



SERVICE BULLETIN

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REMOVAL PROCEDURE FOR SEIZED EXHAUST SENSOR

This bulletin has been amended. The publication date has been revised to include the latest models and model years, and minor changes were made on pages 1, 2 and 5. Please discard previous versions of this bulletin.

APPLIED VEHICLES: All Nissan vehicles

SERVICE INFORMATION

If an exhaust sensor is seized in the exhaust manifold/catalyst/front tube, perform the procedure described in this bulletin to remove the sensor. DO NOT replace the exhaust manifold/catalyst/front tube.

The threads of the exhaust sensors are made of a softer material than the part they thread into on the exhaust manifold/catalyst/front tube, so the sensor can be removed without replacing exhaust manifold/catalyst/front tube.

NOTE: The replacement of exhaust manifolds/catalysts/front tubes for stripped exhaust sensor threads may not be considered a warrantable expense.

This procedure can be performed by **two methods**:

Method #1 - If the Sensor Can Be Easily Accessed

- The procedure can be performed on the vehicle.
- The exhaust manifold/catalyst/front tube will not have to be removed.

Method #2 - If the Sensor Cannot Be Easily Accessed

- The exhaust manifold/catalyst/front tube must be removed from the vehicle.
- The procedure will be performed with the part clamped in a vise.

Method #2 is described in this bulletin. Method #1 is the same as Method #2 except that it is performed on the vehicle.

Nissan Bulletins are intended for use by qualified technicians, not 'do-it-yourselfers'. Qualified technicians are properly trained individuals who have the equipment, tools, safety instruction, and know-how to do a job properly and safely. NOTE: If you believe that a described condition may apply to a particular vehicle, DO NOT assume that it does. See your Nissan dealer to determine if this applies to your vehicle.

SERVICE PROCEDURE

NOTE: This **SERVICE PROCEDURE** applies only to seized exhaust sensors.

Rust Penetrant

Recommended rust penetrants to be used in this procedure:

WD-40



OR

Nissan Rust Penetrant P/N 999MP-A3020P



NOTES:

- Rust penetrant is considered a shop supply.
- Nissan Rust Penetrant can be order through the Nissan Maintenance Advantage program: Phone: 877-NIS-NMA1 (877-647-6621). Website order via link on dealer portal www.NNAnet.com and click on the "Maintenance Advantage" link. The MSDS for this chemical will also be found on this site.
- WD-40 is available from various local sources.

Removal Tool

- When removing a seized exhaust sensor with a specialty socket (which contains a slit to accommodate the wiring harness), it may spread open and strip the sensor.
- Before this occurs, it is recommended to cut the wiring harness from the sensor and use a box end wrench or 6-point deep well socket.

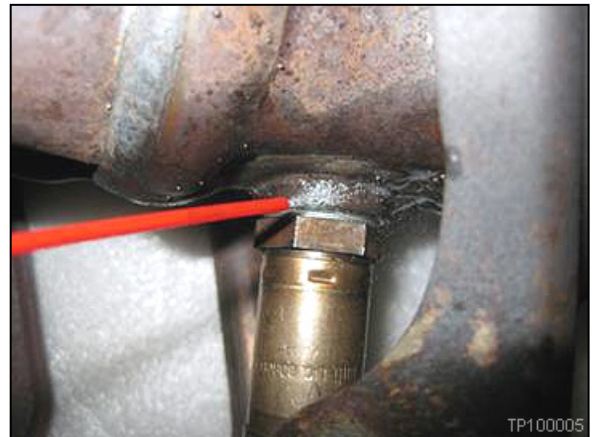


1. Clamp the exhaust manifold/catalyst/front tube in a vise.

2.

5. Tighten the sensor 10 degrees, then loosen the sensor 10 degrees.

- Repeat this motion several times until the sensor begins to turn more easily.



6. Continue the tightening/loosening motion while gradually unscrewing the sensor. Stop when the sensor will not unscrew any further.



3.7. Spray with rust penetrant again for 2 to 3 seconds.

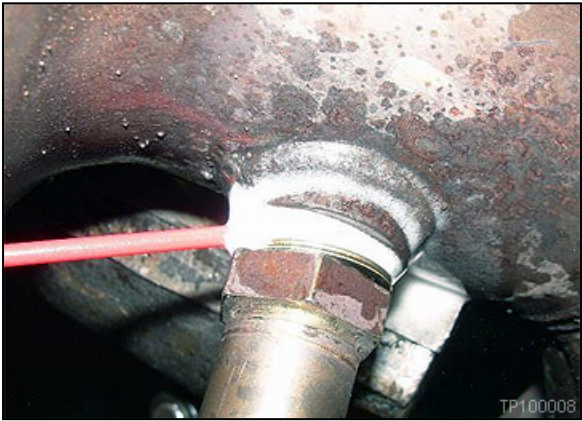
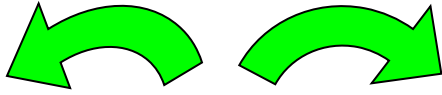


8. Repeat steps 6 and 7 until the sensor is removed.

9. Use compressed air to remove any metal debris from inside the boss threads.

4. Spray with rust penetrant again for 2 to 3 seconds.

CAUTION: DO NOT perform this step if the procedure is being done on the vehicle (Method #1). Doing so may cause metal debris to enter the engine cylinders.



10. If metal debris remains trapped in the boss threads, use a spiral nylon brush to remove it.

11. Spray the boss threads with rust penetrant for 2 to 3 seconds.

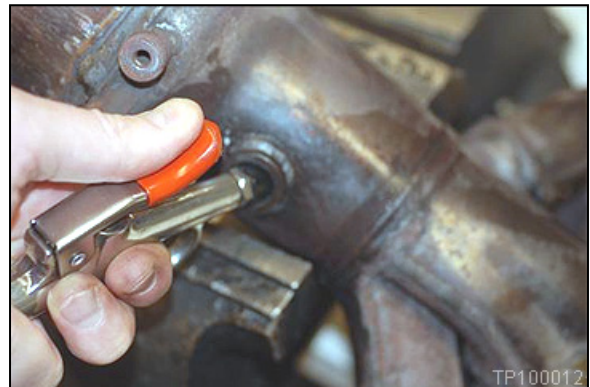
12. Run a thread chaser through the boss to clean the threads.

- Use Kent Moore part number J-43897-18 or J-43897-12A.
- These tools are available from TECH-MATE: 1-800-662-2001.



13. Use compressed air to remove any remaining debris.

CAUTION: DO NOT perform this step if the procedure is being done on the vehicle (Method #1). Doing so may cause metal debris to enter the engine cylinders.



14. If metal debris remains trapped in the boss threads, use a spiral nylon brush to remove it.

15. Tilt the manifold/catalyst/front tube so that the metal debris falls out of the part.

16. Apply compressed air through the boss to blow out any remaining debris.

CAUTION: DO NOT perform this step if the procedure is being done on the vehicle (Method #1). Doing so may cause metal debris to enter the engine cylinders.

17. Install the new sensor as described in the applicable Electronic Service Manual (ESM).

