

SECTION MA

MODIFICATION NOTICE:

- The recommended gasoline engine oil specification has been revised.
- Numerical errors of cooling system in capacity column have been corrected.
- A/T fluid level gauge has been modified.

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RECOMMENDED FLUIDS AND LUBRICANTS

Fluids and Lubricants

		Capacity (Approximate)		Recommended Fluids/Lubricants
		Liter	Imp measure	
Engine oil (Refill)				
With oil filter				
	KA24DE	2WD 3.6 4WD 4.1	3-1/8 qt 3-5/8 qt	Except for Europe: Gasoline engine: Genuine NISSAN engine oil or API SE, SF, SG, SH, SJ or SL*1, ILSAC grade GF-I, GF-II, GF-III or SG+*1 Diesel engine: API CC, CD, CE, CF, CF-4 and JASO DH-1 for TD engine*1, *2 API CD, CE, CF, CF-4 and JASO DH-1 for YD engine*1, *2
	TD27	6.0	5-1/4 qt	
	YD25DDTi	2WD 5.6 4WD 4.3	4-7/8 qt 3-3/4 qt	
	ZD30DDT	6.7	5-7/8 qt	
	QD32	2WD 7.2 4WD 6.9	6-3/8 qt 6-1/8 qt	
	Without oil filter			
	KA24DE	2WD 3.3 4WD 3.8	2-7/8 qt 3-3/8 qt	
	TD27	5.3	4-5/8 qt	
	YD25DDTi	2WD 5.3 4WD 4.0	4-5/8 qt 3-1/2 qt	
	ZD30DDT	6.2	5-1/2 qt	
	QD32	2WD 6.5 4WD 6.2	5-3/4 qt 5-1/2 qt	
	Cooling system (With reservoir)			
	KA24DE	7.7	6-3/4 qt	Except for Europe: Nissan Genuine Engine Coolant, or equivalent in its quality*3
	TD27	With heater 10.3	9-1/8 qt	
		Without heater 10.2	9 qt	
		With A/C 11.0	9-5/8 qt	
	YD25DDTi	9.4	8-1/4 qt	
	ZD30DDT	11.8	10-3/8 qt	
QD32	11.1	9-3/4 qt		

*1: For further details, see "SAE Viscosity Number".

*2: Never use CG-4 grade oil.

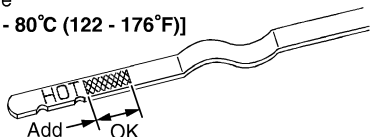
*3: Use Nissan Genuine Engine Coolant, or equivalent in its quality, in order to avoid possible aluminum corrosion within the engine cooling system caused by the use of non-genuine engine coolant.

Note that any repairs for the incidents within the engine cooling system while using non-genuine engine coolant may not be covered by the warranty even if such incidents occurred during the warranty period.

QD32 models

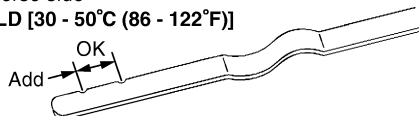
- Front side

HOT [50 - 80°C (122 - 176°F)]



- Reverse side

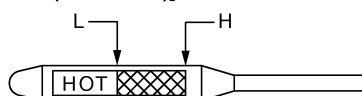
COLD [30 - 50°C (86 - 122°F)]



KA24DE models

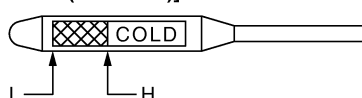
- Front side

HOT [50 - 80°C (122 - 176°F)]



- Reverse side

COLD [30 - 50°C (86 - 122°F)]



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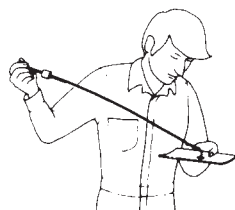
Checking A/T Fluid

1. Warm up engine.
 2. Check for fluid leakage.
 3. Before driving, fluid level can be checked at fluid temperatures of 30 to 50°C (86 to 122°F) using "COLD" range on A/T fluid level gauge.
 - a. Park vehicle on level surface and set parking brake.
 - b. Start engine and move selector lever through each gear position. Leave selector lever in "P" position.
 - c. Check fluid level with engine idling.
 - d. Remove A/T fluid level gauge and note reading. If level is at low side of either range, and fluid to the charging pipe.
 - e. Re-insert A/T fluid level gauge into charging pipe as far as it will go.
 - f. Remove A/T fluid level gauge and note reading. If reading is at low side of range, add fluid to the charging pipe.
- Do not overfill.**
4. Drive vehicle for approximately 5 minutes in urban areas.
 5. Re-check fluid level at fluid temperatures of 50 to 80°C (122 to 176°F) using "HOT" range on A/T fluid level gauge.

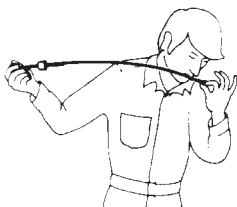
CAUTION:

Securely install A/T fluid level gauge.

6. Check fluid condition.
 - If fluid is very dark or smells burned, refer to AT section for checking operation of A/T. Flush cooling system after repair of A/T.
 - If A/T fluid contains frictional material (clutches, bands, etc.), replace radiator and flush cooler line using cleaning solvent and compressed air after repair of A/T. Refer to LC section ("Radiator", "ENGINE COOLING SYSTEM").



Check fluid for contamination.



Check fluid for smell.

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