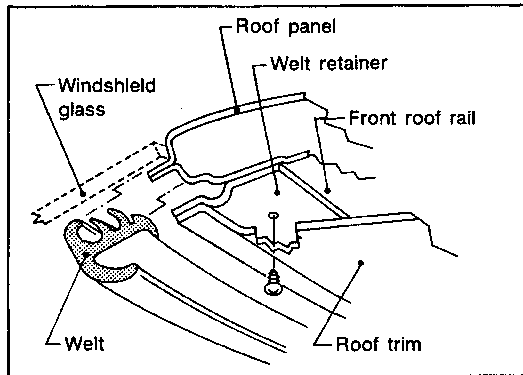
ST

BF

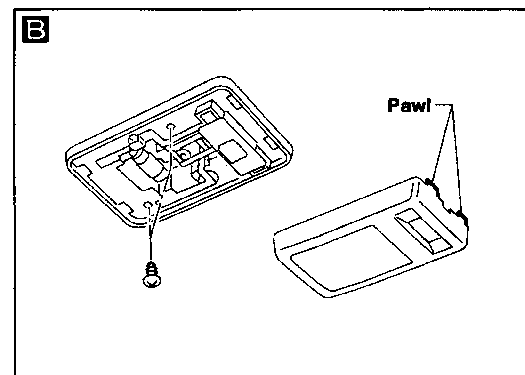
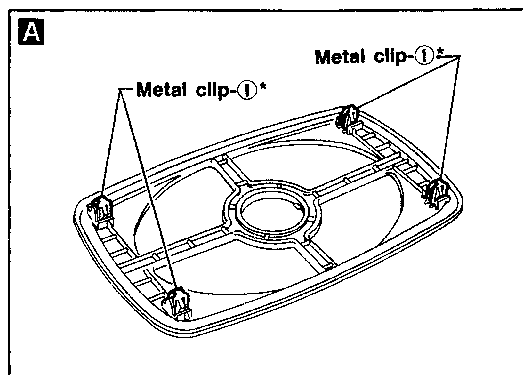
HA

EL

INTERIOR AND EXTERIOR **Interior — WAGON (Cont'd)**



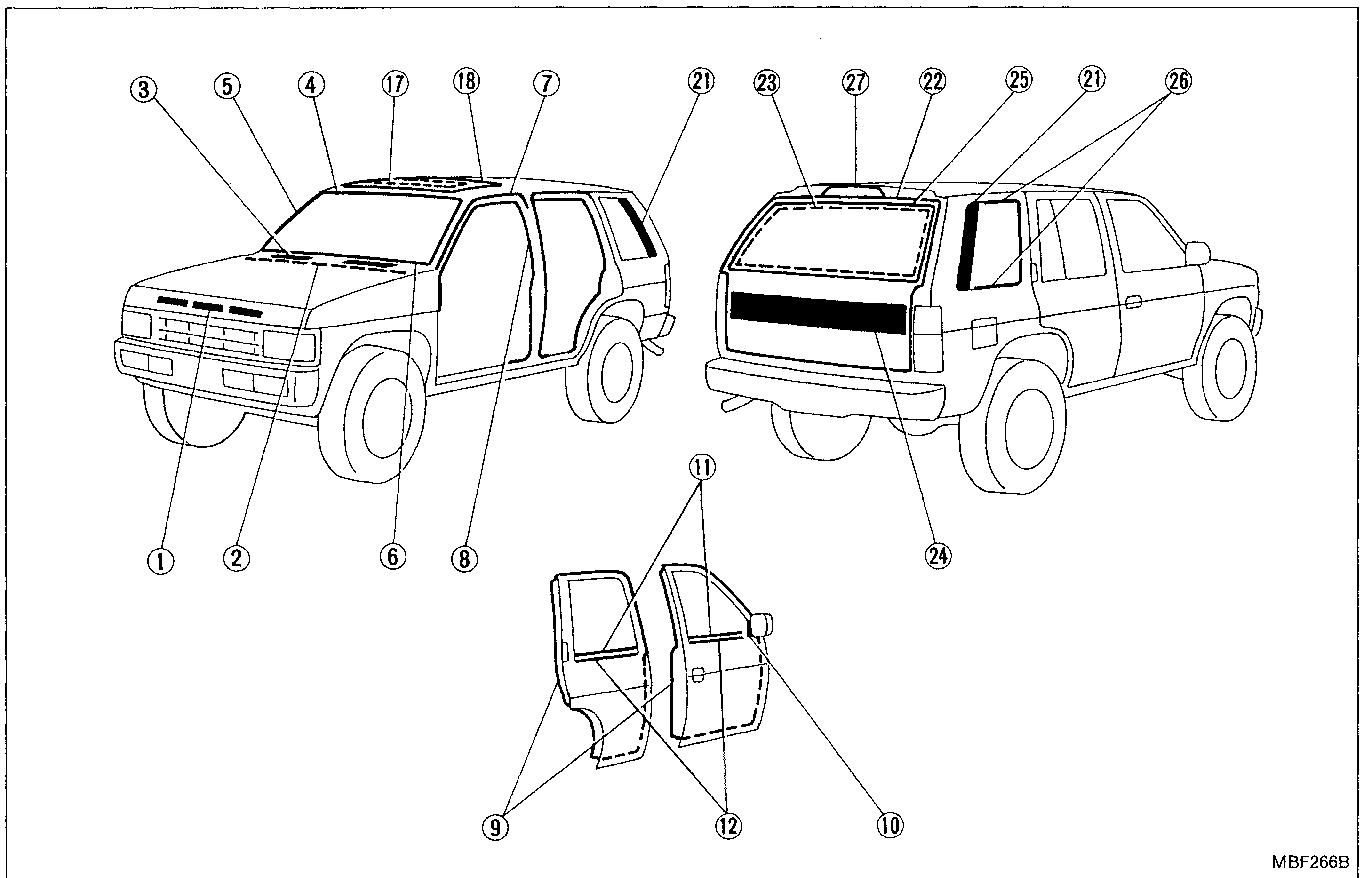
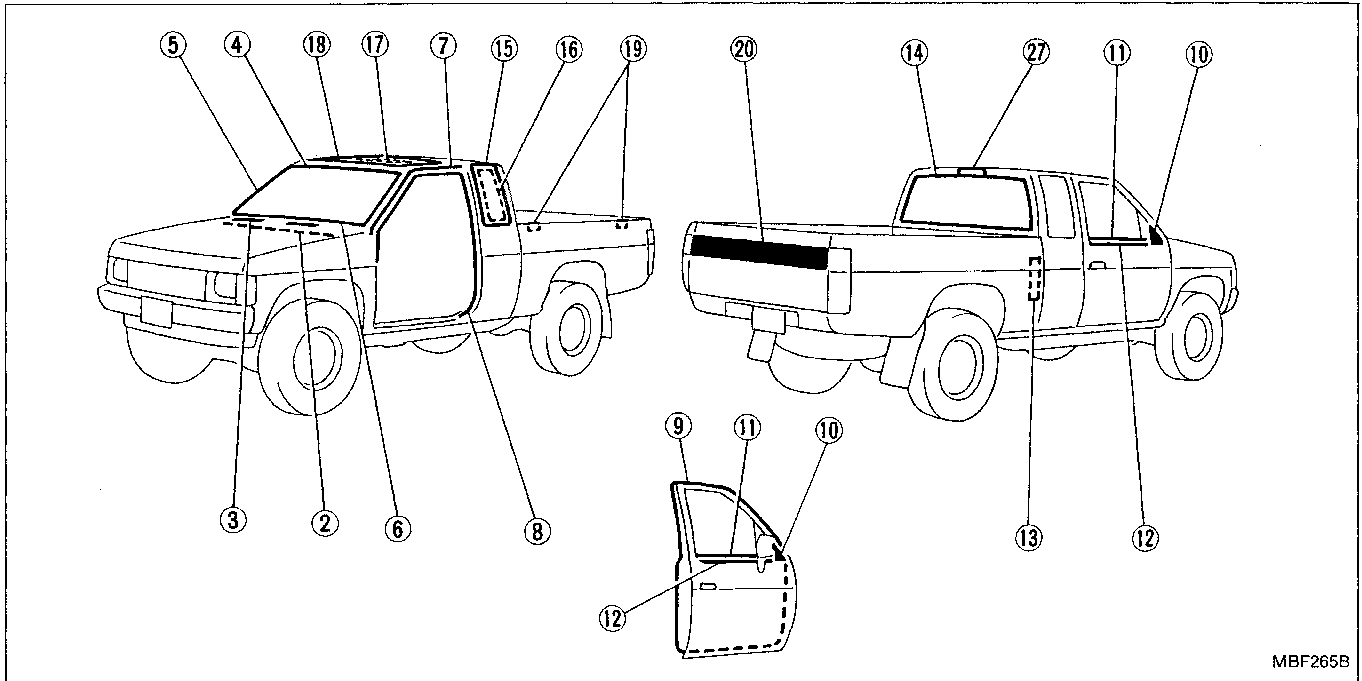
*: Refer to SIDE AND FLOOR TRIM.



INTERIOR AND EXTERIOR

Exterior

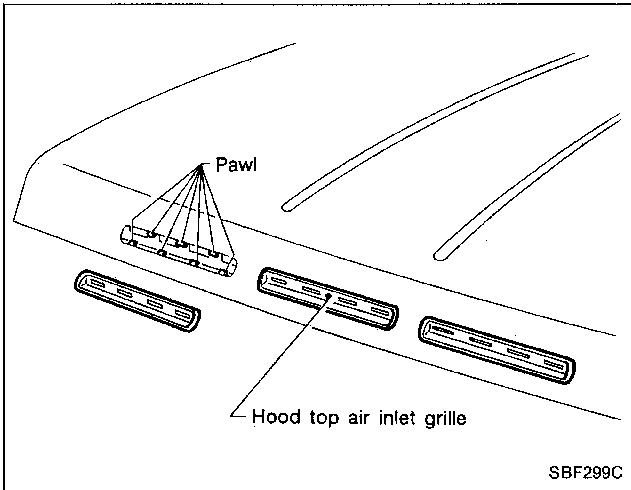
- Apply sealing compound where necessary while installing parts.
- When applying sealing compound, be careful that the sealing compound does not protrude from parts.



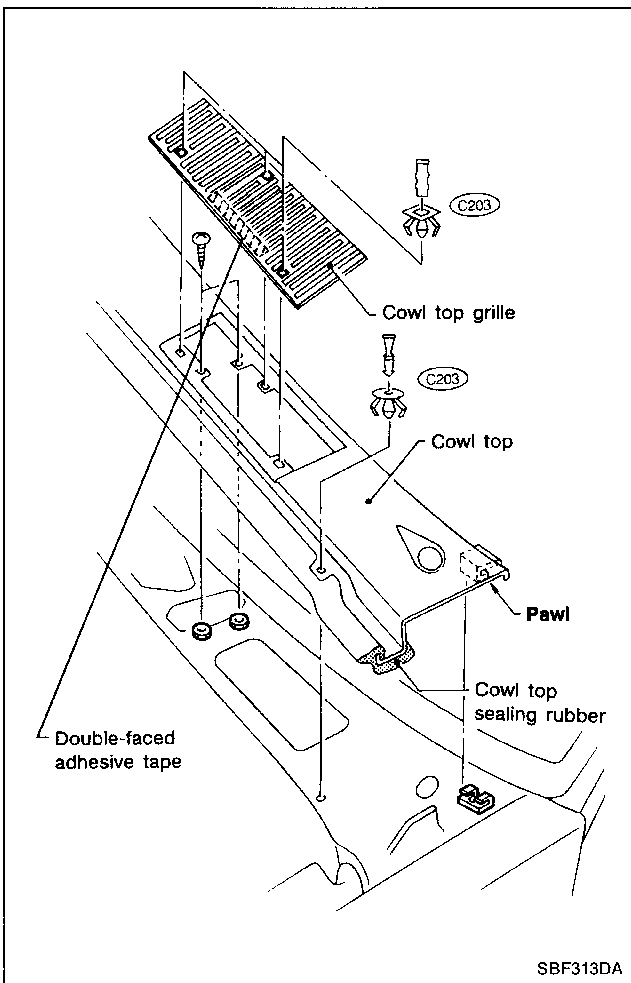
INTERIOR AND EXTERIOR

Exterior (Cont'd)

① Hood top air inlet grille



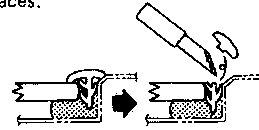
② ③ Cowl top sealing rubber & grille



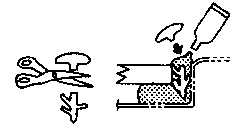
④ Windshield upper molding

Method 1

Cut off top portion of molding and clean glass and panel surfaces.



Apply sealant to top portion of molding.



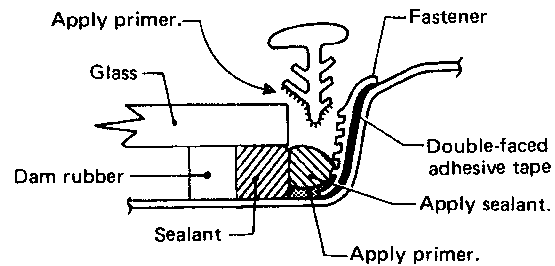
Cut off lower portion of new molding



Finish well to give it a good appearance.

Method 2

1. Cut off sealant at glass end.
2. Clean the side on which panel was mounted.
3. Set molding fastener and apply sealant & primer to body panel, and apply primer to molding.



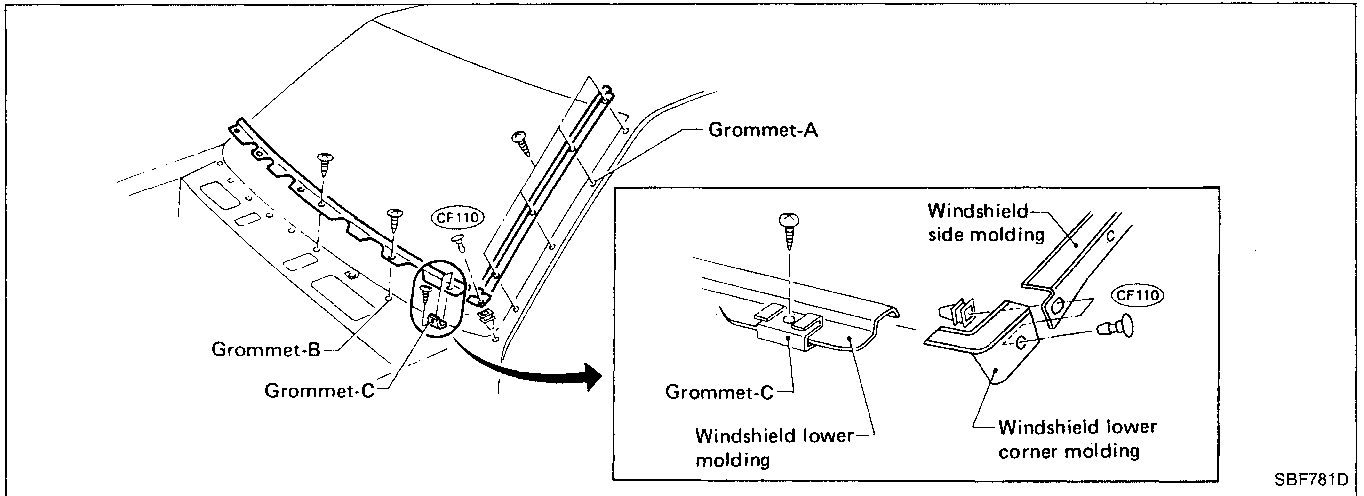
4. Install molding by aligning the molding mark located on center with vehicle center. Be sure to install tightly so that there is no gap around the corner.

SBF301C

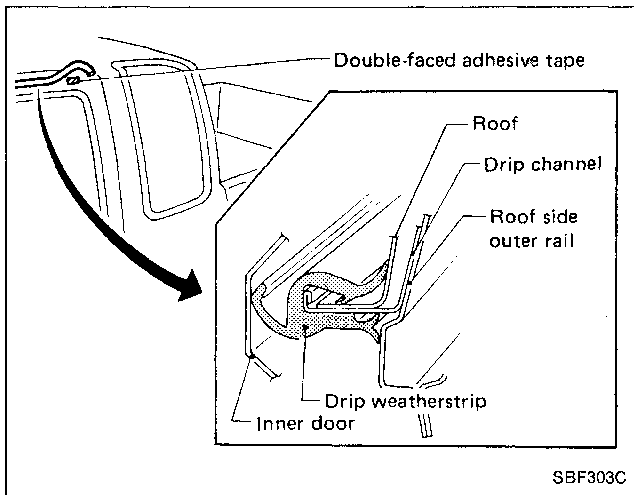
INTERIOR AND EXTERIOR

Exterior (Cont'd)

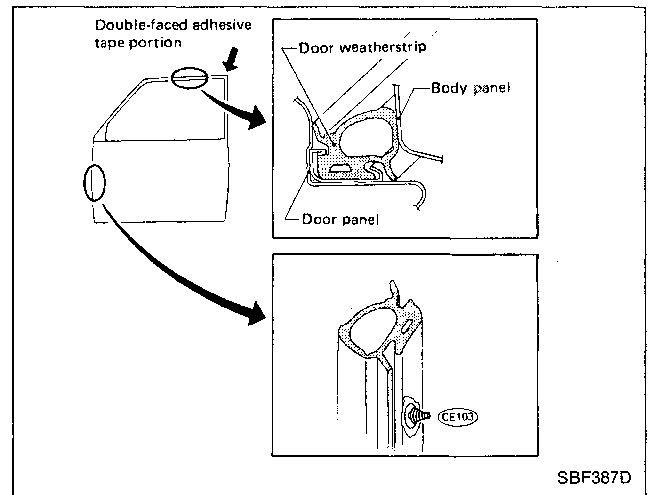
⑤ ⑥ Windshield side & lower molding



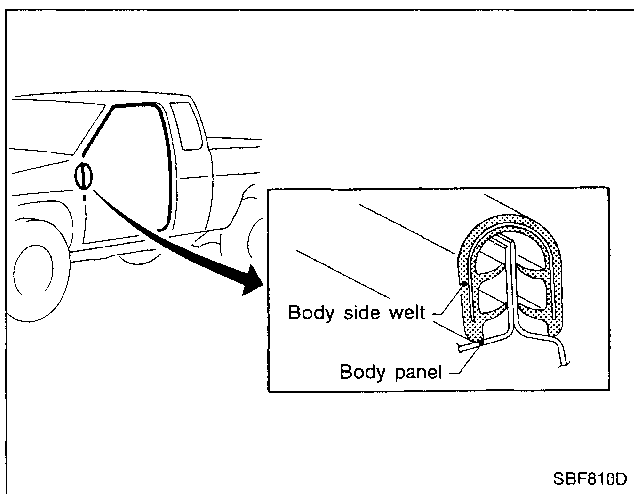
⑦ Drip weatherstrip



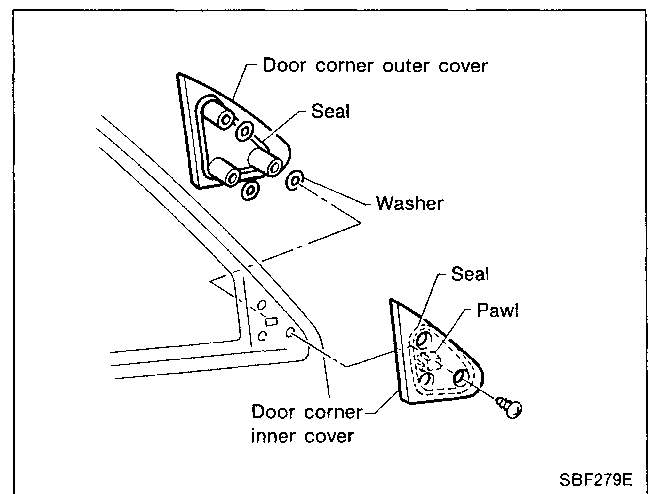
⑨ Door weatherstrip



⑧ Body side welt



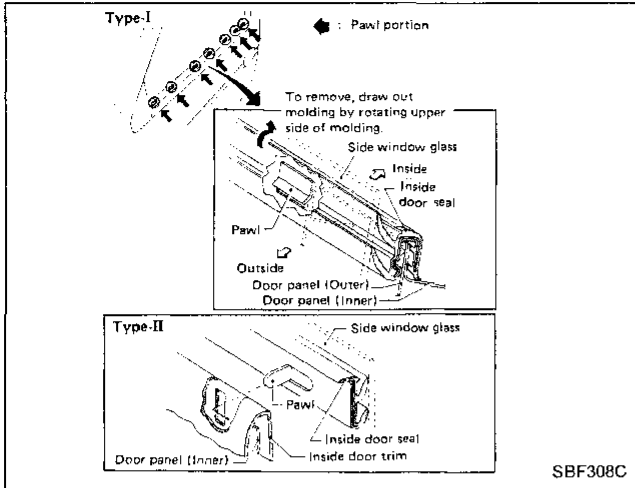
⑩ Door corner cover



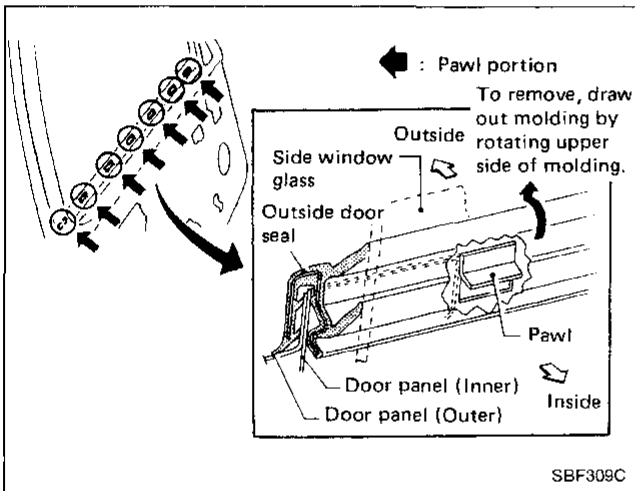
INTERIOR AND EXTERIOR

Exterior (Cont'd)

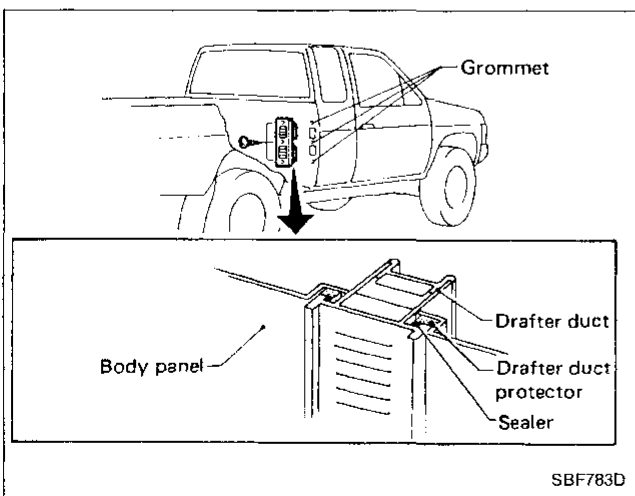
⑪ Door waist inner seal



⑫ Door waist outer seal

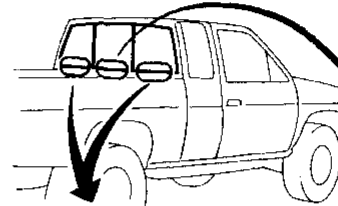
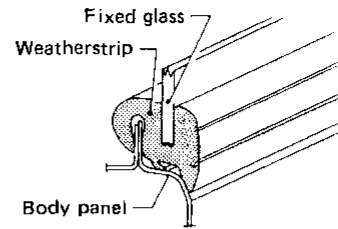


⑬ Drafter duct



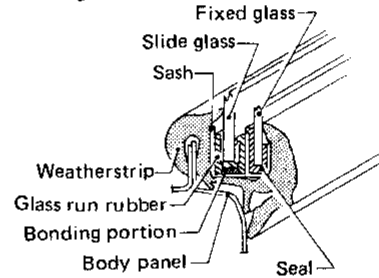
⑭ Back window

I Fixed glass type

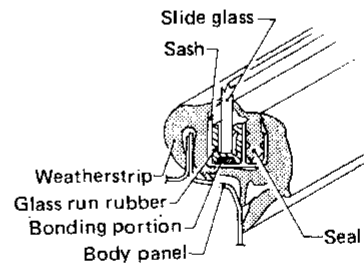


II Slide glass type

• Fixed glass part



• Slide glass part

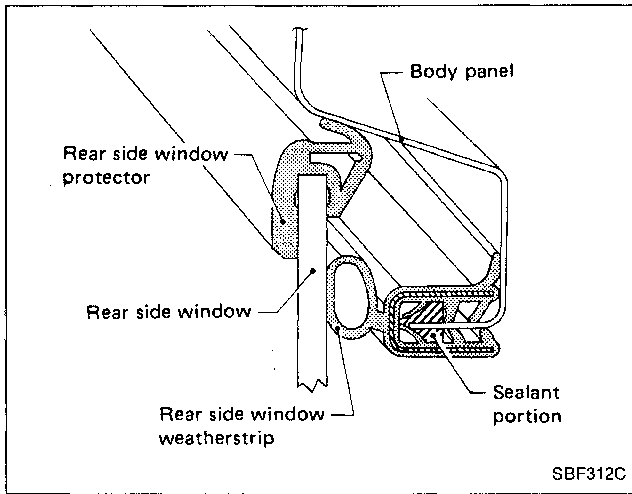


SBF813D

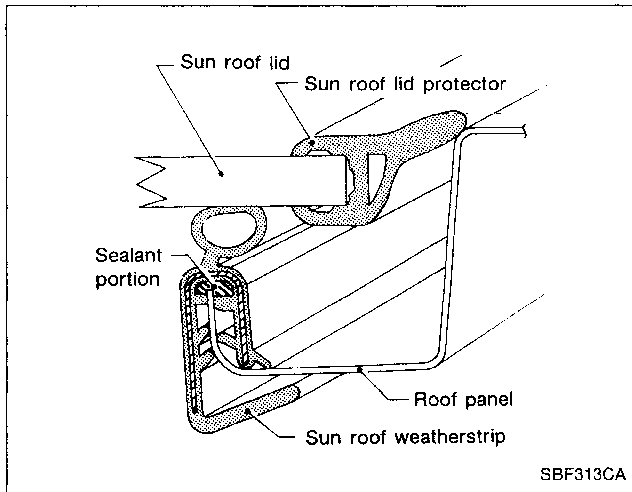
INTERIOR AND EXTERIOR

Exterior (Cont'd)

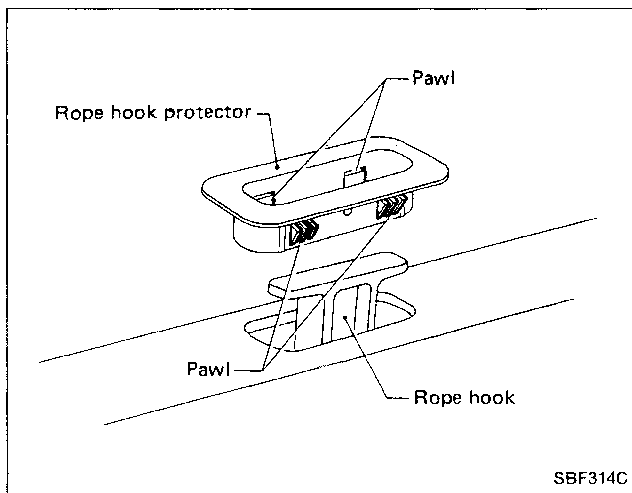
⑮ ⑯ Rear side window weatherstrip and rear side window protector



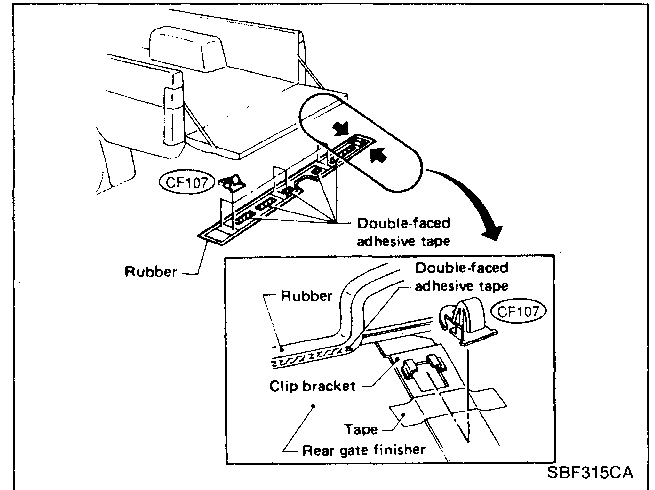
⑰ ⑱ Sun roof weatherstrip and lid protector



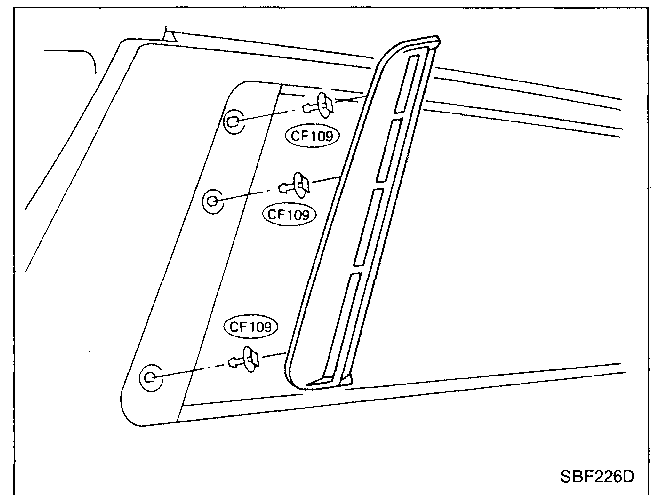
⑲ Rope hook protector



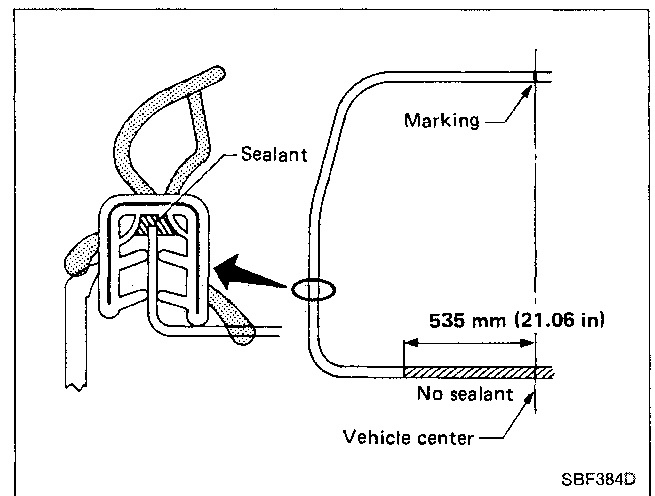
⑳ Rear gate finisher



㉑ Air outlet grille



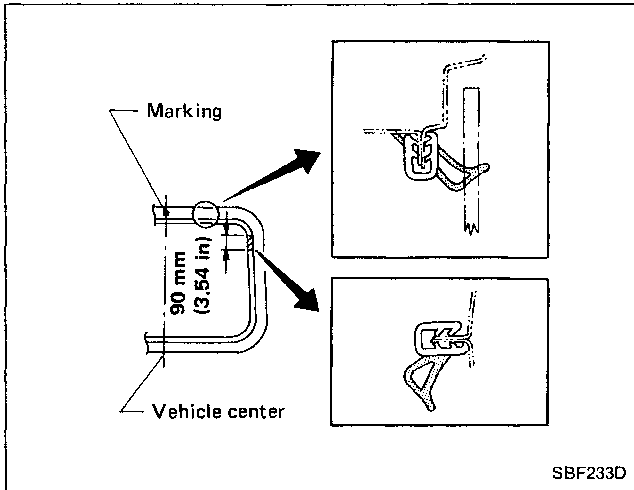
㉒ Back door weatherstrip



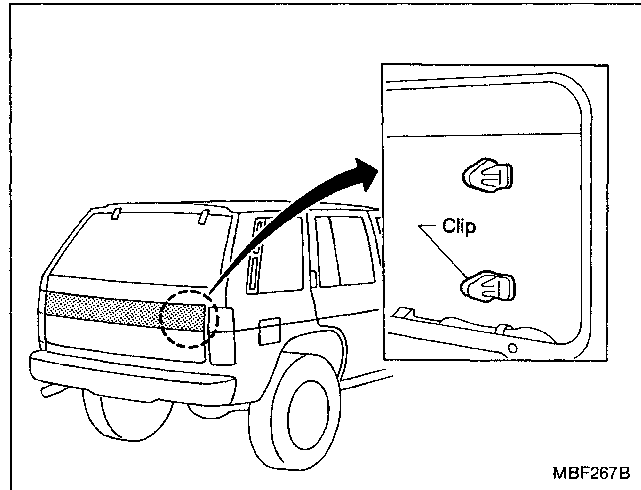
INTERIOR AND EXTERIOR

Exterior (Cont'd)

②③ Back door window weatherstrip



②④ Back door finisher



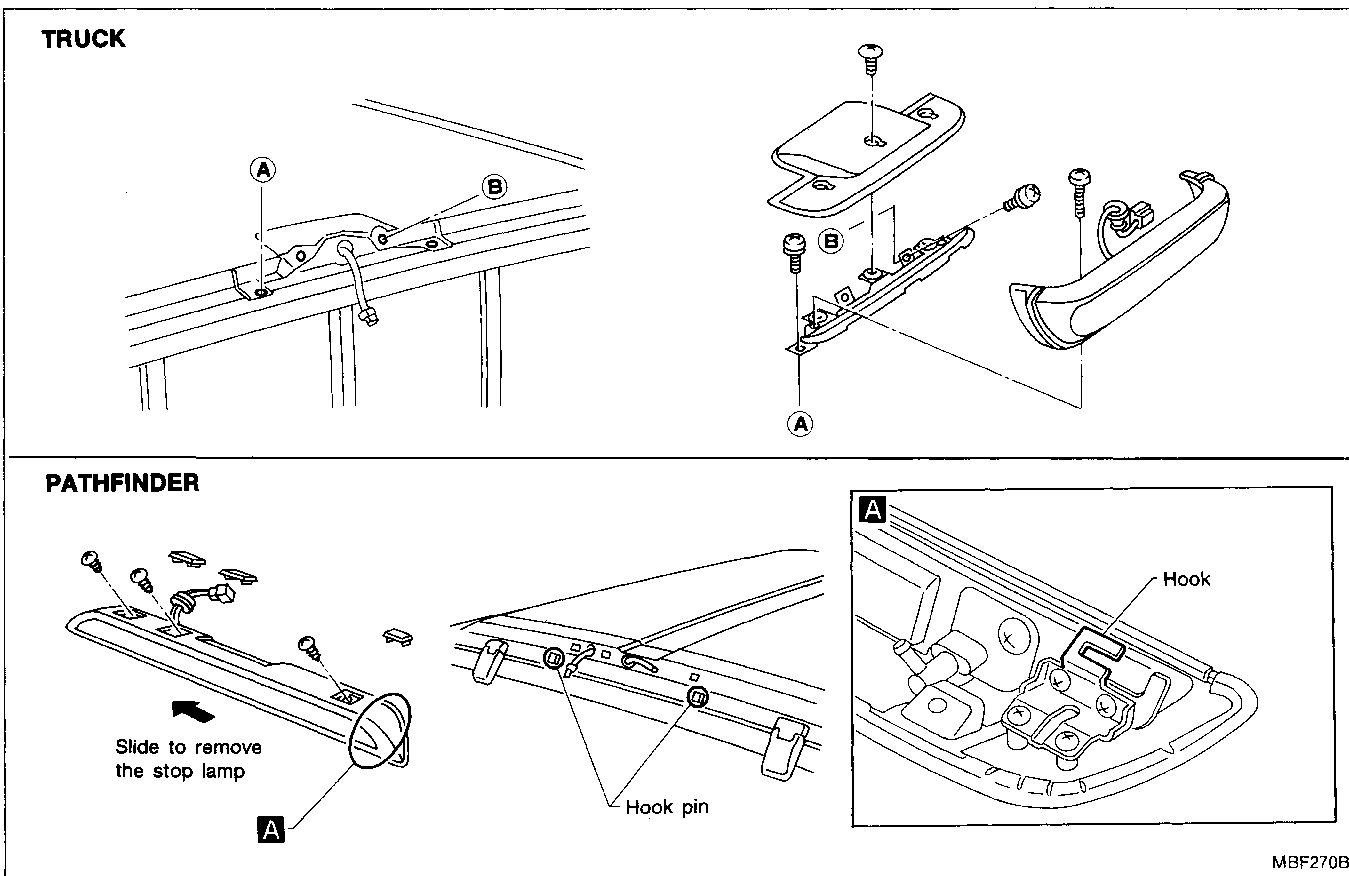
②⑤ Back door window molding

Basically the same as ④ windshield upper molding.

②⑥ 2nd side window molding

Refer to the applicable sections on the preceding pages.

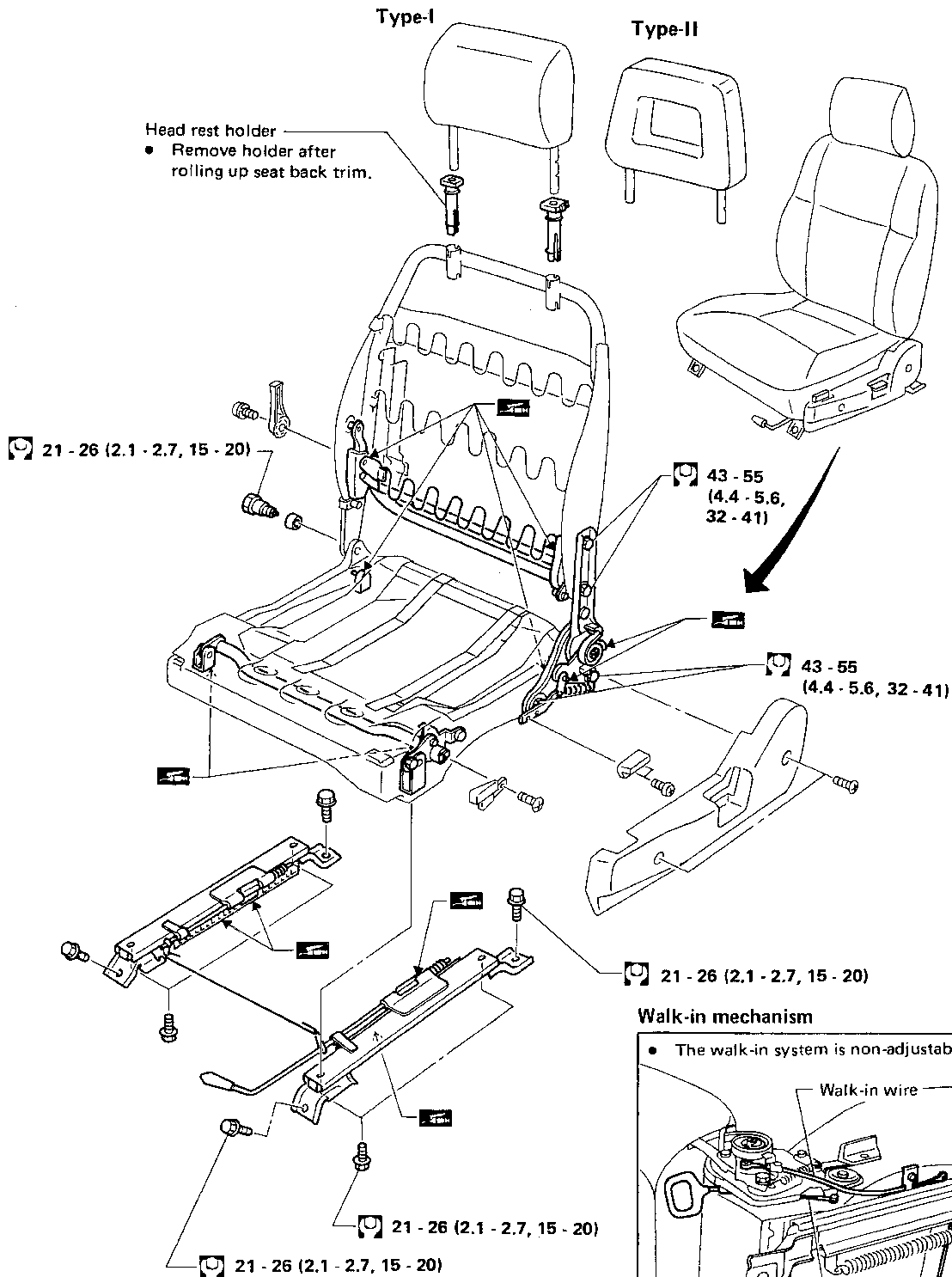
②⑦ High-mounted stop lamp



- When removing or installing the seat trim, carefully handle it to keep dirt out and avoid damage.

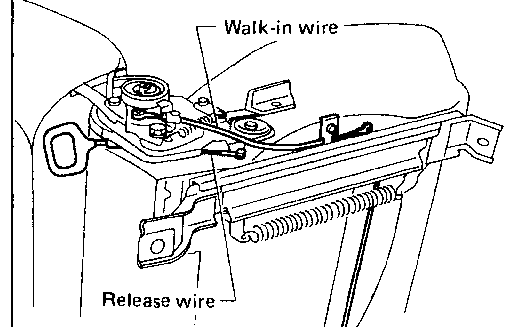
Front Seat

SEPARATE SEAT



Walk-in mechanism

- The walk-in system is non-adjustable.



: N·m (kg·m, ft·lb)

: Grease-up point
(Do not apply too much grease as it will drip.)

GI

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EF &
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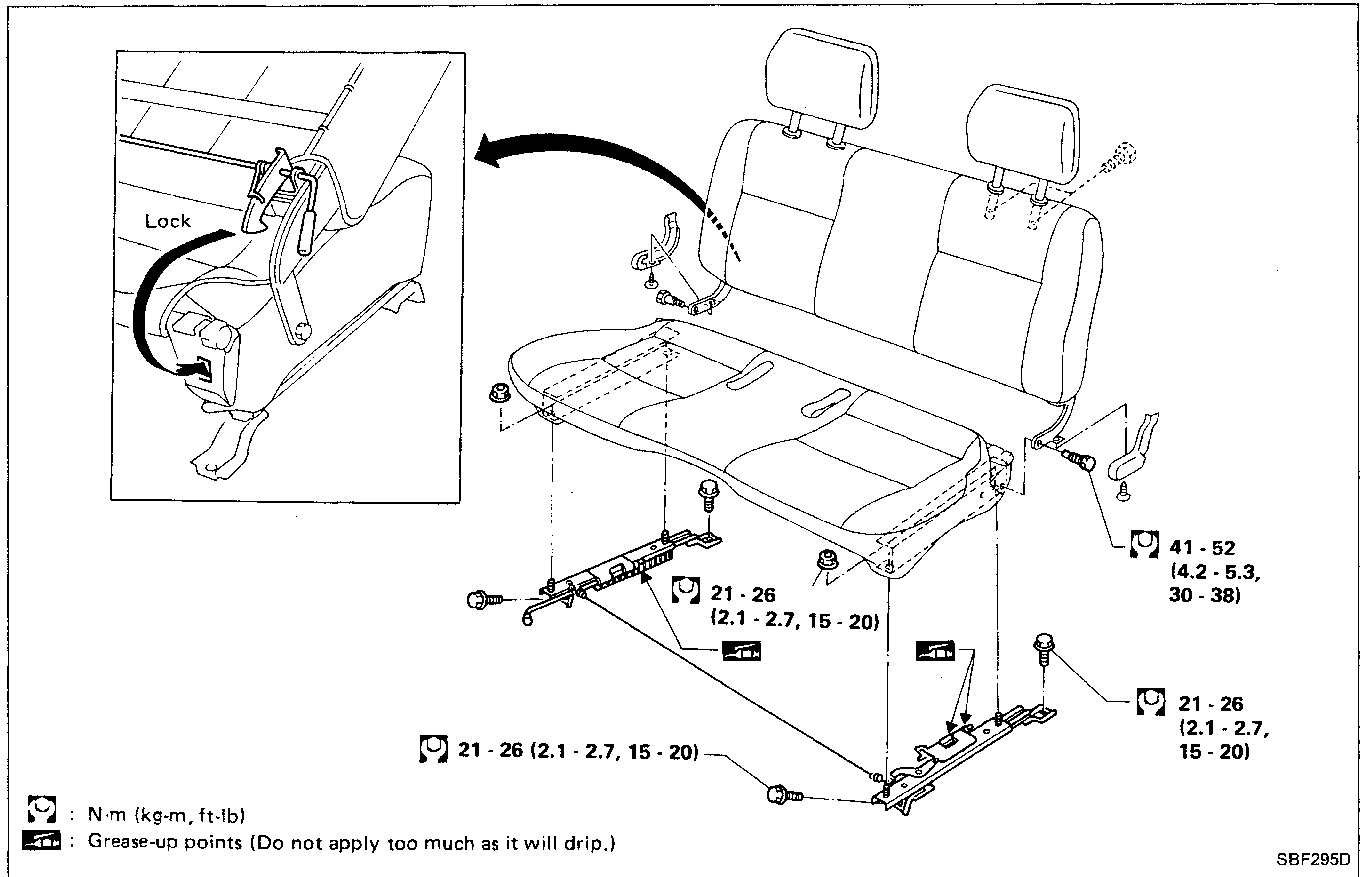
HA

EL

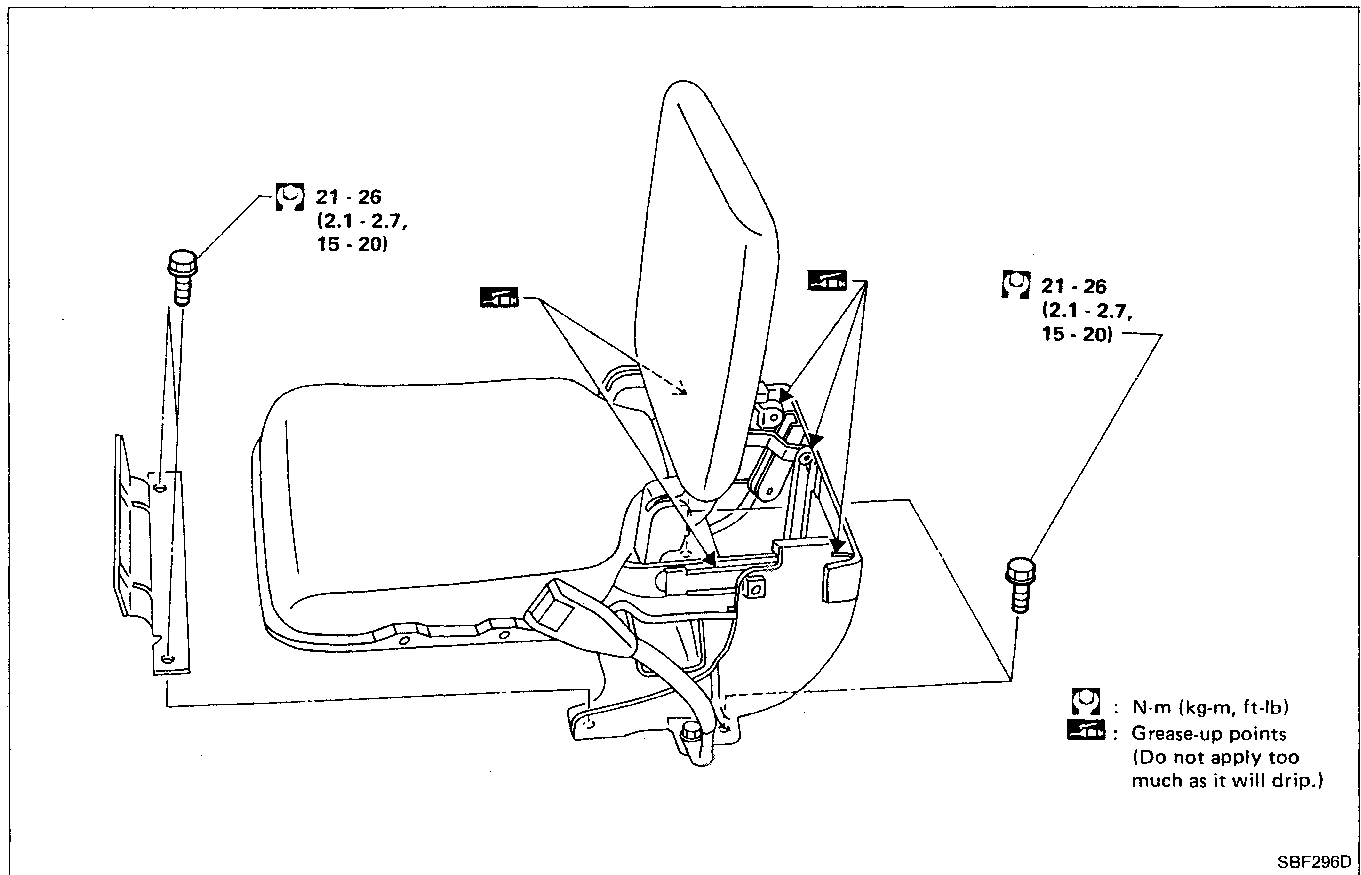
SEAT

Front Seat (Cont'd)

BENCH SET — TRUCK



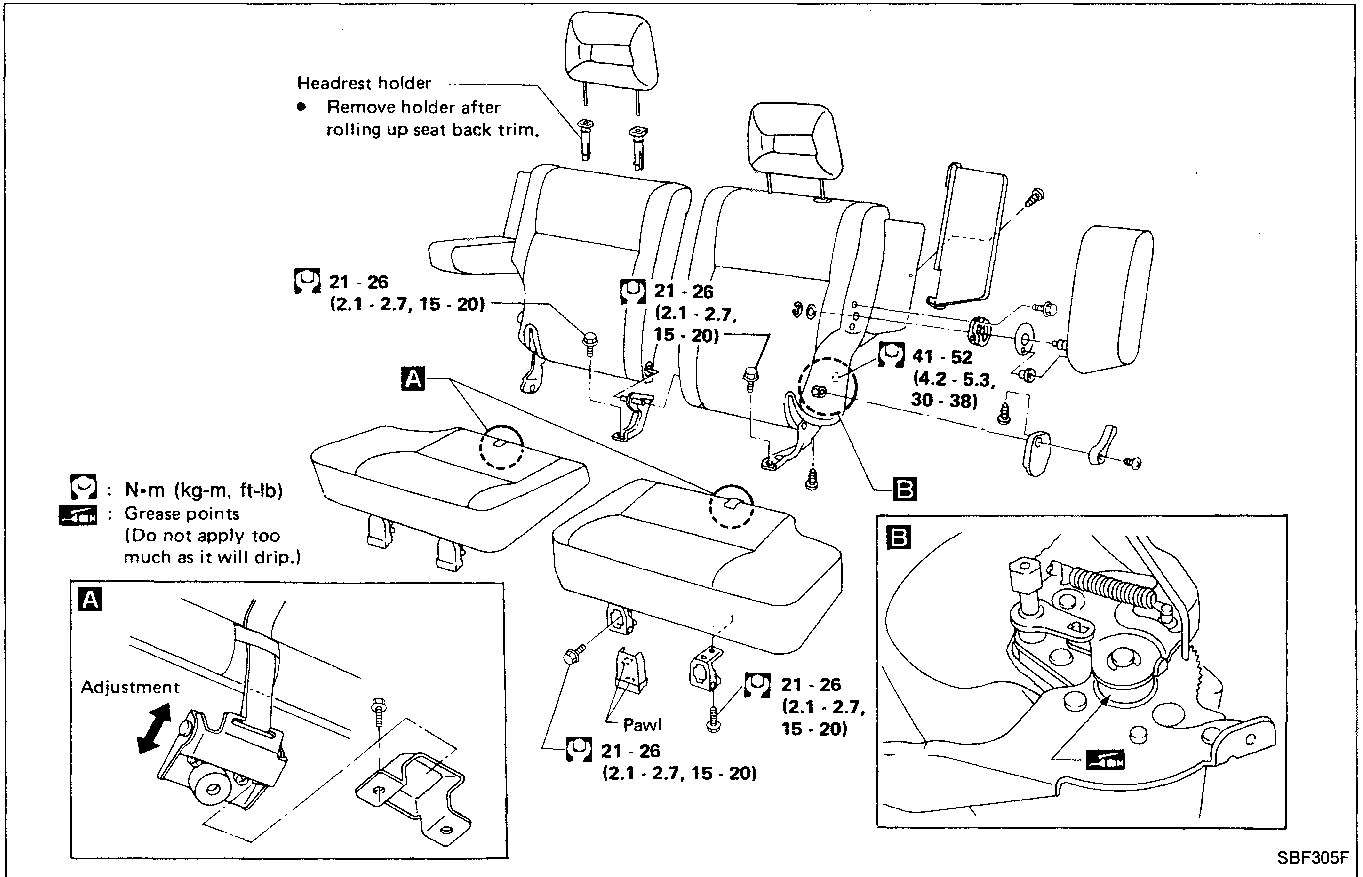
Jump Seat — King Cab Model



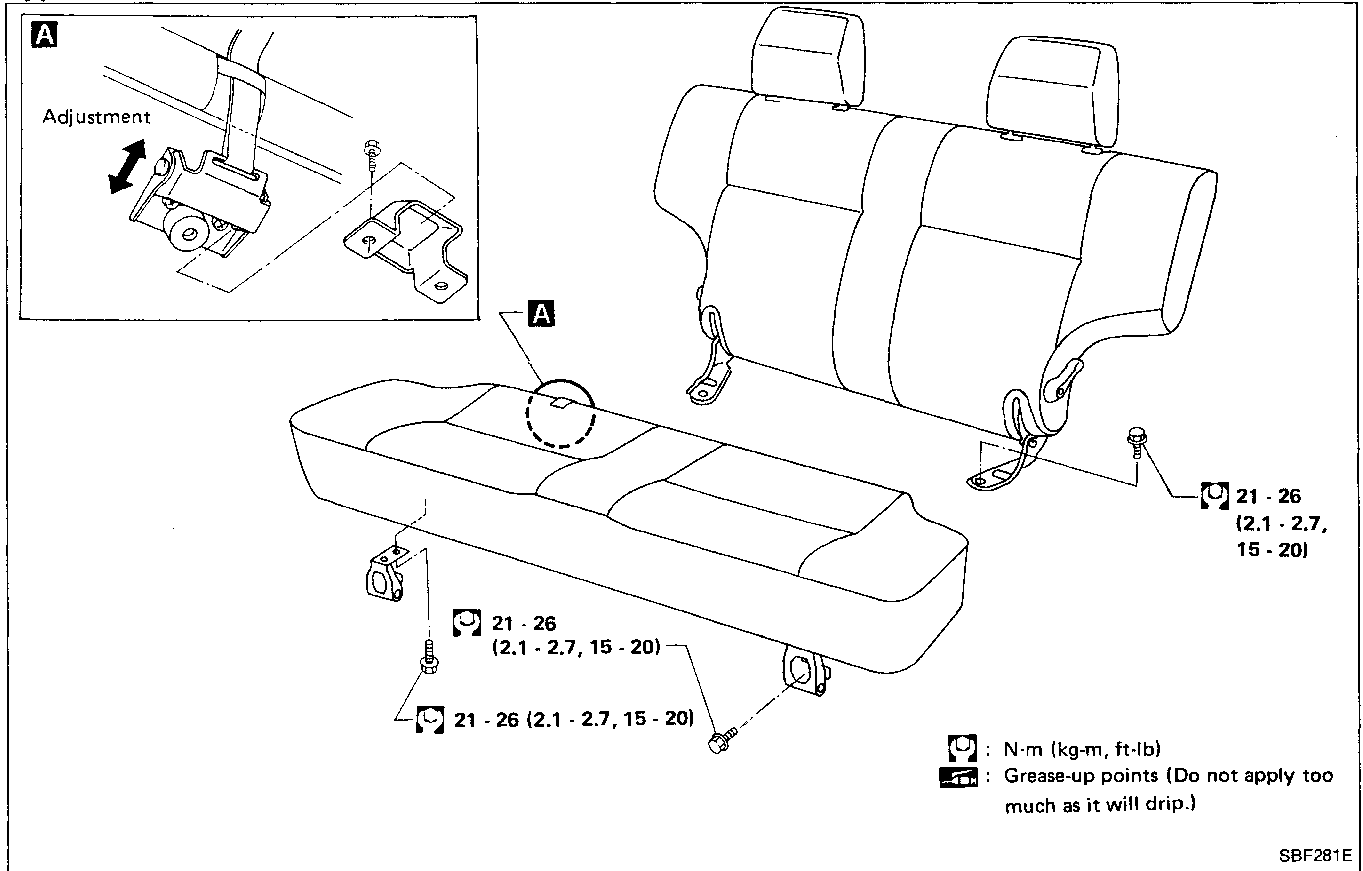
SEAT

REAR SEAT — Type I

Rear Seat — WAGON



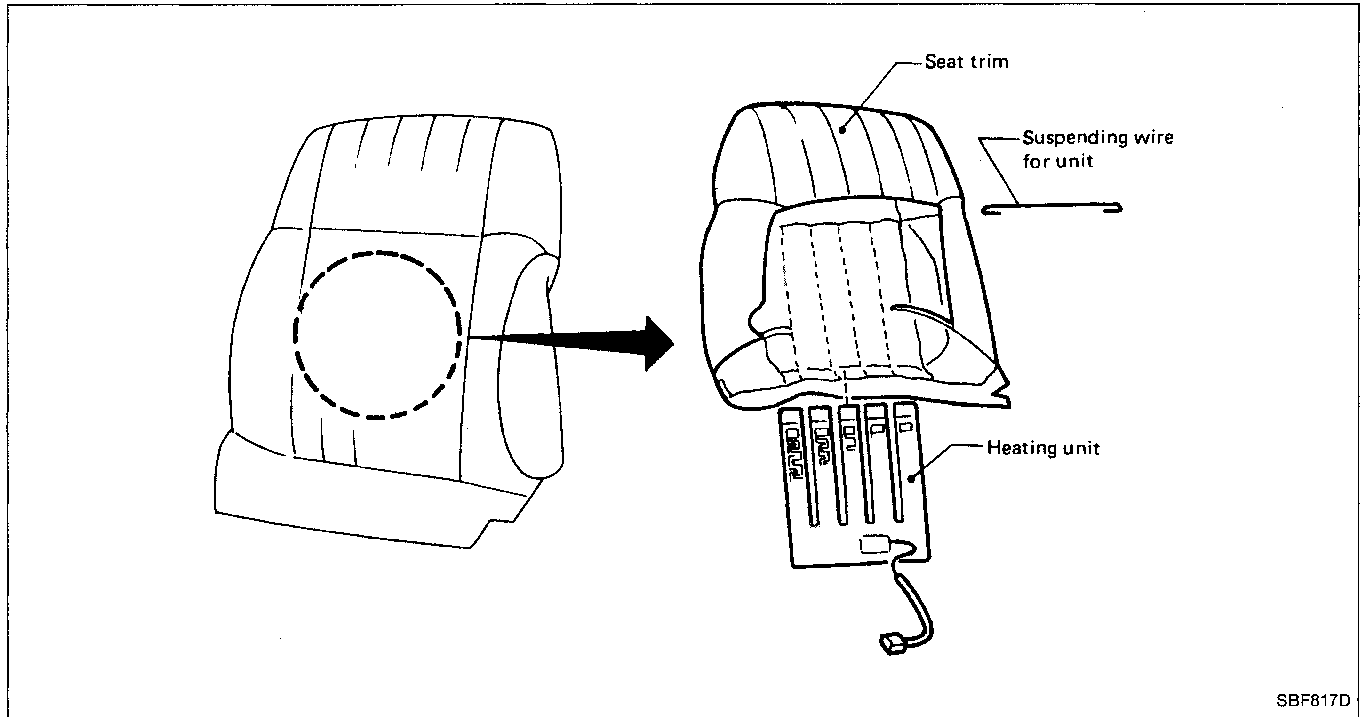
Type II



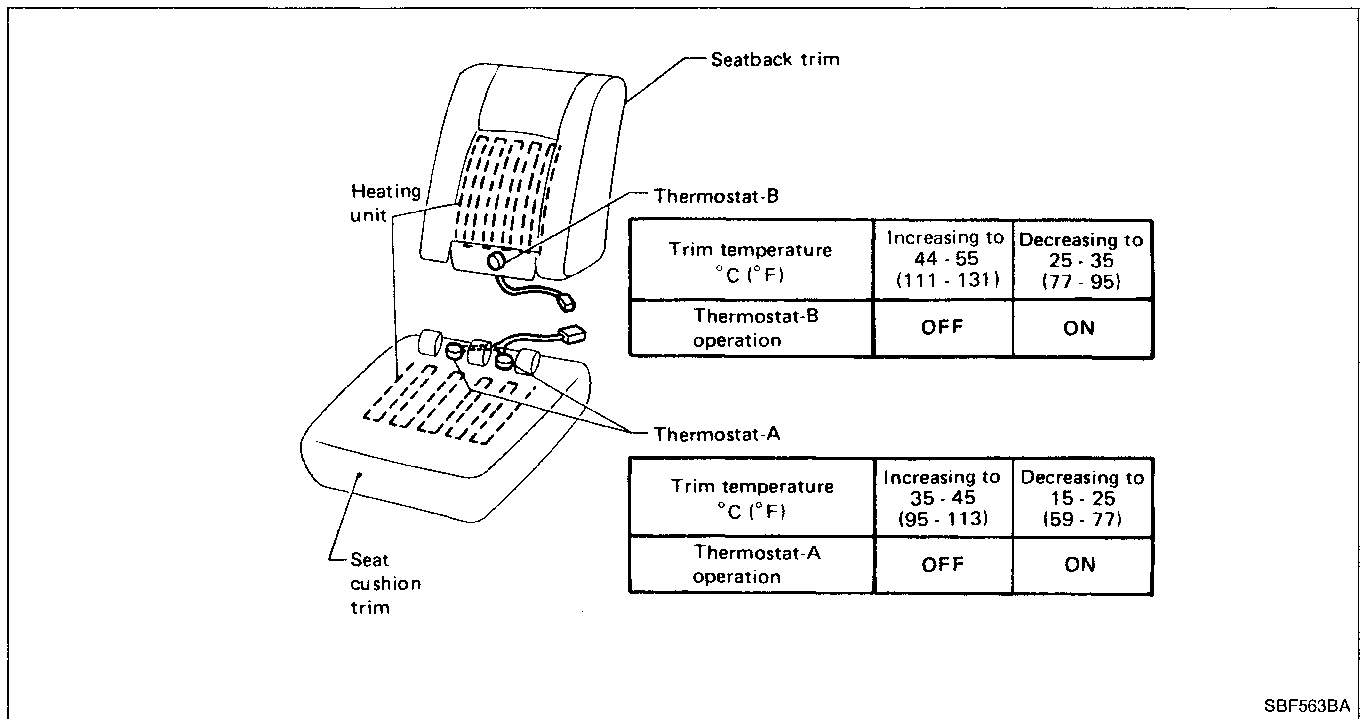
Heated Seat

- When handling seat, be extremely careful not to scratch heating unit.
- To replace heating unit, seat trim and pad should be separated.
- Do not use any organic solvent, such as thinner, benzene, alcohol, gasoline, etc. to clean trims.

Seatback heating unit removal & installation

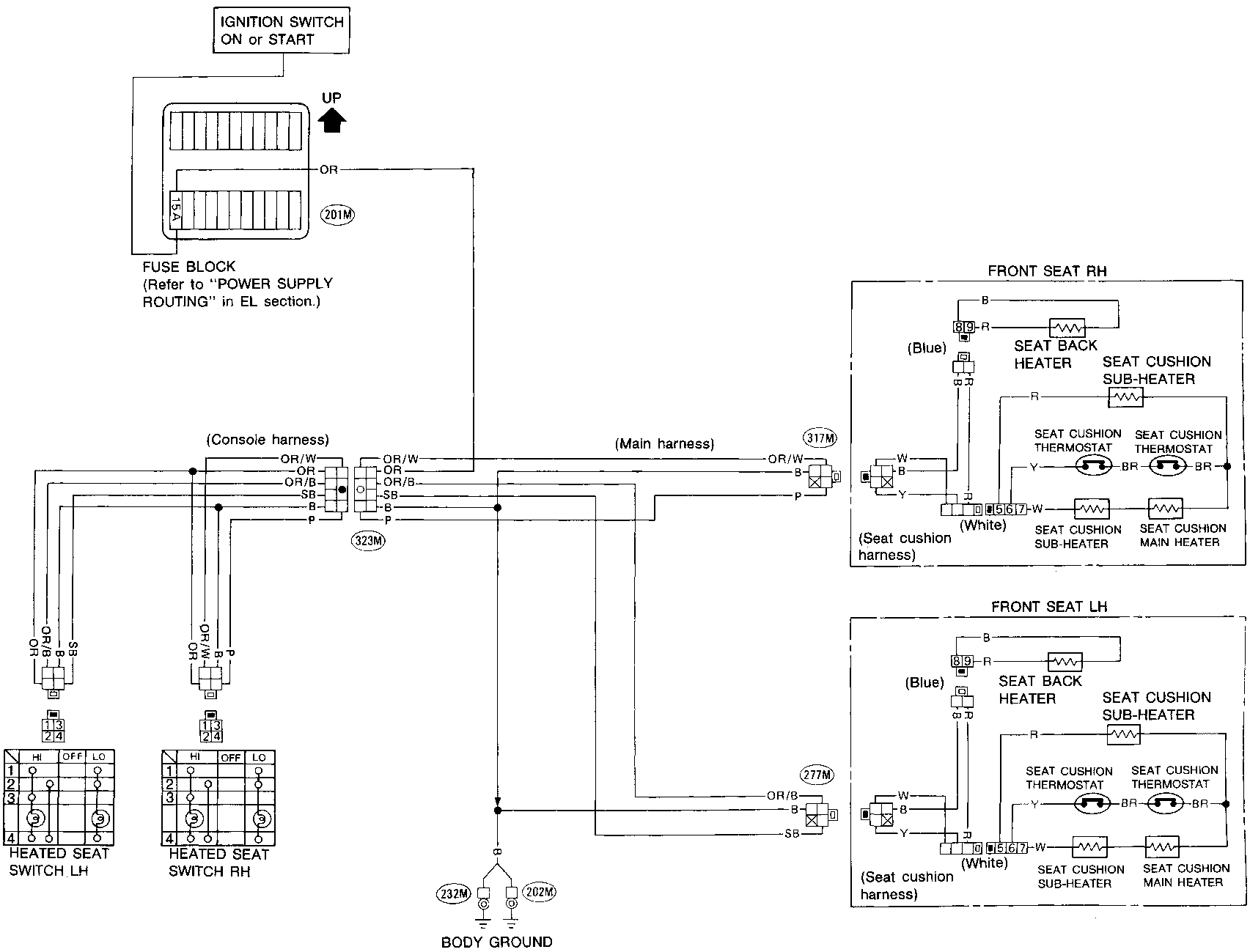


Thermostat



Heated Seat (Cont'd)

WIRING DIAGRAM



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EF &
EC

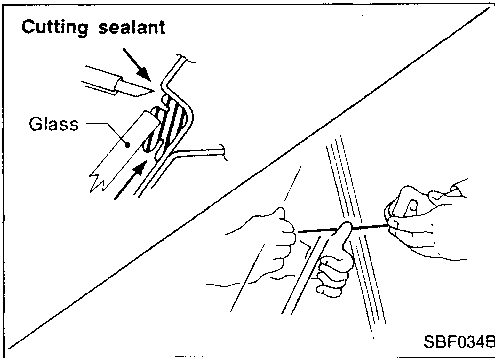
LC

EM

MA

GI

WINDSHIELD AND WINDOWS



REMOVAL

After removing moldings, remove glass.

CAUTION:

Be careful not to scratch glass when removing.

INSTALLATION

- Use genuine Nissan Sealant kit or equivalent. Follow instructions furnished with it.
- After installing the glass, the vehicle should remain stationary until the sealant hardens.

WARNING:

Keep heat and open flames away as primers are flammable.

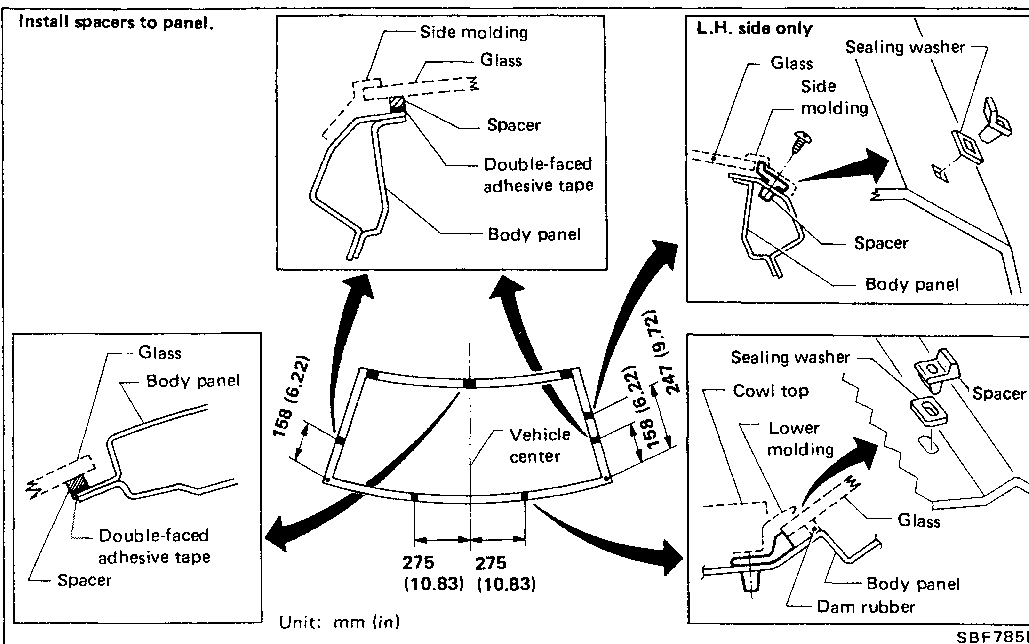
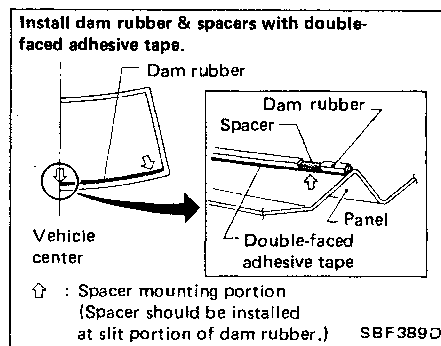
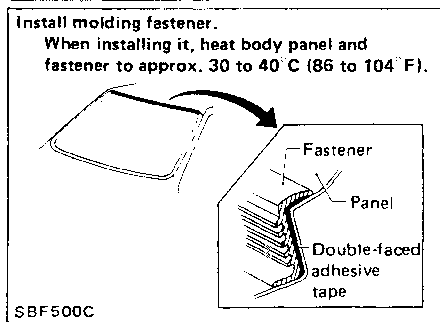
CAUTION:

Advise the user of the fact that vehicle should not be driven on rough roads or surfaces until sealant has properly vulcanized.

- Do not use sealant which is past its usable term.
- Do not leave cartridge unattended with its cap open.
- Keep primers and sealant in a cool, dry place. Ideally, they should be stored in a refrigerator.
- Molding must be installed securely so that it is in position and leaves no gap.

Windshield and Back Door Window

Body side of windshield

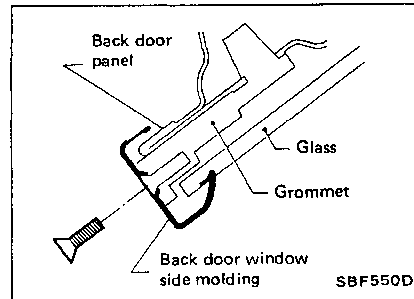
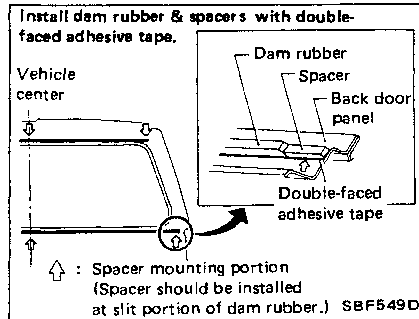
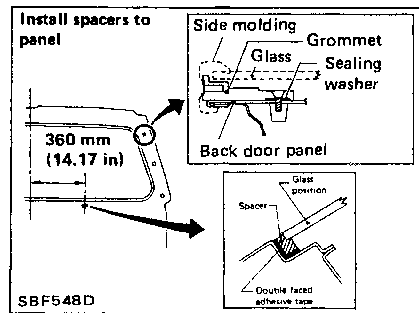
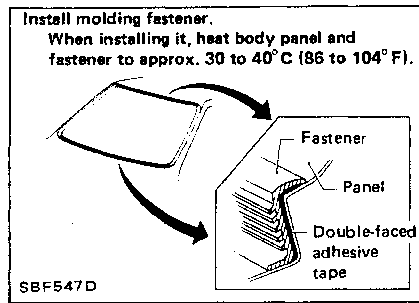


MBF917A

WINDSHIELD AND WINDOWS

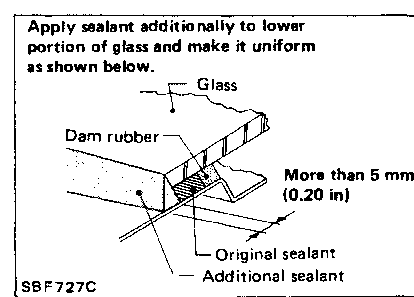
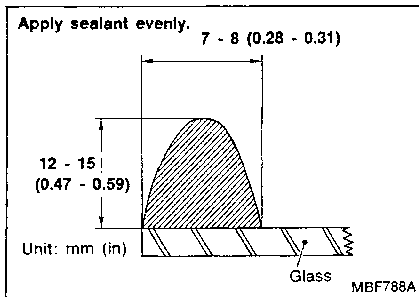
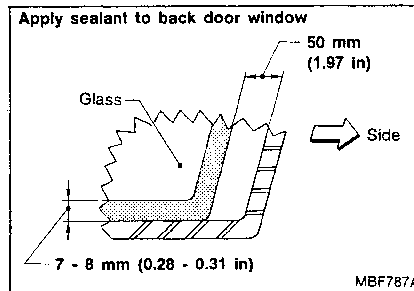
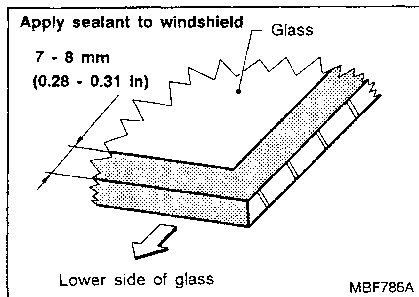
Windshield and Back Door Window (Cont'd)

Body side of back door window



MBF918A

Apply area of sealant



MBF919A

GI

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IDX

WINDSHIELD AND WINDOWS

Windshield and Back Door Window (Cont'd)

REPAIRING WATER LEAKS FOR WINDSHIELD

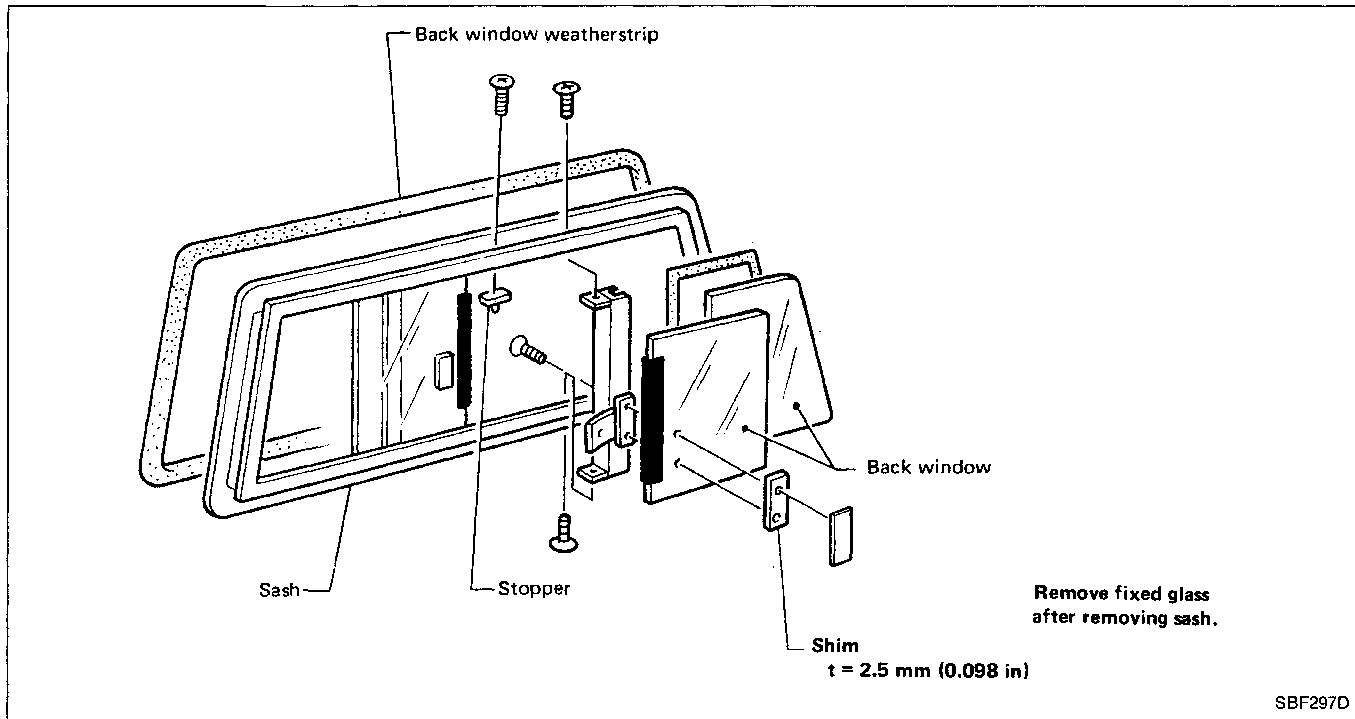
Leaks can be repaired without removing and reinstalling glass.

If water is leaking between caulking material and body or between glass and caulking material, determine the extent of the leak by applying water while pushing glass outward.

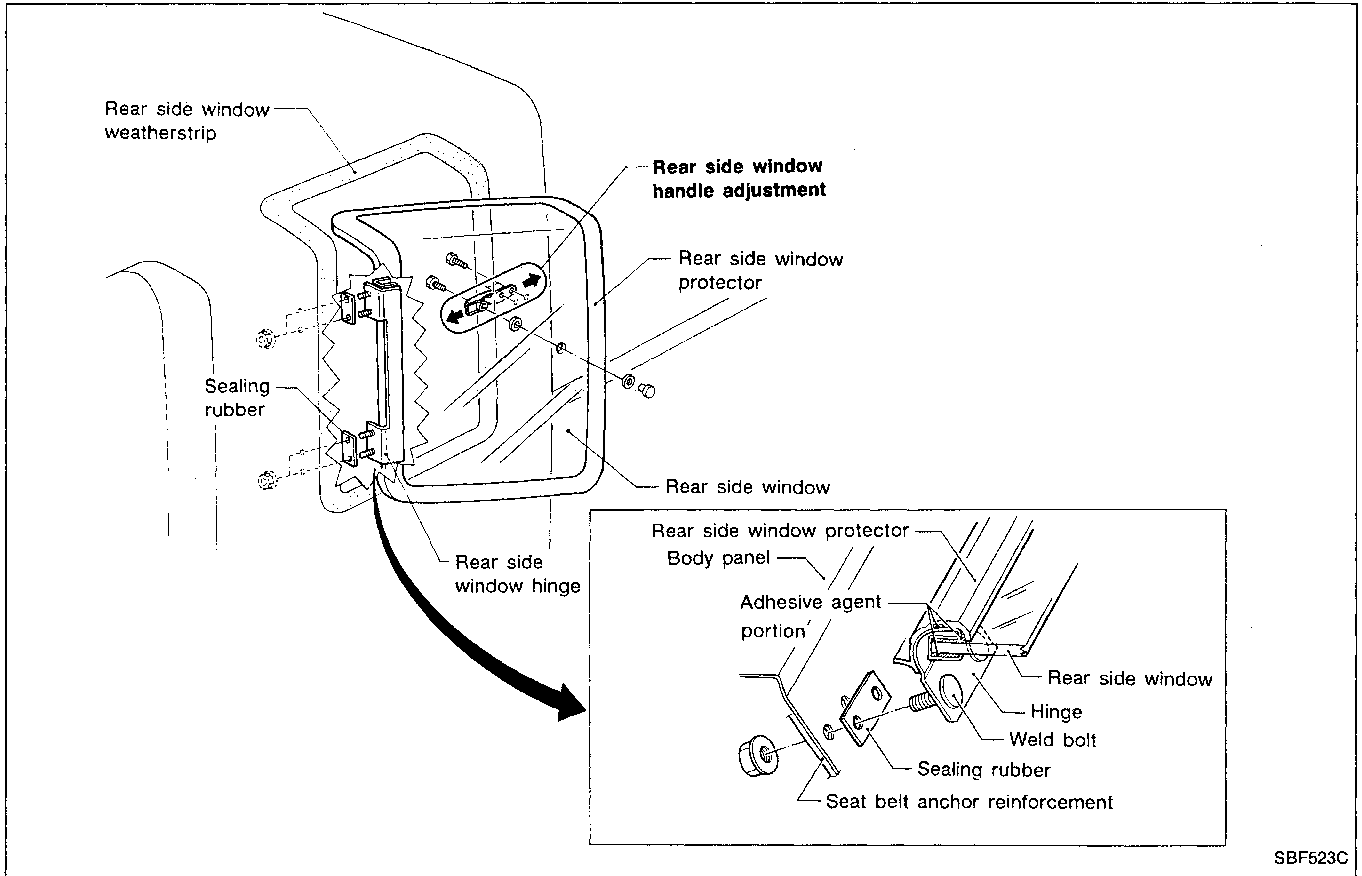
To stop the leak, apply primer (if necessary) and then sealant to the leak point.

Back Window — TRUCK

- Window glass is held in place by weatherstripping. For details regarding weatherstrip, refer to "Exterior".
- Apply sealant to clearances between vehicle body panel and weatherstrip as necessary.



Rear Side Window — TRUCK



GI

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EC

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BR

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BF

HA

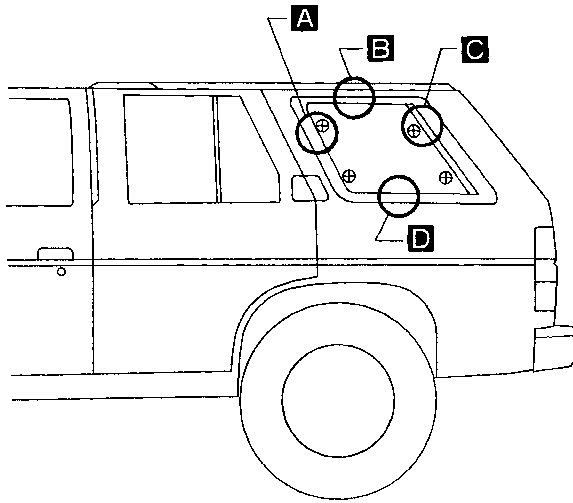
EL

IDX

WINDSHIELD AND WINDOWS

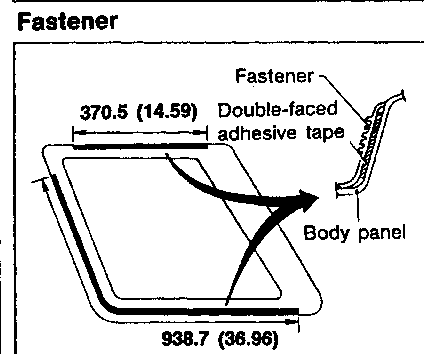
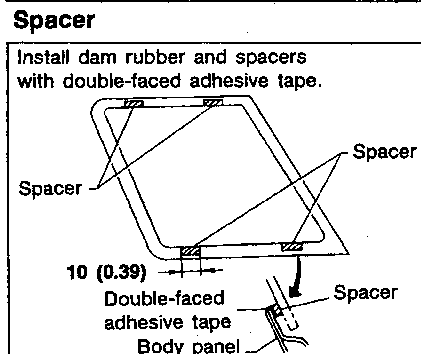
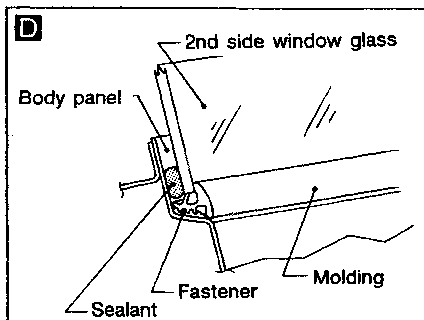
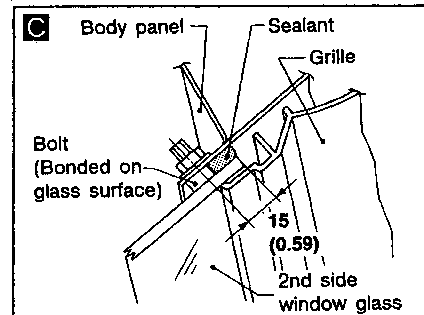
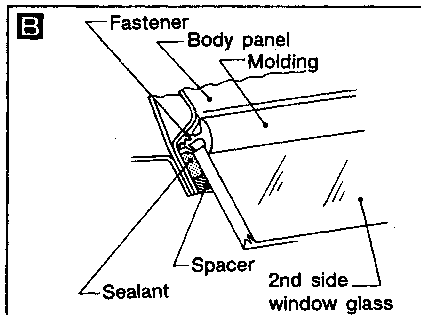
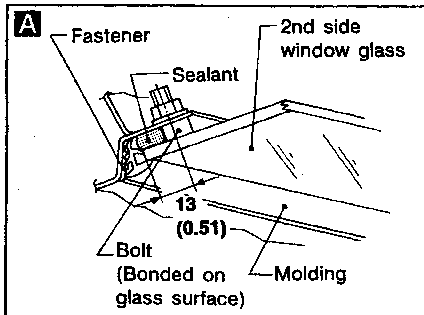
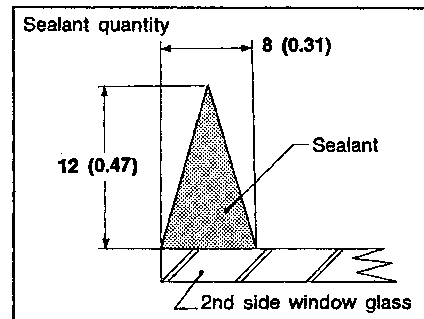
Rear Side Window (2nd) — WAGON

- The drying period for sealant is the same as that of windshield and back door window.

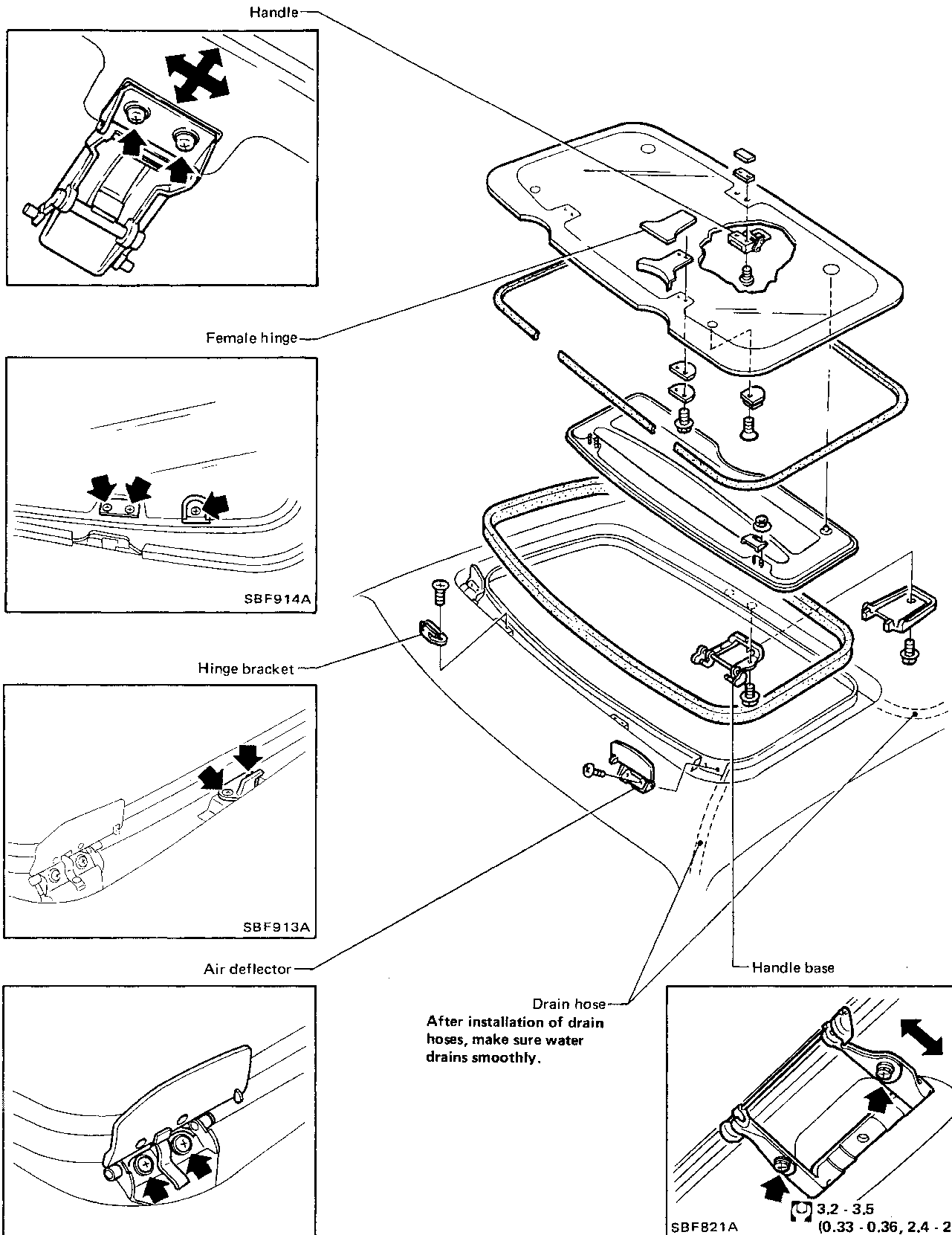


⊕ : BOLT

Unit: mm (in)



Service Procedure



: N·m (kg·m, ft·lb)

GI

MA

EM

LC

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EC

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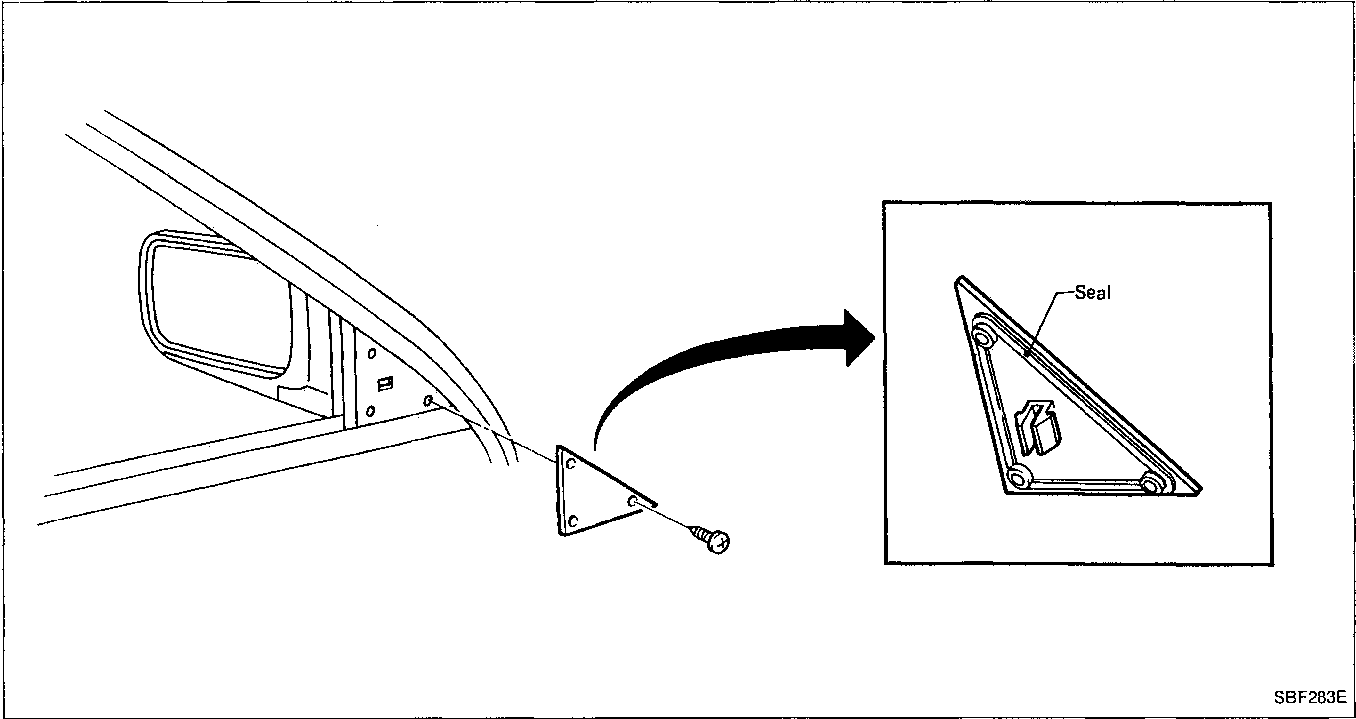
BF

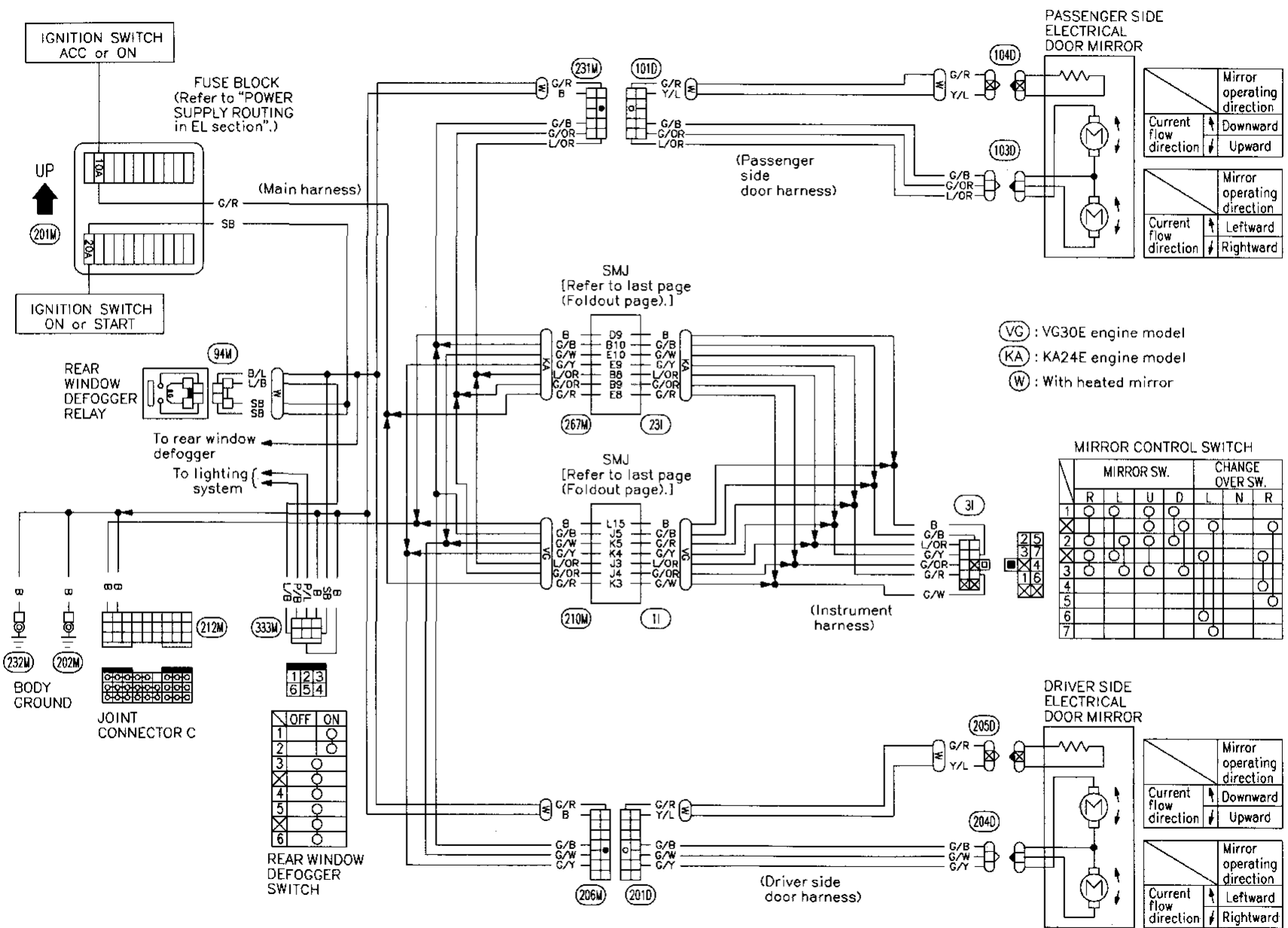
HA

EL

MIRROR

Door Mirror

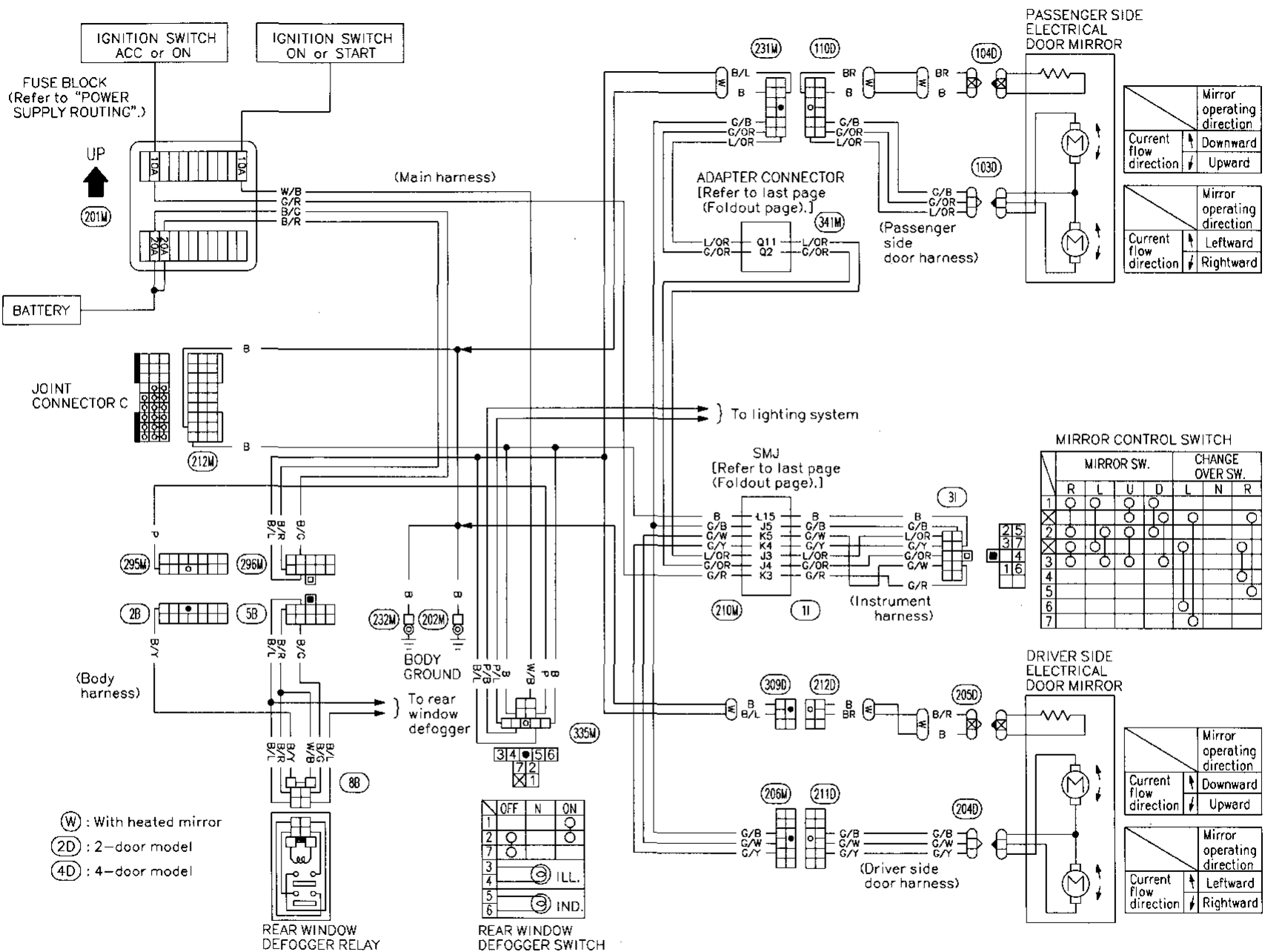


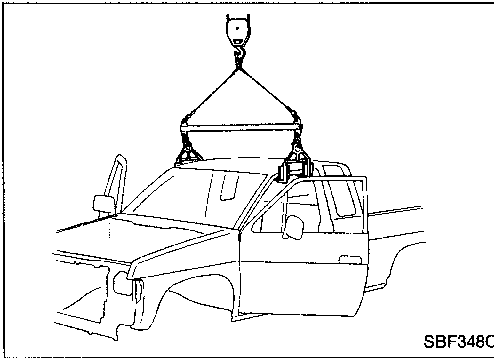


MIRROR

Door Mirror (Cont'd)

ELECTRICAL REMOTE CONTROL DOOR MIRROR WIRING DIAGRAM





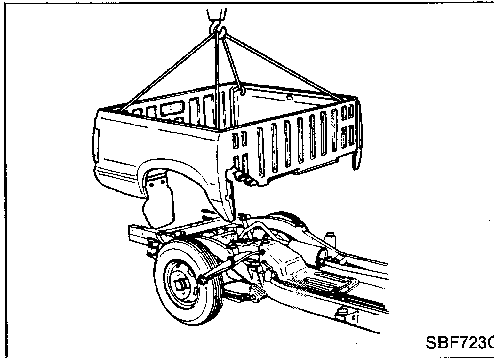
Cab Body — TRUCK

- Remove following parts in engine room at least.
 - (1) Main harness and other wiring harness
- Disconnect brake and clutch line in engine compartment.
- Remove following parts under body at least.
 - (1) Transmission and transfer control levers
 - (2) Hand brake control lever and cable
 - (3) Main harness and other wiring harness

GI

MA

EM



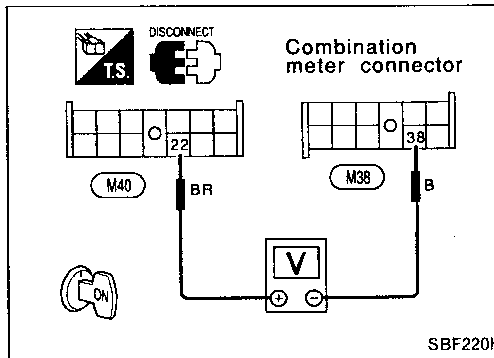
Rear Body — TRUCK

- Remove following parts at least.
 - (1) Rear combination lamp and license plate lamp harness
 - (2) Fuel filler tube fixing screws

LC

EF &
EC

FE



Cab Body — WAGON

- Remove following parts in engine room at least.
 - (1) Main harness and other wiring harness
- Disconnect brake and clutch line in engine compartment.
- Remove following parts under body at least.
 - (1) Transmission and transfer control levers
 - (2) Hand brake control lever and cable
 - (3) Main harness and other wiring harness
- Remove seat belt anchor bolt.

MT

AT

TF

PD

FA

RA

BR

ST

BF

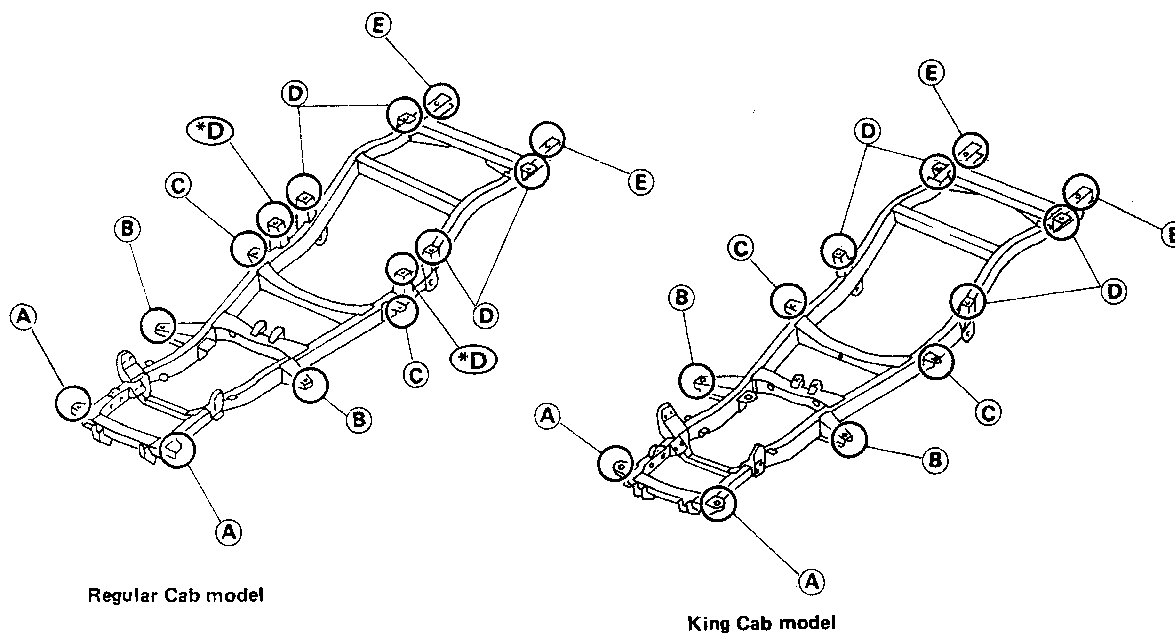
HA

EL

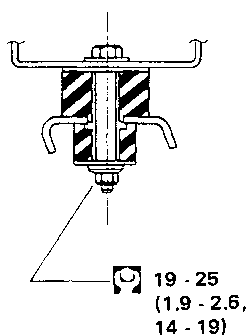
IDX

Body Mounting — TRUCK

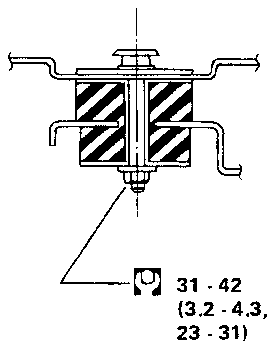
When removing, be sure to replace bolts and nuts (sealant applied bolts or self-lock nuts are used for all mounting).



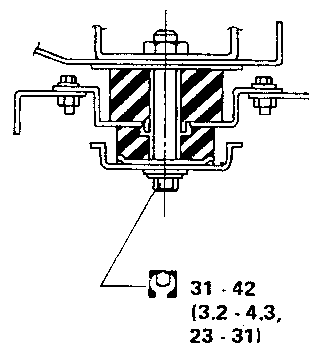
*D : Except for short wheelbase model (This bracket is not used for body mounting.)



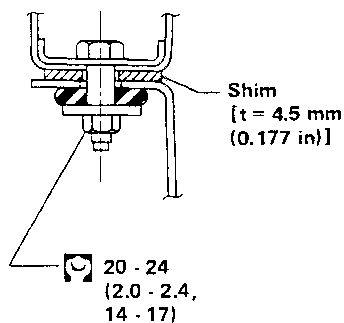
Section A



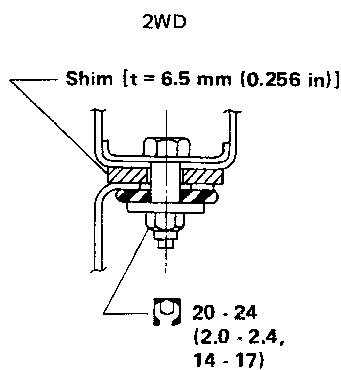
Section B



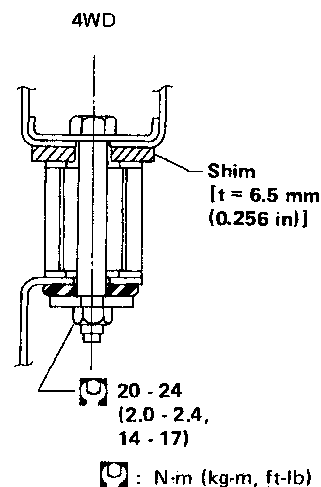
Section C



Section D



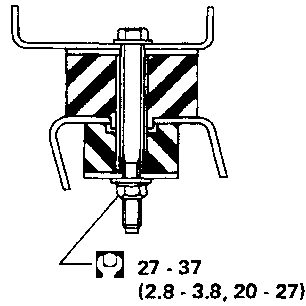
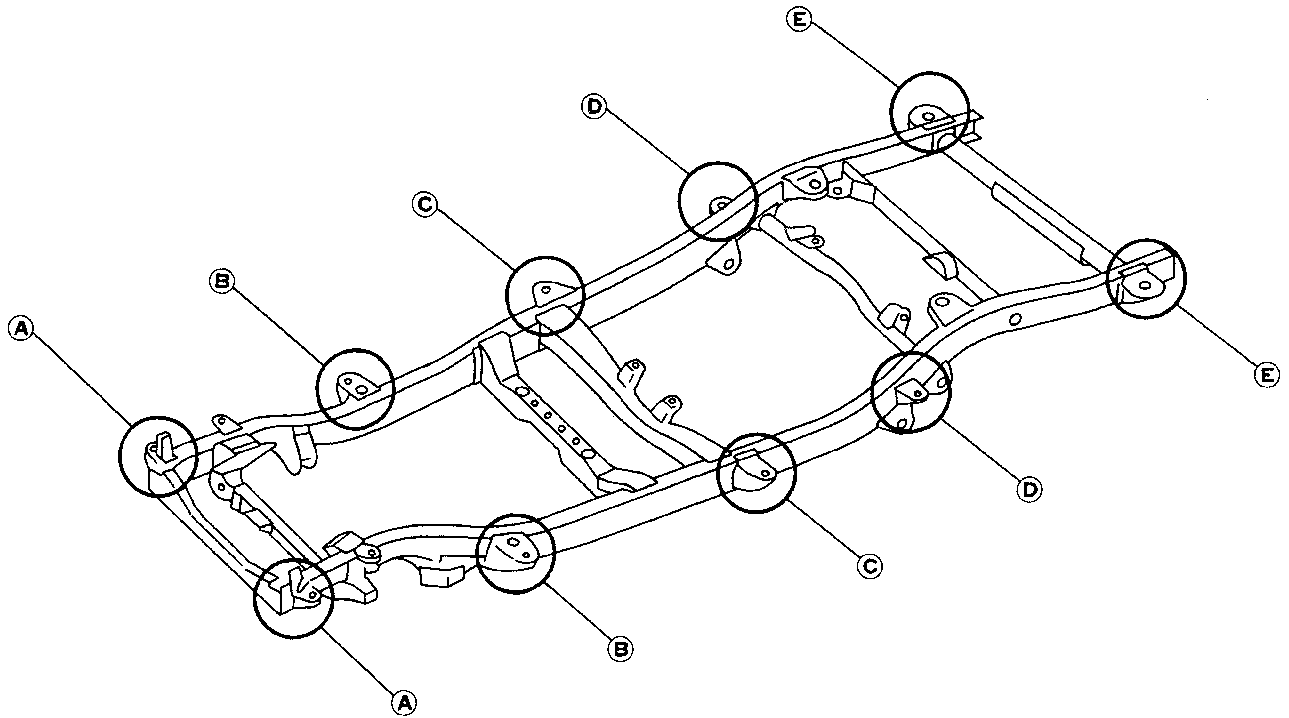
Section E



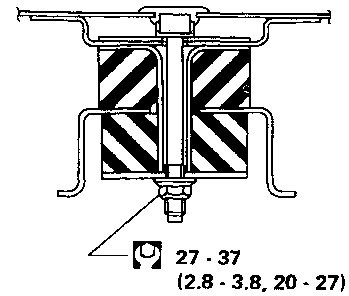
SBF350C

Body Mounting — WAGON

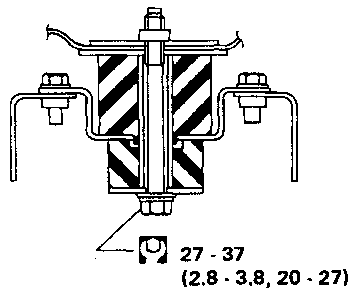
When removing, be sure to replace bolts and nuts (sealant applied bolts or self-lock nuts are used for all mounting).



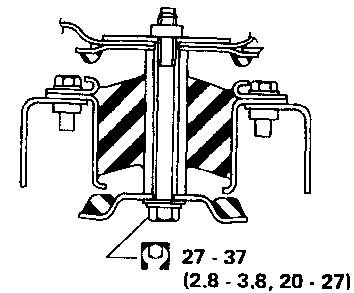
Section A



Section B and D



Section C



Section E

: N·m (kg-m, ft-lb)

GI
MA
EM
LC
EF & EC
FE
CL
MT
AT
TF
PD
FA
RA
BR
ST
BF
HA
EL

BODY ALIGNMENT

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

The coordinates of the measurement points are the distances measured from the respective dimension lines in the directions of "x", "y" and "z".

Dimension lines: "x" line — Center line of vehicle

"y" line — Center line of front axle (Any measurement point in front of the dimension line refers to a minus "—" value.)

"z" line — Datum line (Any measurement point under the dimension line refers to a minus "—" value.)

2W : 2WD

4W : 4WD

SB : Short wheelbase

LB : Long wheelbase

R : Regular Cab

K : King Cab

RL : Regular Cab (Long wheelbase)

2W.SB : Short wheelbase (2WD)

2W.LB : Long wheelbase (2WD)

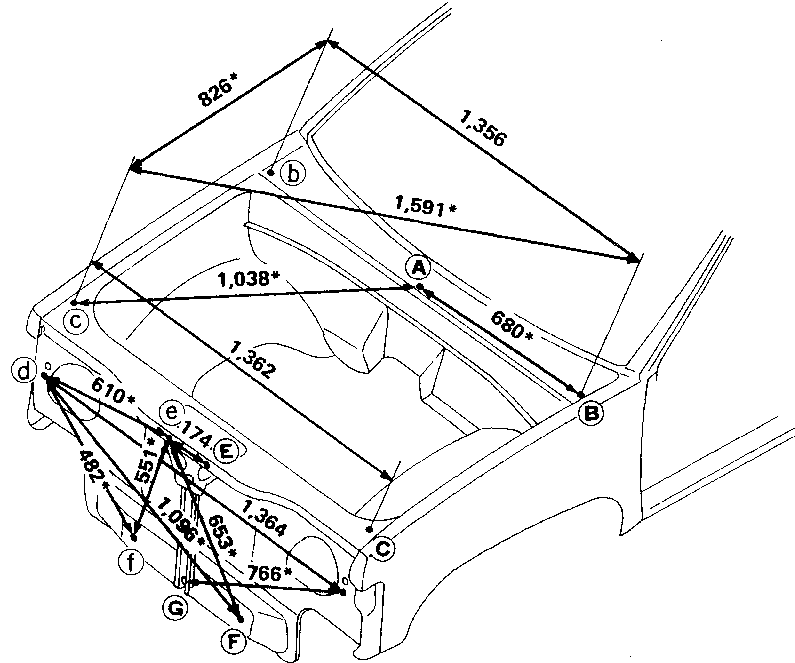
4W.SB : Short wheelbase (4WD)

4W.LB : Long wheelbase (4WD)

BODY ALIGNMENT

Engine Compartment

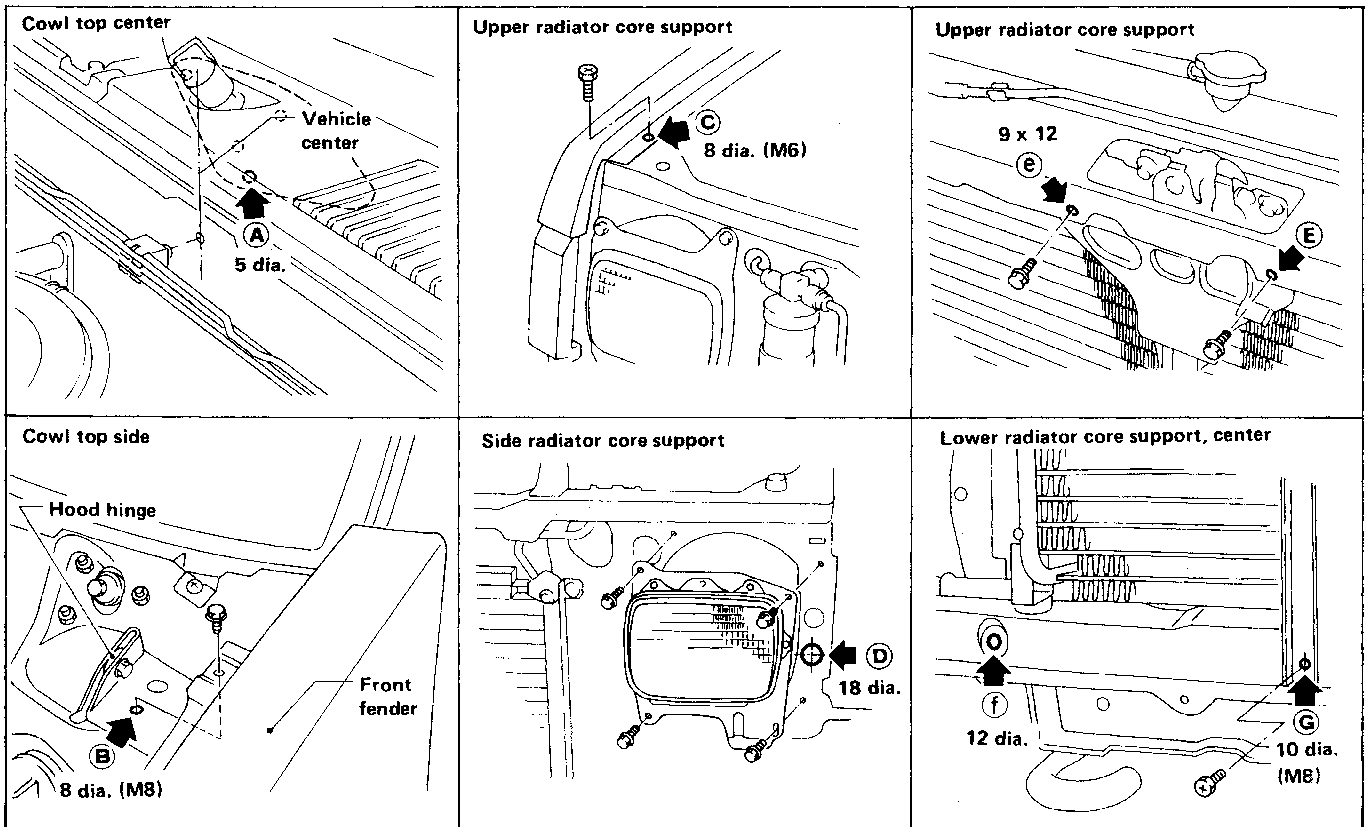
MEASUREMENT



Unit: mm

DETAILED MEASUREMENT POINTS

Unit: mm



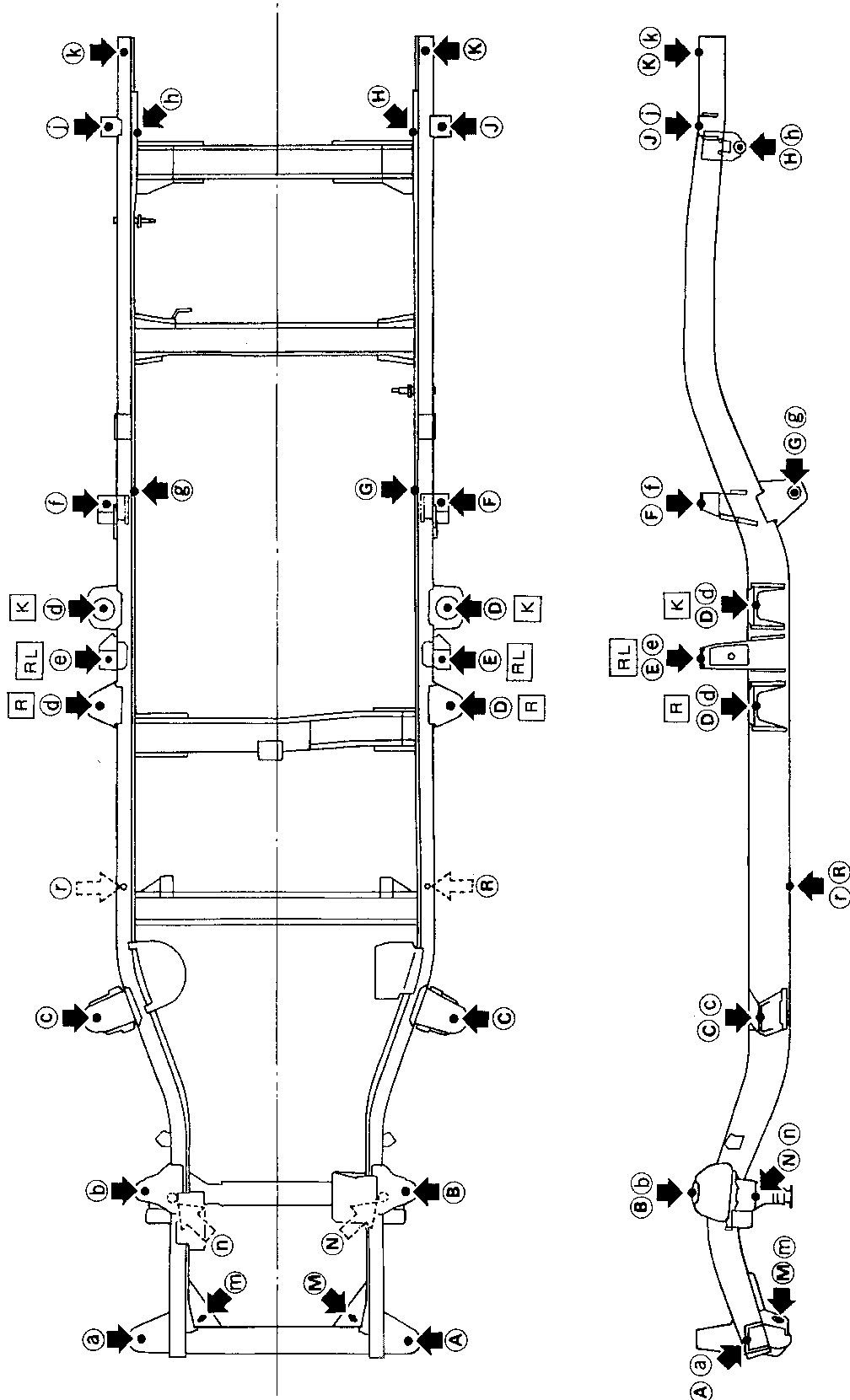
BODY ALIGNMENT

Underbody — TRUCK

MEASUREMENT POINTS

2WD models

R : Regular Cab
 K : King Cab
 RL : Regular Cab (Long wheelbase)



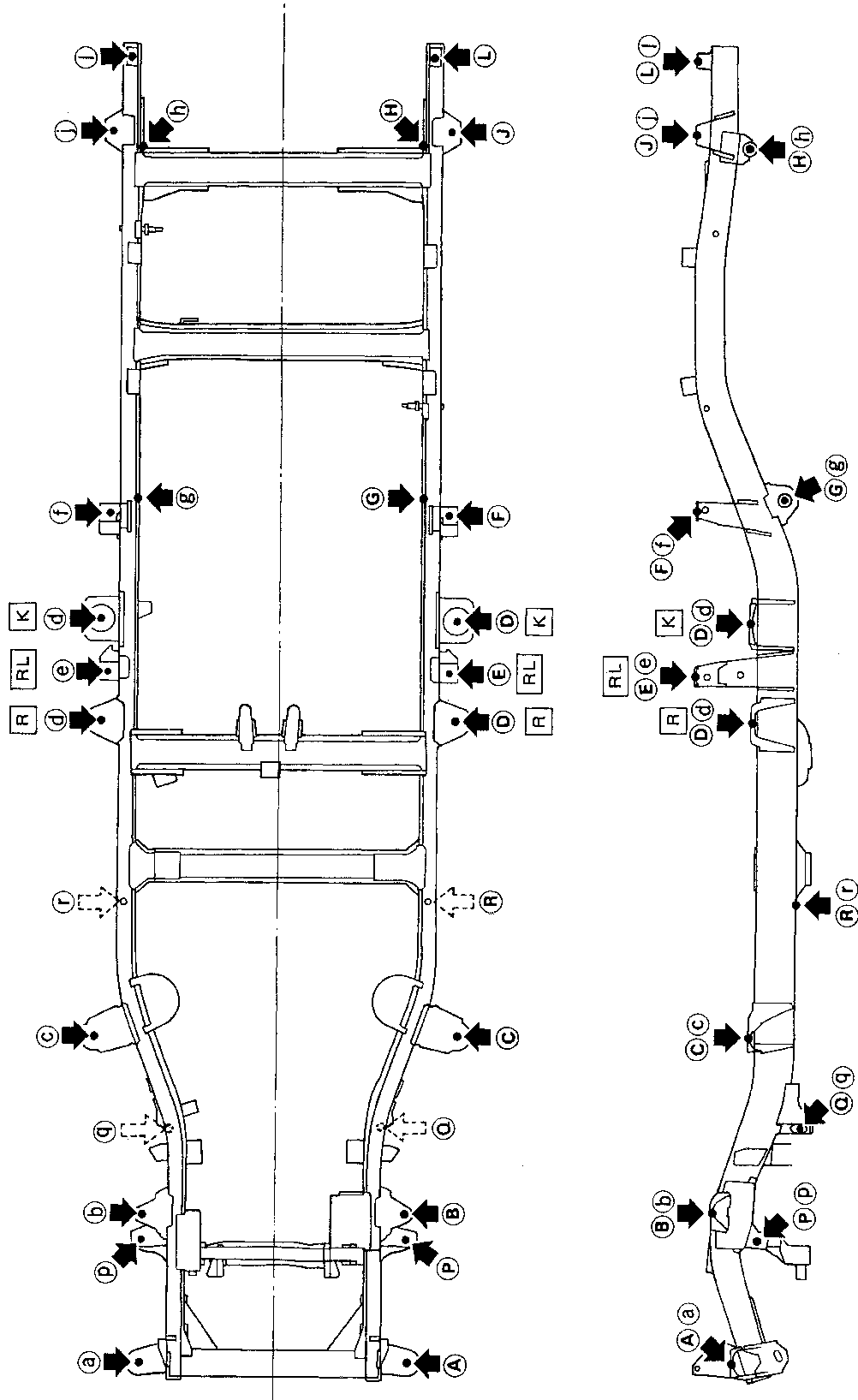
BODY ALIGNMENT

Underbody — TRUCK (Cont'd)

MEASUREMENT POINTS

4WD models

R : Regular Cab
K : King Cab
RL : Regular Cab (Long wheelbase)



GI
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 LC
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 EC
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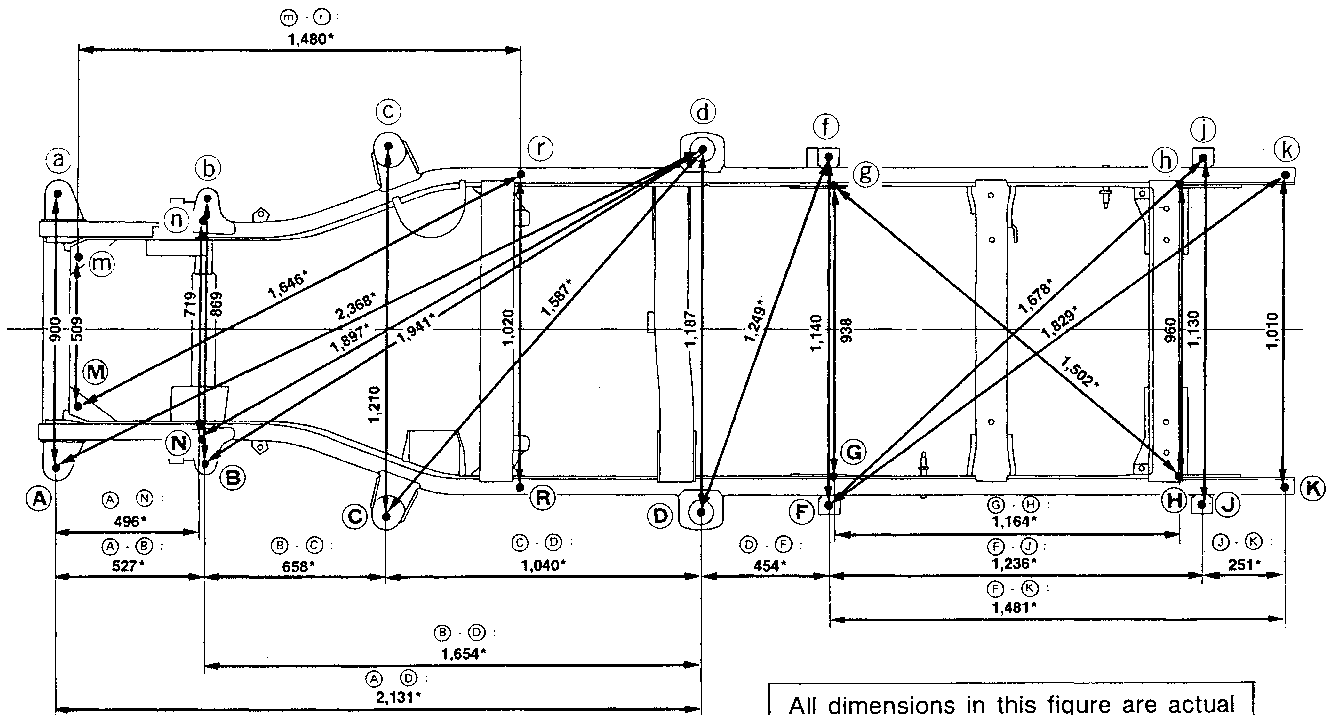
BODY ALIGNMENT

Underbody — TRUCK (Cont'd)

MEASUREMENT

2WD models

Regular Cab (Short wheelbase)

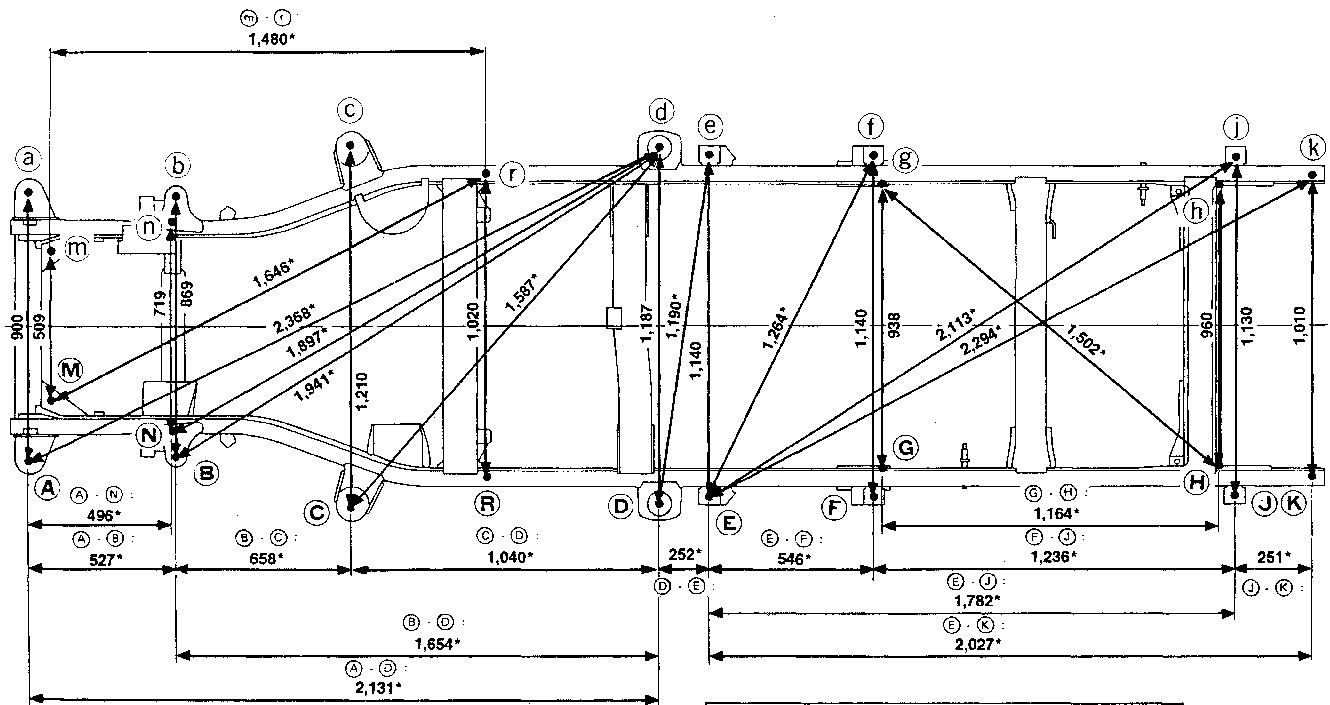


Unit: mm

All dimensions in this figure are actual ones.
There are no projected dimensions.

MBF824A

Regular Cab (Long wheelbase)



Unit: mm

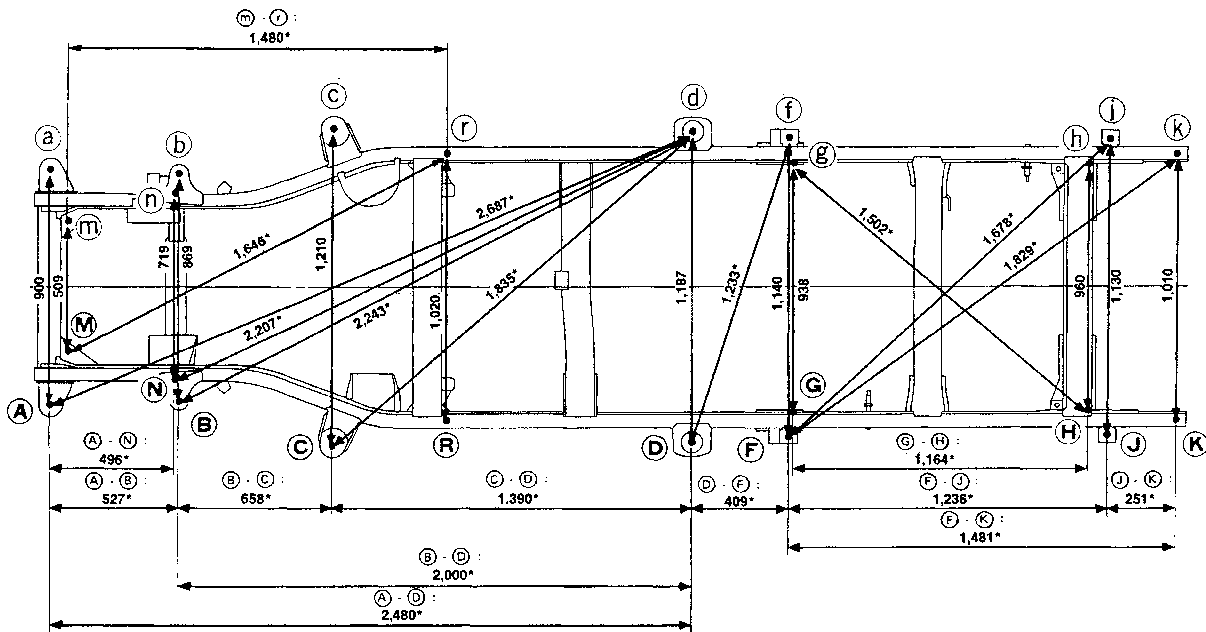
All dimensions in this figure are actual ones.
There are no projected dimensions.

MBF825A

BODY ALIGNMENT

Underbody — TRUCK (Cont'd)

King Cab



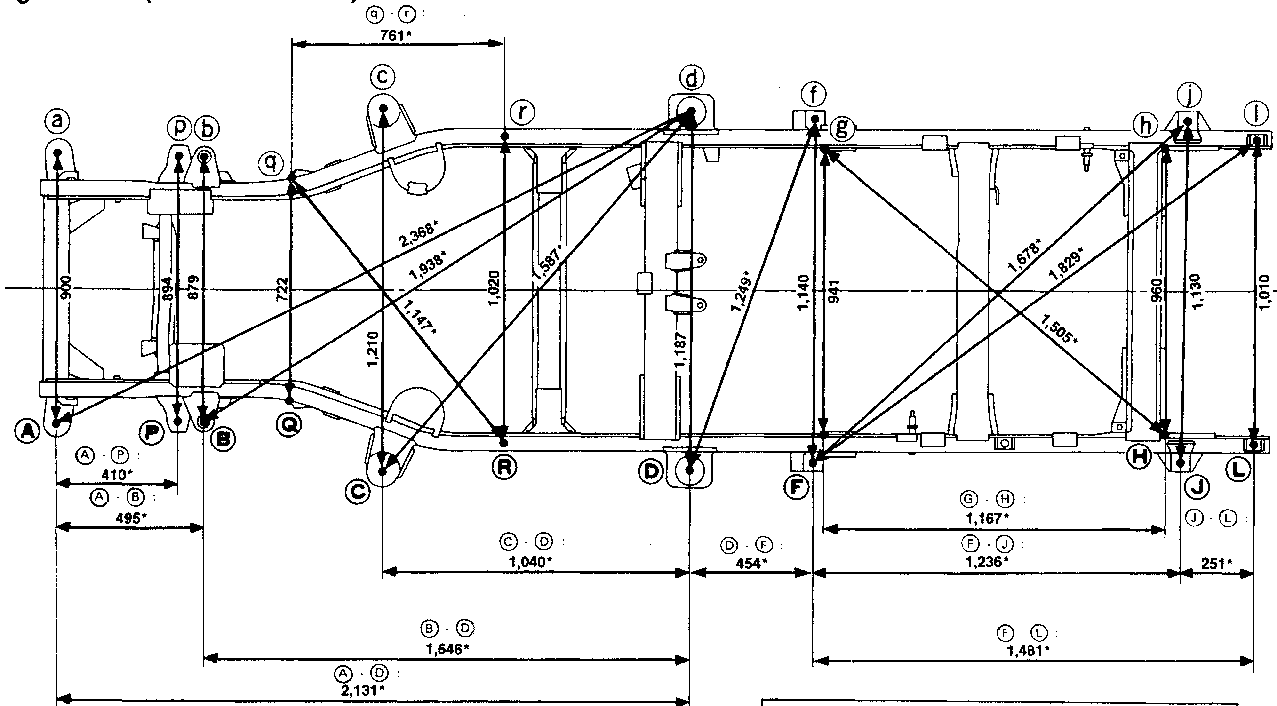
All dimensions in this figure are actual ones.
There are no projected dimensions.

Unit: mm

MBF826A

4WD models

Regular Cab (Short wheelbase)



All dimensions in this figure are actual ones.
There are no projected dimensions.

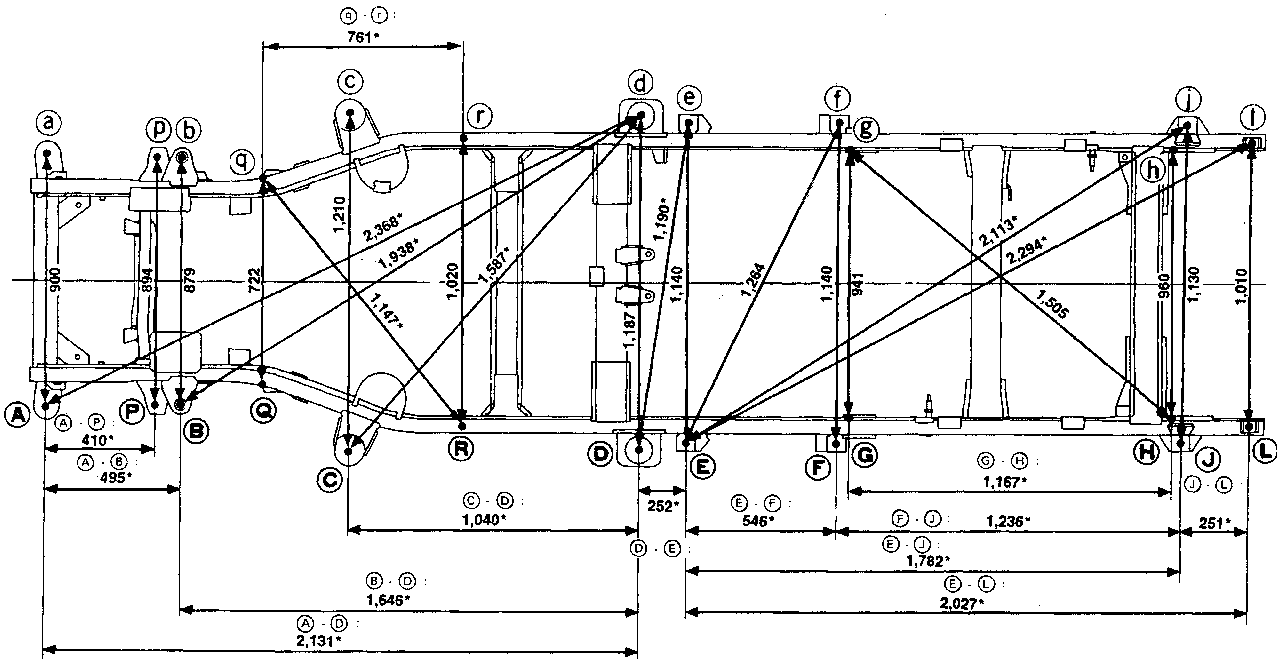
Unit: mm

MBF827A

BODY ALIGNMENT

Underbody — TRUCK (Cont'd)

Regular Cab (Long wheelbase)

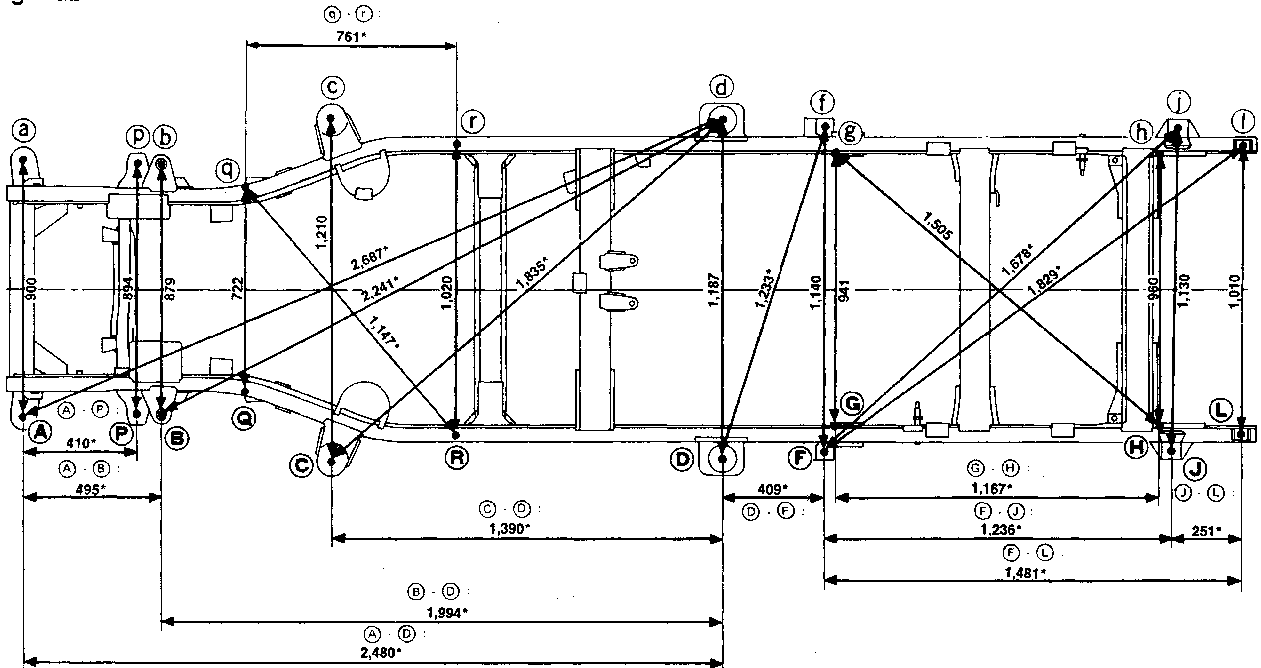


All dimensions in this figure are actual ones.
There are no projected dimensions.

Unit: mm

MBF828A

King Cab



All dimensions in this figure are actual ones.
There are no projected dimensions.

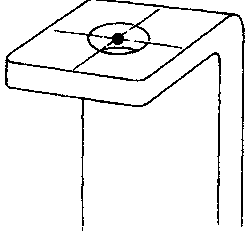
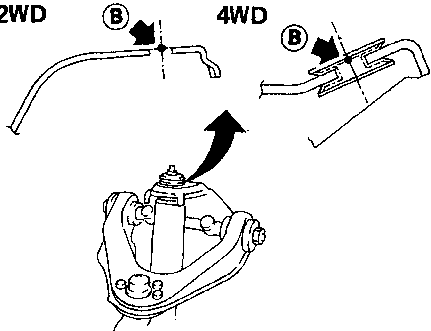
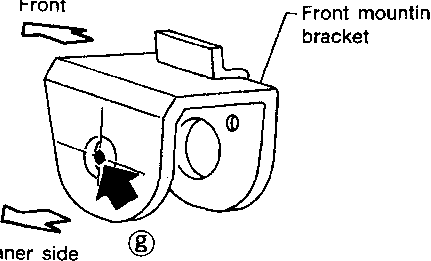
Unit: mm

MBF829A

BODY ALIGNMENT

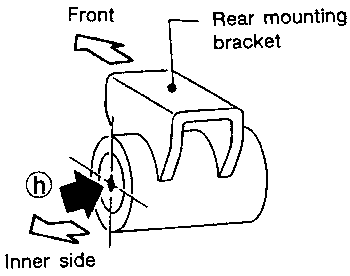
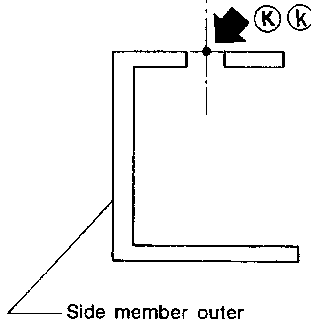
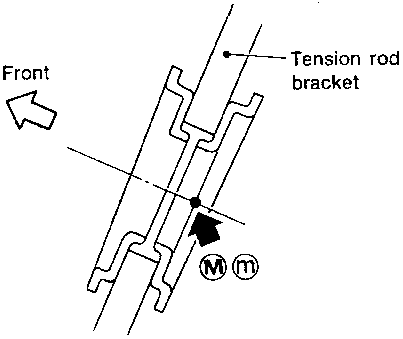
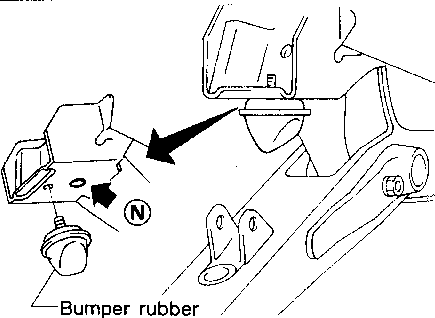
Underbody — TRUCK (Cont'd)

DETAILED MEASUREMENT POINTS

Points	Hole dia. mm	Detailed points		Coordinates mm			
				"x"	"y"	"z"	
(A) (a)	24	 <p>Center of hole on top of bracket</p> <p>SBF274B</p>	Cab body or rear body mounting insulator mounting hole	450.0	-488.5	<div>2W</div> <div>21.2</div> <div>4W</div> <div>71.2</div>	GI
(C) (c)	28			605.0	597.5	<div>2W</div> <div>-28.2</div> <div>4W</div> <div>21.8</div>	MA
(D) (d)	85			593.5	<div>R</div> <div>1,637.0</div> <div>K</div> <div>1,987.0</div>	<div>2W</div> <div>-15.0</div> <div>4W</div> <div>35.0</div>	EM
(E) (e)	18			<div>RL</div> <div>570.0</div>	<div>RL</div> <div>1,804.0</div>	<div>2W</div> <div>171.8</div> <div>4W</div> <div>221.8</div>	EF & EC
(F) (f)	18			570.0	<div>SB</div> <div>2,050.0</div> <div>LB</div> <div>2,350.0</div>	<div>2W</div> <div>171.8</div> <div>4W</div> <div>221.8</div>	FE
(J) (j)	18			565.0	<div>SB</div> <div>3,286.0</div> <div>LB</div> <div>3,586.0</div>	<div>2W</div> <div>171.8</div> <div>4W</div> <div>221.8</div>	CL
(L) (l)	22	 <p>2WD</p> <p>4WD</p> <p>SBF668C</p>	Hole for front shock absorber mounting at the bracket	<div>2W</div> <div>434.7</div> <div>4W</div> <div>439.7</div>	<div>2W</div> <div>5.6</div> <div>4W</div> <div>1.4</div>	<div>2W</div> <div>203.2</div> <div>4W</div> <div>142.0</div>	TF
(B) (b)	<div>2W</div> <div>15</div> <div>4W</div> <div>15.3</div>						PD
							FA
							RA
(G) (g)	12	 <p>Front</p> <p>Front mounting bracket</p> <p>Inner side</p> <p>SBF795G</p>	Hole for rear spring front mounting at the bracket	<div>2W</div> <div>469.0</div> <div>4W</div> <div>470.5</div>	<div>2W.SB</div> <div>2,059.0</div> <div>2W.LB</div> <div>2,359.0</div> <div>4W.SB</div> <div>2,080.0</div> <div>4W.LB</div> <div>2,380.0</div>	<div>2W</div> <div>-152.0</div> <div>4W</div> <div>-86.0</div>	BR
							ST
							BF
							HA
							EL
							IDX

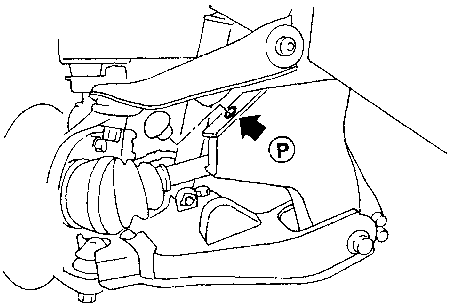
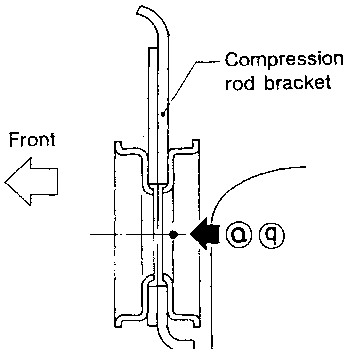
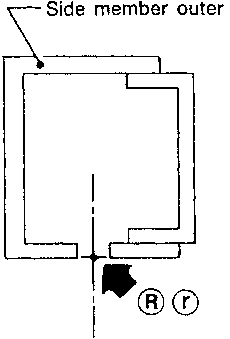
BODY ALIGNMENT

Underbody — TRUCK (Cont'd)

Points	Hole dia. mm	Detailed points	Coordinates mm		
			"x"	"y"	"z"
(H) (h)	33	 <p>SBF796G</p>	480.0	<div>2W.SB</div> <div>3,209.0</div> <div>2W.LB</div> <div>3,509.0</div> <div>4W.SB</div> <div>3,240.0</div> <div>4W.LB</div> <div>3,540.0</div>	<div>2W</div> <div>30.0</div> <div>4W</div> <div>43.0</div>
(K) (k)	22	 <p>SBF797G</p>	505.0	<div>SB</div> <div>3,530.0</div> <div>LB</div> <div>3,830.0</div>	170.0
(M) (m)	27	 <p>SBF798G</p>	254.6	-417.1	-92.3
(N) (n)	9	 <p>SBF799G</p>	359.5	-3.2	-23.5

BODY ALIGNMENT

Underbody — TRUCK (Cont'd)

Points	Hole dia. mm	Detailed points		Coordinates mm		
				"x"	"y"	"z"
<p>Ⓟ Ⓟ</p>	10.5	 <p>Hole for rebound bumper mounting at lower link bracket</p> <p>SBF800G</p>		447.0	-88.0	-14.9
<p>Ⓠ Ⓠ</p>	27	 <p>Compression rod bracket</p> <p>Hole for compression rod mounting at the bracket</p> <p>SBF801G</p>		361.1	294.5	-158.9
<p>Ⓡ Ⓡ</p>	13	 <p>Side member outer</p> <p>Hole for waxing at lower side of side member outer</p> <p>SBF802G</p>		510.0	1,040.0	-135.0

GI

MA

EM

LC

EF &
EC

FE

CL

MT

AT

TF

PD

FA

RA

BR

ST

BF

HA

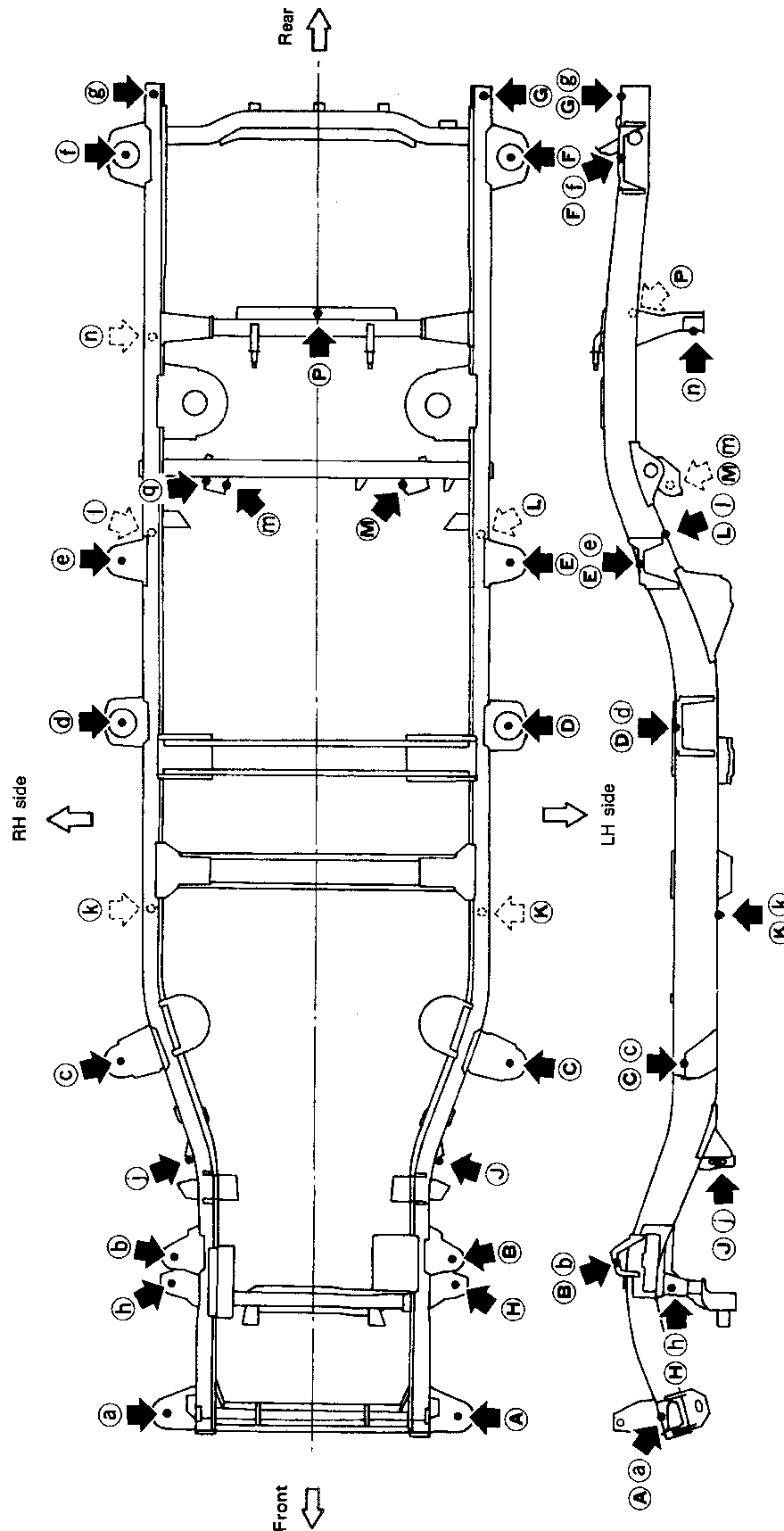
EL

IDX

BODY ALIGNMENT

Underbody — WAGON

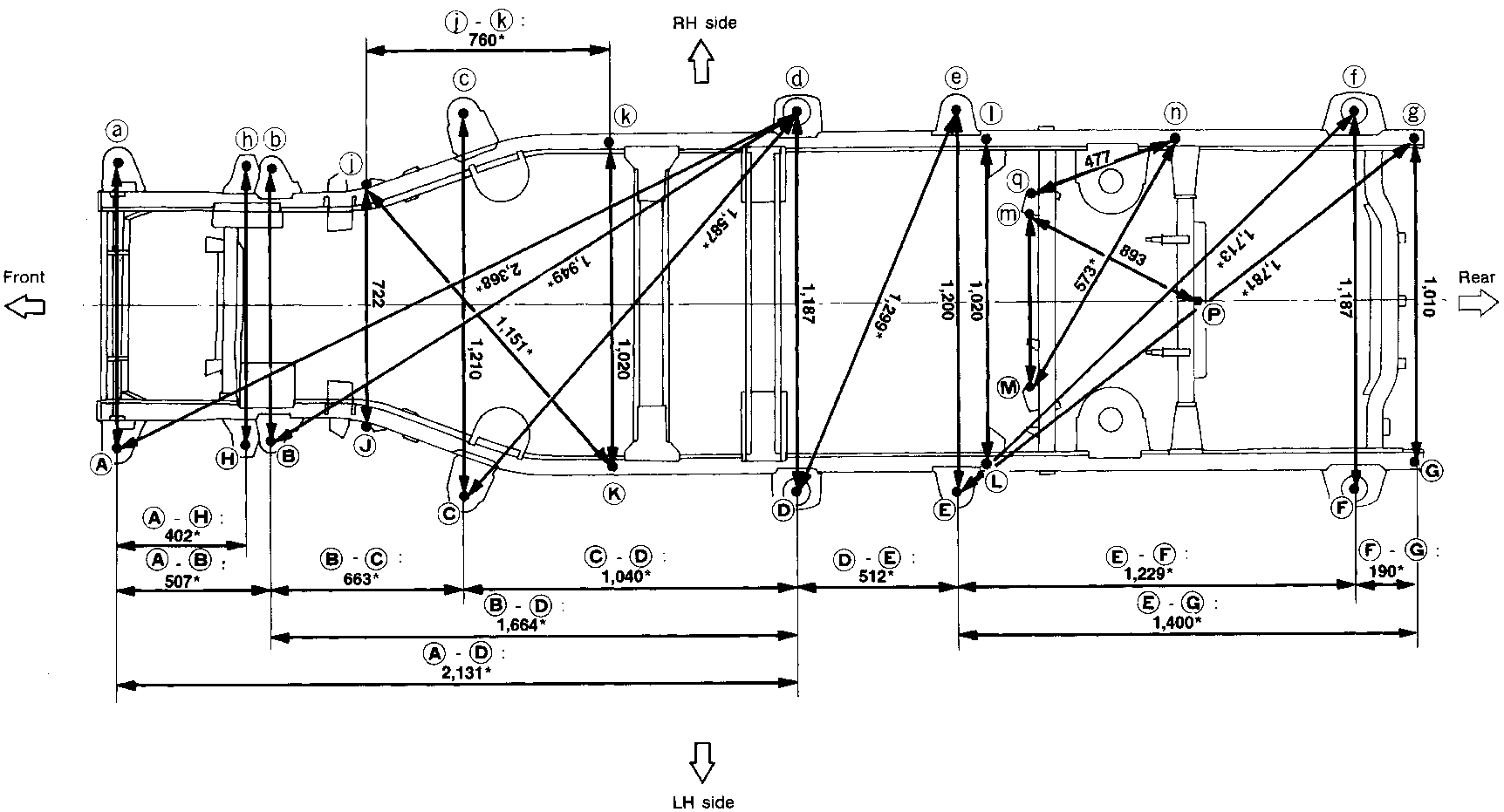
MEASUREMENT POINTS



SBF234DA

MEASUREMENT

BODY ALIGNMENT
Underbody — WAGON (Cont'd)



All dimensions in this figure are actual ones.
There are no projected dimensions.

Unit: mm

BF-69

MBF830AA IDX

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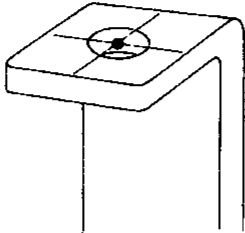
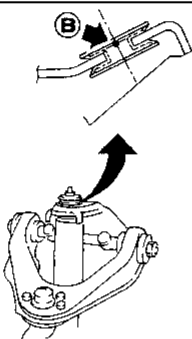
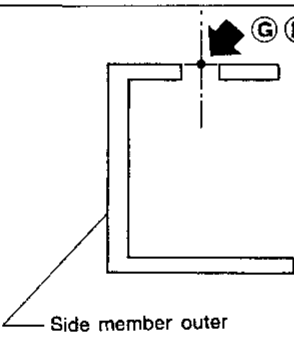
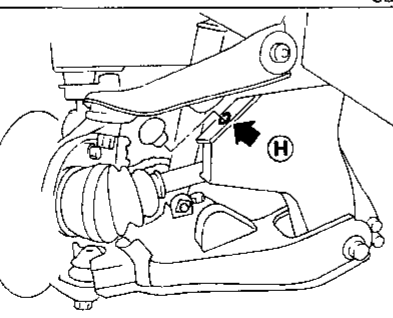
MA

GI

BODY ALIGNMENT

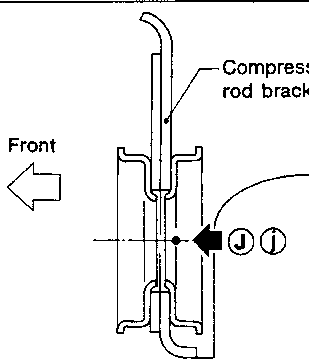
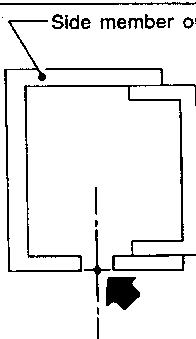
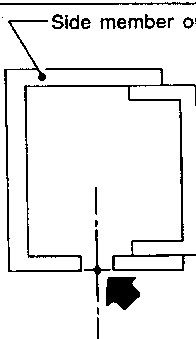
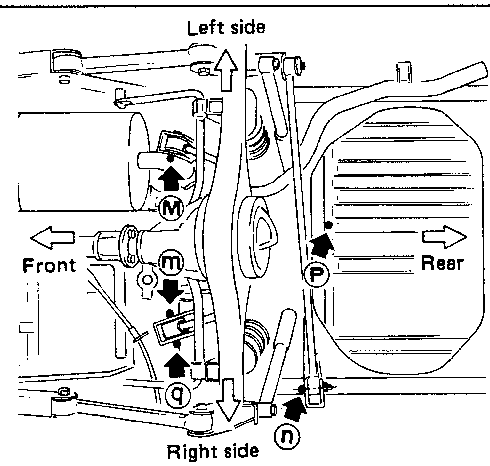
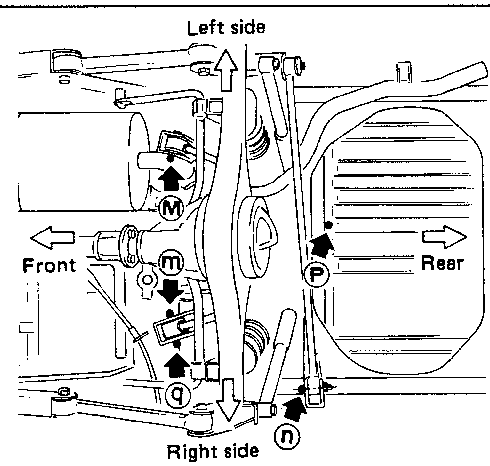
Underbody — WAGON (Cont'd)

DETAILED MEASUREMENT POINTS

Points	Hole dia. mm	Detailed points		Coordinates mm		
				"x"	"y"	"z"
(A) (a)	24	<p>Center of hole on top of bracket</p>  <p>SBF274B</p>	Hole for body mounting insulator mounting	450.0	-488.5	21.2
(C) (c)	28			605.0	597.5	-28.2
(D) (d)	85			593.5	1,637.0	-15
(E) (e)	28			600.0	2,135.0	104.7
(F) (f)	85			593.5	3,362.0	170
(B) (b)	13	 <p>SBF381D</p>	Hole for front shock absorber mounting at the bracket	434.0	-7.7	181.9
(G) (g)	25	 <p>Side member outer</p> <p>SBF803G</p>	Hole for body mounting at rear of side member outer	505.0	3,530.0	170.0
(H) (h)	10.5	 <p>SBF804G</p>	Hole for rebound bumper mounting at lower link bracket	447.0	-88.0	-14.9

BODY ALIGNMENT

Underbody — WAGON (Cont'd)

Points	Hole dia. mm	Detailed points	Coordinates mm								
			"x"	"y"	"z"						
Ⓙ ①	27	 <p>Compression rod bracket</p> <p>Front</p> <p>Ⓙ ①</p> <p>SBF805G</p>	Hole for compression rod mounting at the bracket	361.1	294.5	-158.9	GI				
							MA				
							EM				
							LC				
Ⓚ Ⓚ	13	 <p>Side member outer</p> <p>SBF806G</p>	Hole for waxing at lower side of side member outer	510.0	1,040.0	-135.0	EF & EC				
							FE				
Ⓛ ①	13	 <p>SBF806G</p>	Hole at lower side of side member outer	510.0	2,210.0	17.2	CL				
							MT				
Ⓜ Ⓜ	14	 <p>Left side</p> <p>Right side</p> <p>Front</p> <p>Rear</p> <p>SBF385D</p>	Hole for upper link mounting at the bracket	268.0	2,381.6	5.0	AT				
							TF				
Ⓠ	14	 <p>Front</p> <p>Rear</p> <p>SBF385D</p>	Hole for panhard rod mounting at front portion of the bracket	496	2,840.5	-55	PD				
Ⓡ	FA										
Ⓢ	14						Hole for fuel tank mounting at vehicle center	0.0	2,878.0	106.0	RA
Ⓣ											

GI

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EM

LC

EF &
EC

FE

CL

MT

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