

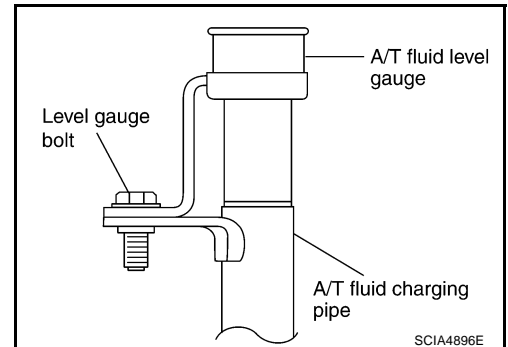
A/T FLUID

PFP:KLE40

Changing A/T Fluid

ACS005GH

1. Warm up ATF.
2. Stop engine.
3. Loosen the level gauge bolt.
4. Drain ATF from drain plug and refill with new ATF. Always refill same volume with drained fluid.
 - To replace the ATF, pour in new fluid at the charging pipe with the engine idling and at the same time drain the old fluid from the radiator cooler hose return side.
 - When the color of the fluid coming out is about the same as the color of the new fluid, the replacement is complete. The amount of new transmission fluid to use should be 30 to 50% increase of the stipulated amount.



A/T fluid: Genuine Nissan Matic J ATF

Fluid capacity: 10.3 ℓ (10-7/8 US qt, 9-1/8 Imp qt)

CAUTION:

- Use only Genuine Nissan Matic J ATF. Do not mix with other fluid.
- Using automatic transmission fluid other than Genuine Nissan Matic J ATF will cause deterioration in driveability and automatic transmission durability, and may damage the automatic transmission, which is not covered by the warranty.
- When filling ATF, take care not to scatter heat generating parts such as exhaust.
- Do not reuse drain plug gasket.

Drain plug:

 : 34 N·m (3.5 kg·m, 25 ft·lb)

5. Run engine at idle speed for 5 minutes.
6. Check fluid level and condition. Refer to [AT-12, "Checking A/T Fluid"](#) . If fluid is still dirty, repeat step 2. through 5.
7. Install the removed A/T fluid level gauge in the A/T fluid charging pipe.
8. Tighten the level gauge bolt.

Level gauge bolt:

 : 5.1 N·m (0.52 kg·m, 45 in·lb)

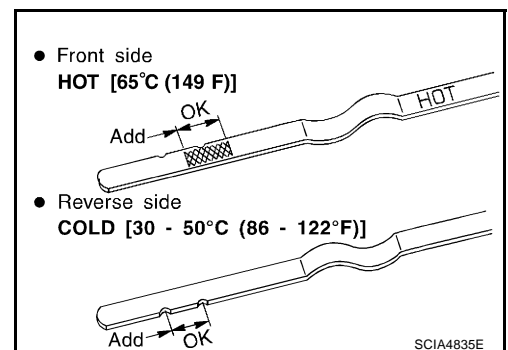
Checking A/T Fluid

ACS005GI

1. Warm up engine.
2. Check for fluid leakage.
3. Loosen the level gauge bolt.
4. 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 as follows.
 - 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 wipe clean with lint-free paper.

CAUTION:

When wiping away the A/T fluid level gauge, always use lint-free paper, not a cloth one.



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- e. Re-insert A/T fluid level gauge into A/T fluid charging pipe as far as it will go.

CAUTION:

To check fluid level, insert the A/T fluid level gauge until the cap contacts the end of the A/T fluid charging pipe, with the A/T fluid level gauge reversed from the normal attachment conditions.

- f. Remove A/T fluid level gauge and note reading. If reading is at low side of range, add fluid to the A/T fluid charging pipe.

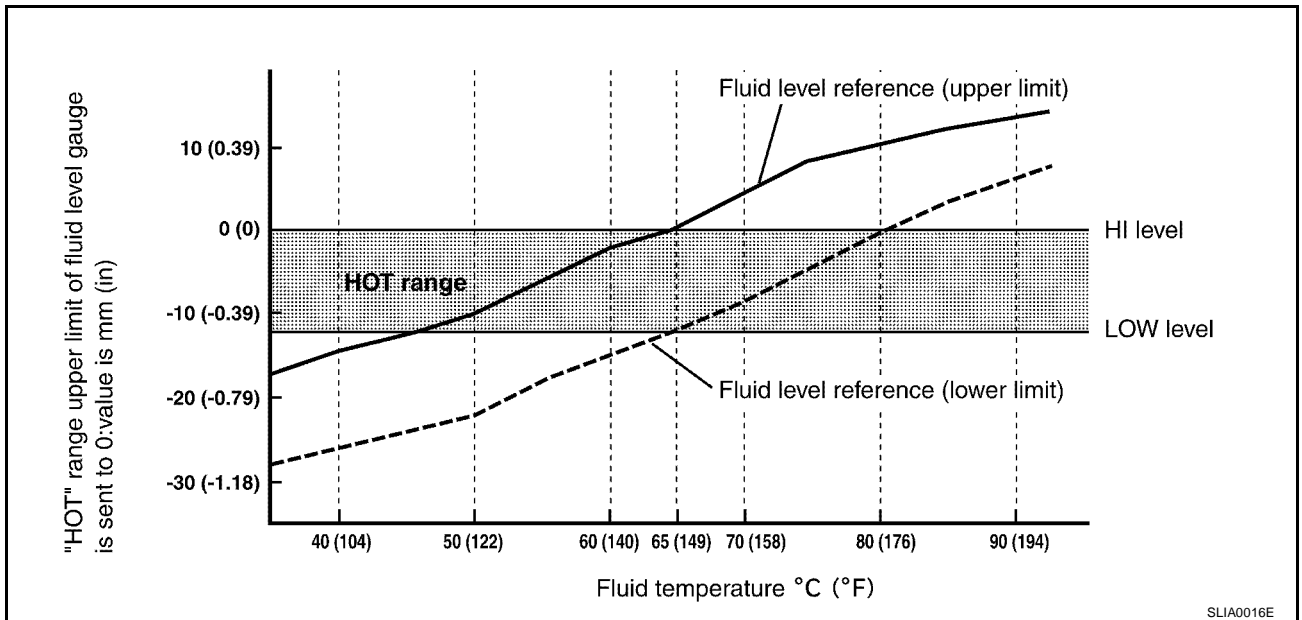
CAUTION:

Do not overfill.

5. Drive vehicle for approximately 5 minutes in urban areas.
6. Make the fluid temperature approximately 65°C (149°F).

NOTE:

Fluid level will be greatly affected by temperature as shown in figure. Therefore, be certain to perform operation while checking data with CONSULT-II.



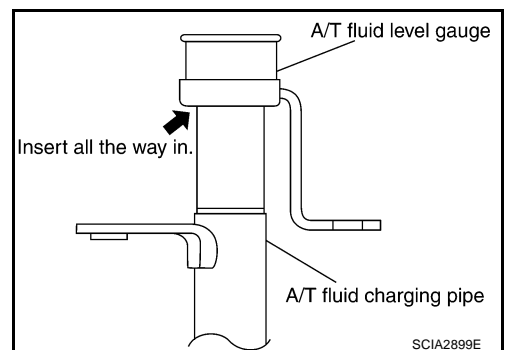
- a. Connect CONSULT-II to data link connector.
b. Select "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
c. Read out the value of "ATF TEMP 1".
7. Re-check fluid level at fluid temperatures of approximately 65°C (149°F) using "HOT" range on A/T fluid level gauge.

CAUTION:

- When wiping away the A/T fluid level gauge, always use lint-free paper, not a cloth one.
- To check fluid level, insert the A/T fluid level gauge until the cap contacts the end of the A/T fluid charging pipe, with the gauge reversed from the normal attachment conditions as shown.

8. Check fluid condition.

- If fluid is very dark or smells burned, check operation of A/T. Flush cooling system after repair of A/T.
- If ATF 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 [CO-13, "RADIATOR"](#) and [AT-14, "A/T Fluid Cooler Cleaning"](#).

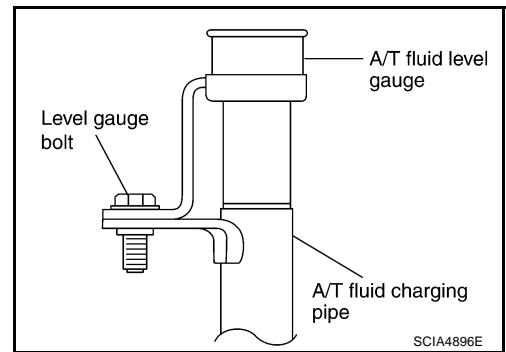


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9. Install the removed A/T fluid level gauge in the A/T fluid charging pipe.
10. Tighten the level gauge bolt.

Level gauge bolt:

 : 5.1N-m (0.52 kg-m, 45 in-lb)



ACS005GJ

A/T Fluid Cooler Cleaning

Whenever an automatic transmission is repaired, overhauled, or replaced, the A/T fluid cooler mounted in the radiator must be inspected and cleaned.

Metal debris and friction material, if present, can become trapped in the A/T fluid cooler. This debris can contaminate the newly serviced A/T or, in severe cases, can block or restrict the flow of A/T fluid. In either case, malfunction of the newly serviced A/T may result.

Debris, if present, may build up as A/T fluid enters the cooler inlet. It will be necessary to back flush the cooler through the cooler outlet in order to flush out any built up debris.

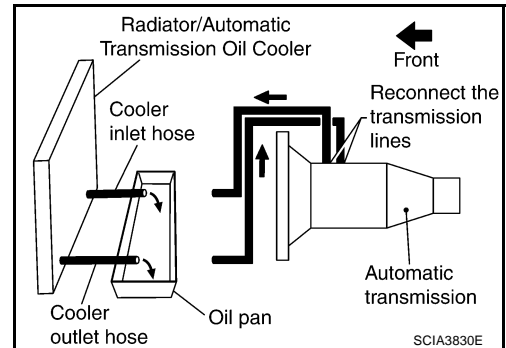
A/T FLUID COOLER CLEANING PROCEDURE

1. Position an oil pan under the automatic transmission's inlet and outlet cooler hoses.
2. Identify the inlet and outlet fluid cooler hoses.
3. Disconnect the fluid cooler inlet and outlet rubber hoses from the steel cooler tubes or bypass valve.

NOTE:

Replace the cooler hoses if rubber material from the hose remains on the tube fitting.

4. Allow any A/T fluid that remains in the cooler hoses to drain into the oil pan.



5. Insert the extension adapter hose of a can of Transmission Cooler Cleaner (Nissan P/N 999MP-AM006) into the cooler outlet hose.

CAUTION:

- Wear safety glasses and rubber gloves when spraying the Transmission Cooler Cleaner.
- Spray cooler cleaner only with adequate ventilation.
- Avoid contact with eyes and skin.
- Do not breath vapors or spray mist.

6. Hold the hose and can as high as possible and spray Transmission Cooler Cleaner in a continuous stream into the cooler outlet hose until fluid flows out of the cooler inlet hose for 5 seconds.

