

SECTION

IP

INSTRUMENT PANEL

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PRECAUTIONS

< SERVICE INFORMATION >

SERVICE INFORMATION

PRECAUTIONS

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:000000005153322

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the "SUPPLEMENTAL RESTRAINT SYSTEM" and "SEAT BELTS" of this Service Manual.

WARNING:

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the "SUPPLEMENTAL RESTRAINT SYSTEM".
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

WARNING:

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.
- When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

Precaution for Battery Service

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Before disconnecting the battery, lower both the driver and passenger windows. This will prevent any interference between the window edge and the vehicle when the door is opened/closed. During normal operation, the window slightly raises and lowers automatically to prevent any window to vehicle interference. The automatic window function will not work with the battery disconnected.

Precaution

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- Disconnect both battery cables in advance.
- Disconnect air bag system line in advance.
- Never tamper with or force air bag lid open, as this may adversely affect air bag performance.
- Be careful not to scratch pad and other parts.
- When removing or disassembling any part, be careful not to damage or deform it. Protect parts, which may get in the way with cloth.
- When removing parts with a screwdriver or other tool, protect parts by wrapping them with vinyl or tape.
- Keep removed parts protected with cloth.
- If a clip is deformed or damaged, replace it.
- If an un reusable part is removed, replace it with a new one.
- Tighten bolts and nuts firmly to the specified torque.
- After re-assembly has been completed, make sure each part functions correctly.
- Remove stains in the following way.

Water-soluble stains:

Dip a soft cloth in warm water, and then squeeze it tightly. After wiping the stain, wipe with a soft dry cloth.

Oil stain:

PRECAUTIONS

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Dissolve a synthetic detergent in warm water (density of 2 to 3% or less), dip the cloth, then clean off the stain with the cloth. Next, dip the cloth in fresh water and squeeze it tightly. Then clean off the detergent completely. Then wipe the area with a soft dry cloth.

- Do not use any organic solvent, such as thinner or benzine.

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PREPARATION

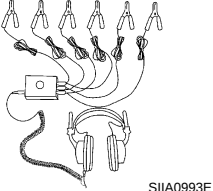
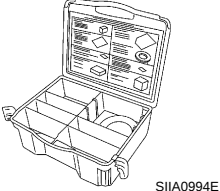
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PREPARATION

Special Service Tool

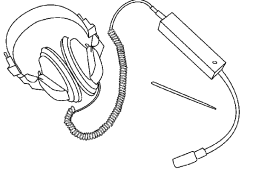
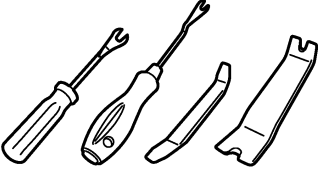
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The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
(J39570) Chassis ear  SIIA0993E	Locating the noise
(J43980) NISSAN Squeak and Rattle Kit  SIIA0994E	Repairing the cause of noise

Commercial Service Tool

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Tool name	Description
Engine ear  SIIA0995E	Locates the noise
Remover tool  JMKIA3050ZZ	Removes clip, pawl, and metal clip

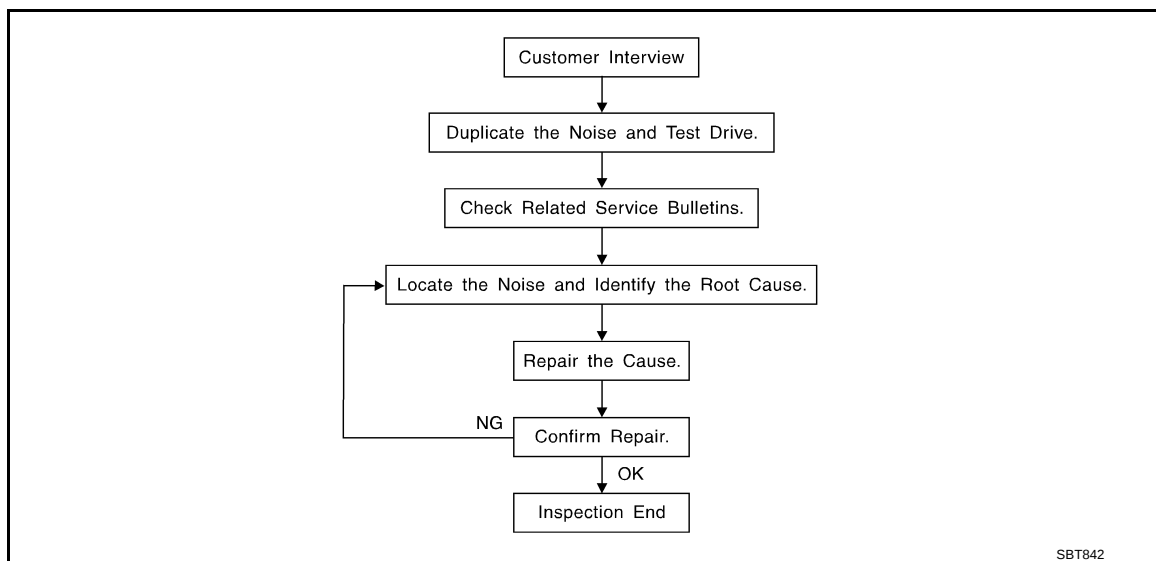
SQUEAK AND RATTLE TROUBLE DIAGNOSIS

< SERVICE INFORMATION >

SQUEAK AND RATTLE TROUBLE DIAGNOSIS

Work Flow

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CUSTOMER INTERVIEW

Interview the customer if possible, to determine the conditions that exist when the noise occurs. Use the Diagnostic Worksheet during the interview to document the facts and conditions when the noise occurs and any customer's comments; refer to [IP-9, "Diagnostic Worksheet"](#). This information is necessary to duplicate the conditions that exist when the noise occurs.

- The customer may not be able to provide a detailed description or the location of the noise. Attempt to obtain all the facts and conditions that exist when the noise occurs (or does not occur).
- If there is more than one noise in the vehicle, be sure to diagnose and repair the noise that the customer is concerned about. This can be accomplished by test driving the vehicle with the customer.
- After identifying the type of noise, isolate the noise in terms of its characteristics. The noise characteristics are provided so the customer, service adviser and technician are all speaking the same language when defining the noise.
- Squeak – (Like tennis shoes on a clean floor)
Squeak characteristics include the light contact/fast movement/brought on by road conditions/hard surfaces = higher pitch noise/softer surfaces = lower pitch noises/edge to surface = chirping
- Creak – (Like walking on an old wooden floor)
Creak characteristics include firm contact/slow movement/twisting with a rotational movement/pitch dependent on materials/often brought on by activity.
- Rattle – (Like shaking a baby rattle)
Rattle characteristics include the fast repeated contact/vibration or similar movement/loose parts/missing clip or fastener/incorrect clearance.
- Knock – (Like a knock on a door)
Knock characteristics include hollow sounding/sometimes repeating/often brought on by driver action.
- Tick – (Like a clock second hand)
Tick characteristics include gentle contacting of light materials/loose components/can be caused by driver action or road conditions.
- Thump – (Heavy, muffled knock noise)
Thump characteristics include softer knock/dead sound often brought on by activity.
- Buzz – (Like a bumble bee)
Buzz characteristics include high frequency rattle/firm contact.
- Often the degree of acceptable noise level will vary depending upon the person. A noise that you may judge as acceptable may be very irritating to the customer.
- Weather conditions, especially humidity and temperature, may have a great effect on noise level.

DUPLICATE THE NOISE AND TEST DRIVE

If possible, drive the vehicle with the customer until the noise is duplicated. Note any additional information on the Diagnostic Worksheet regarding the conditions or location of the noise. This information can be used to duplicate the same conditions when you confirm the repair.

SQUEAK AND RATTLE TROUBLE DIAGNOSIS

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If the noise can be duplicated easily during the test drive, to help identify the source of the noise, try to duplicate the noise with the vehicles topped by doing one or all of the following:

- 1) Close a door.
 - 2) Tap or push/pull around the area where the noise appears to be coming from.
 - 3) Rev the engine.
 - 4) Use a floor jack to recreate vehicle "twist".
 - 5) At idle, apply engine load (electrical load, half-clutch on M/T models, drive position on A/T models).
 - 6) Raise the vehicle on a hoist and hit a tire with a rubber hammer.
- Drive the vehicle and attempt to duplicate the conditions the customer states exist when the noise occurs.
 - If it is difficult to duplicate the noise, drive the vehicle slowly on an undulating or rough road to stress the vehicle body.

CHECK RELATED SERVICE BULLETINS

After verifying the customer concern or symptom, check ASIST for Technical Service Bulletins (TSBs) related to that concern or symptom.

If a TSB relates to the symptom, follow the procedure to repair the noise.

LOCATE THE NOISE AND IDENTIFY THE ROOT CAUSE

1. Narrow down the noise to a general area. To help pinpoint the source of the noise, use a listening tool (Chassis Ear: J-39570, Engine Ear and mechanics stethoscope).
2. Narrow down the noise to a more specific area and identify the cause of the noise by:
 - Removing the components in the area that you suspect the noise is coming from.
Do not use too much force when removing clips and fasteners, otherwise clips and fastener can be broken or lost during the repair, resulting in the creation of new noise.
 - Tapping or pushing/pulling the component that you suspect is causing the noise.
Do not tap or push/pull the component with excessive force, otherwise the noise will be eliminated only temporarily.
 - Feeling for a vibration with your hand by touching the component(s) that you suspect is (are) causing the noise.
 - Placing a piece of paper between components that you suspect are causing the noise.
 - Looking for loose components and contact marks.
Refer to [IP-7, "Generic Squeak and Rattle Troubleshooting"](#).

REPAIR THE CAUSE

- If the cause is a loose component, tighten the component securely.
- If the cause is insufficient clearance between components:
 - Separate components by repositioning or loosening and retightening the component, if possible.
 - Insulate components with a suitable insulator such as urethane pads, foam blocks, felt cloth tape or urethane tape. A Nissan Squeak and Rattle Kit (J-43980) is available through your authorized Nissan Parts Department.

CAUTION:

Do not use excessive force as many components are constructed of plastic and may be damaged.

NOTE:

Always check with the Parts Department for the latest parts information.

The following materials are contained in the Nissan Squeak and Rattle Kit (J-43980). Each item can be ordered separately as needed.

URETHANE PADS [1.5 mm (0.059 in) thick]

Insulates connectors, harness, etc.

76268-9E005: 100 × 135 mm (3.94 × 5.31 in)/76884-71L01: 60 × 85 mm (2.36 × 3.35 in)/76884-71L02: 15 × 25 mm (0.59 × 0.98 in)

INSULATOR (Foam blocks)

Insulates components from contact. Can be used to fill space behind a panel.

73982-9E000: 45 mm (1.77 in) thick, 50 × 50 mm (1.97 × 1.97 in)/73982-50Y00:

10 mm (0.39 in) thick, 50 × 50 mm (1.97 × 1.97 in)

INSULATOR (Light foam block)

80845-71L00: 30 mm (1.18 in) thick, 30 × 50 mm (1.18 × 1.97 in)

FELT CLOTH TAPE

Used to insulate where movement does not occur. Ideal for instrument panel applications.

68370-4B000: 15 × 25 mm (0.59 × 0.98 in) pad/68239-13E00: 5 mm (0.20 in) wide tape roll

The following materials, not found in the kit, can also be used to repair squeaks and rattles.

UHMW (TEFLON) TAPE

SQUEAK AND RATTLE TROUBLE DIAGNOSIS

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Insulates where slight movement is present. Ideal for instrument panel applications.

SILICONE GREASE

Used in place of UHMW tape that will be visible or not fit. Will only last a few months.

SILICONE SPRAY

Use when grease cannot be applied.

DUCT TAPE

Use to eliminate movement.

CONFIRM THE REPAIR

Confirm that the cause of a noise is repaired by test driving the vehicle. Operate the vehicle under the same conditions as when the noise originally occurred. Refer to the notes on the Diagnostic Worksheet.

Generic Squeak and Rattle Troubleshooting

INFOID:000000001647123

Refer to Table of Contents for specific component removal and installation information.

INSTRUMENT PANEL

Most incidents are caused by contact and movement between:

1. The cluster lid A and instrument panel
2. Acrylic lens and combination meter housing
3. Instrument panel to front pillar garnish
4. Instrument panel to windshield
5. Instrument panel mounting pins
6. Wiring harnesses behind the combination meter
7. A/C defroster duct and duct joint

These incidents can usually be located by tapping or moving the components to duplicate the noise or by pressing on the components while driving to stop the noise. Most of these incidents can be repaired by applying felt cloth tape or silicon spray (in hard to reach areas). Urethane pads can be used to insulate wiring harness.

CAUTION:

Do not use silicone spray to isolate a squeak or rattle. If you saturate the area with silicone, you will not be able to recheck the repair.

CENTER CONSOLE

Components to pay attention to include:

1. Shifter assembly cover to finisher
2. A/C control unit and cluster lid C
3. Wiring harnesses behind audio and A/C control unit

The instrument panel repair and isolation procedures also apply to the center console.

DOORS

Pay attention to the:

1. Finisher and inner panel making a slapping noise
2. Inside handle escutcheon to door finisher
3. Wiring harnesses tapping
4. Door striker out of alignment causing a popping noise on starts and stops

Tapping or moving the components or pressing on them while driving to duplicate the conditions can isolate many of these incidents. You can usually insulate the areas with felt cloth tape or insulator foam blocks from the Nissan Squeak and Rattle Kit (J-43980) to repair the noise.

TRUNK

Trunk noises are often caused by a loose jack or loose items put into the trunk by the owner.

In addition look for:

1. Trunk lid dumpers out of adjustment
2. Trunk lid striker out of adjustment
3. The trunk lid torsion bars knocking together
4. A loose license plate or bracket

SQUEAK AND RATTLE TROUBLE DIAGNOSIS

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Most of these incidents can be repaired by adjusting, securing or insulating the item(s) or component(s) causing the noise.

SUNROOF/HEADLINING

Noises in the sunroof/headlining area can often be traced to one of the following:

1. Sunroof lid, rail, linkage or seals making a rattle or light knocking noise
2. Sunvisor shaft shaking in the holder
3. Front or rear windshield touching headlining and squeaking

Again, pressing on the components to stop the noise while duplicating the conditions can isolate most of these incidents. Repairs usually consist of insulating with felt cloth tape.

SEATS

When isolating seat noise it's important to note the position the seat is in and the load placed on the seat when the noise is present. These conditions should be duplicated when verifying and isolating the cause of the noise.

Cause of seat noise include:

1. Headrest rods and holder
2. A squeak between the seat pad cushion and frame
3. The rear seatback lock and bracket

These noises can be isolated by moving or pressing on the suspected components while duplicating the conditions under which the noise occurs. Most of these incidents can be repaired by repositioning the component or applying urethane tape to the contact area.

UNDERHOOD

Some interior noise may be caused by components under the hood or on the engine wall. The noise is then transmitted into the passenger compartment.

Causes of transmitted underhood noise include:

1. Any component mounted to the engine wall
2. Components that pass through the engine wall
3. Engine wall mounts and connectors
4. Loose radiator mounting pins
5. Hood bumpers out of adjustment
6. Hood striker out of adjustment

These noises can be difficult to isolate since they cannot be reached from the interior of the vehicle. The best method is to secure, move or insulate one component at a time and test drive the vehicle. Also, engine RPM or load can be changed to isolate the noise. Repairs can usually be made by moving, adjusting, securing, or insulating the component causing the noise.

SQUEAK AND RATTLE TROUBLE DIAGNOSIS

< SERVICE INFORMATION >

Diagnostic Worksheet

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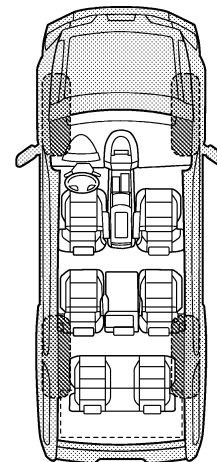
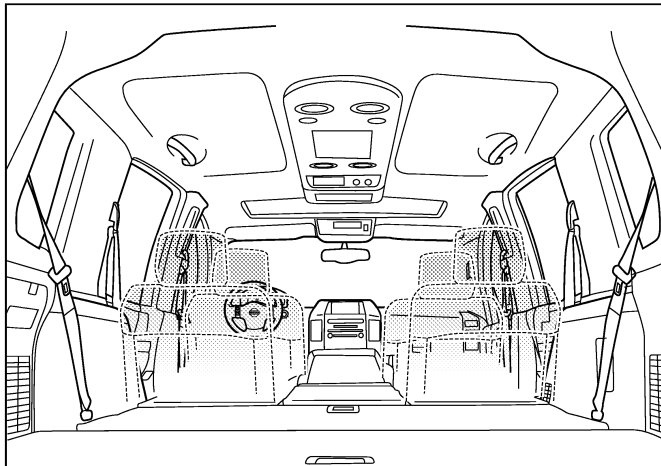
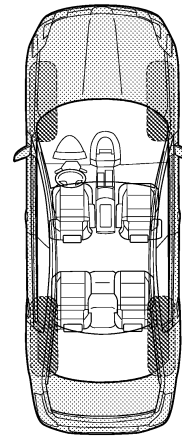
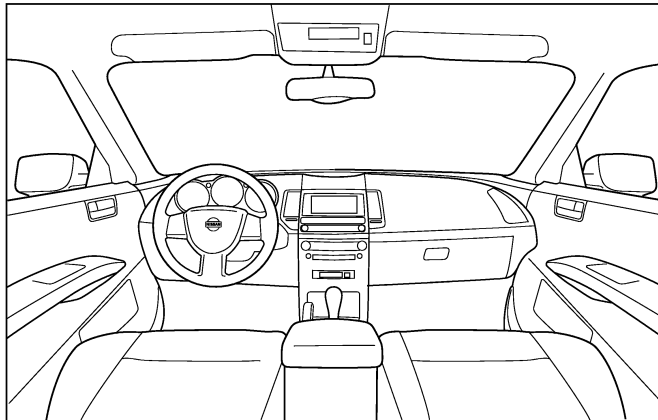
SQUEAK & RATTLE DIAGNOSTIC WORKSHEET

Dear Nissan Customer:

We are concerned about your satisfaction with your Nissan vehicle. Repairing a squeak or rattle sometimes can be very difficult. To help us fix your Nissan right the first time, please take a moment to note the area of the vehicle where the squeak or rattle occurs and under what conditions. You may be asked to take a test drive with a service advisor or technician to ensure we confirm the noise you are hearing.

I. WHERE DOES THE NOISE COME FROM? (circle the area of the vehicle)

The illustrations are for reference only, and may not reflect the actual configuration of your vehicle.



Continue to page 2 of the worksheet and briefly describe the location of the noise or rattle. In addition, please indicate the conditions which are present when the noise occurs.

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SQUEAK AND RATTLE TROUBLE DIAGNOSIS

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SQUEAK & RATTLE DIAGNOSTIC WORKSHEET - page 2

Briefly describe the location where the noise occurs:

II. WHEN DOES IT OCCUR? (please check the boxes that apply)

- | | |
|---|--|
| ☐ anytime | ☐ after sitting out in the rain |
| ☐ 1st time in the morning | ☐ when it is raining or wet |
| ☐ only when it is cold outside | ☐ dry or dusty conditions |
| ☐ only when it is hot outside | ☐ other: |

III. WHEN DRIVING:

- ☐ through driveways
- ☐ over rough roads
- ☐ over speed bumps
- ☐ only about ____ mph
- ☐ on acceleration
- ☐ coming to a stop
- ☐ on turns: left, right or either (circle)
- ☐ with passengers or cargo
- ☐ other: _____
- ☐ after driving ____ miles or ____ minutes

IV. WHAT TYPE OF NOISE

- ☐ squeak (like tennis shoes on a clean floor)
- ☐ creak (like walking on an old wooden floor)
- ☐ rattle (like shaking a baby rattle)
- ☐ knock (like a knock at the door)
- ☐ tick (like a clock second hand)
- ☐ thump (heavy, muffled knock noise)
- ☐ buzz (like a bumble bee)

TO BE COMPLETED BY DEALERSHIP PERSONNEL

Test Drive Notes:

	YES	NO	Initials of person performing
Vehicle test driven with customer	☐	☐	_____
- Noise verified on test drive	☐	☐	_____
- Noise source located and repaired	☐	☐	_____
- Follow up test drive performed to confirm repair	☐	☐	_____

VIN: _____ Customer Name: _____
W.O.# _____ Date: _____

This form must be attached to Work Order

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INSTRUMENT PANEL ASSEMBLY

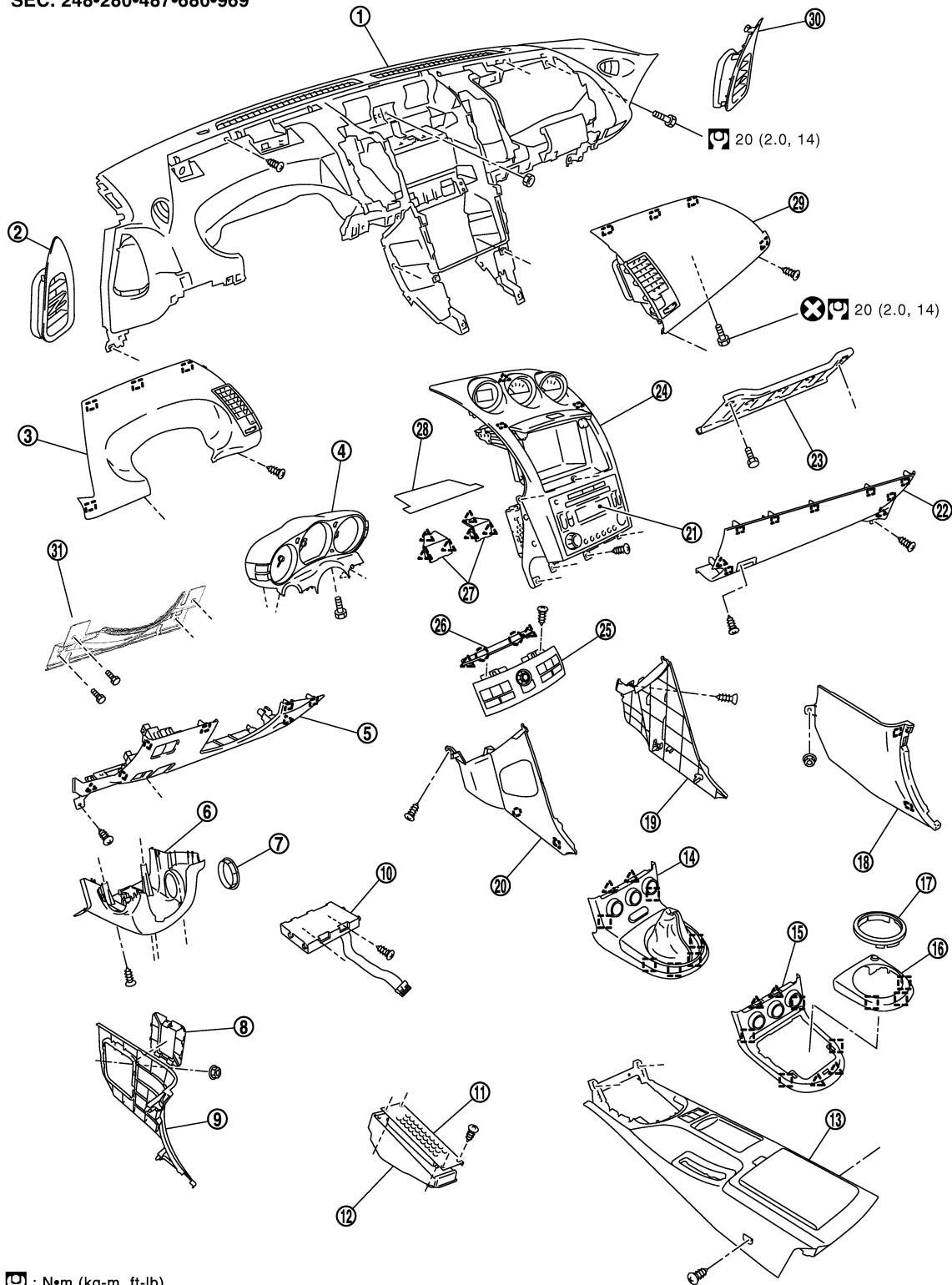
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INSTRUMENT PANEL ASSEMBLY

Component Parts Drawing

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- | | | |
|-----------------------------|----------------------------------|----------------------------------|
| 1. Instrument panel | 2. Instrument side finisher (LH) | 3. Instrument driver panel upper |
| 4. Combination meter | 5. Instrument driver panel lower | 6. Steering column cover |
| 7. Steering lock escutcheon | 8. Fuse cover | 9. Dash side finisher (LH) |

INSTRUMENT PANEL ASSEMBLY

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- | | | |
|--------------------------------------|--------------------------------------|-----------------------------------|
| 10. Unified meter and A/C amp. | 11. Foot rest plate | 12. Foot rest |
| 13. Center console | 14. Console boot (M/T) | 15. Cluster lid C lower |
| 16. Console finisher (A/T) | 17. Console finisher (A/T ring) | 18. Dash side finisher (RH) |
| 19. Instrument side panel (RH) | 20. Instrument side panel (LH) | 21. Audio unit |
| 22. Instrument passenger panel lower | 23. Knee protector (RH) | 24. Cluster lid C |
| 25. NAVI switch | 26. Instrument center panel | 27. Instrument finisher (LH/RH) |
| 28. Pocket mat | 29. Instrument passenger panel upper | 30. Instrument side finisher (RH) |
| 31. Knee protector (LH) | | |

 : Clip

 : Pawl

 : Metal clip

Removal and Installation

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WORK STEP

When removing instrument panel, combination meter, audio and console assembly, take steps in the order shown by the numbers below.

CAUTION:

- **Disconnect both battery cables in advance.**
- **Disconnect air bag system line in advance.**
- **Never tamper with or force air bag lid open, as this may adversely affect air bag performance.**
- **Be careful not to scratch pad and other parts.**

Parts	Instrument panel assembly	Combination meter	Audio unit	Center console assembly
Kicking plate (RH / LH)	[1]	[1]		
Foot rest	[2]	[2]		
Dash side finisher (RH / LH)	[3]	[3]		
Instrument driver panel lower	[4]	[4]		
Steering column lower cover	[5]	[5]		
Combination meter	[6]	[6]		
Spiral cable	[7]			
Console finisher (A/T Models)	[8]		[1]	[1]
Cluster lid C lower (A/T Models)	[8]		[1]	[1]
Console boot (M/T Models)	[8]		[1]	[1]
Center console * ¹	[10]			[2]
Instrument passenger panel lower	[11]			
Instrument side panel (RH / LH)	[12]			
Unified meter and A/C amp.	[13]		[2]	
Instrument center panel (with NAVI models)	[14]		[3]	
NAVI switch (with NAVI models)	[15]		[4]	
Cluster lid C* ²	[16]		[5]	
Display unit (with NAVI models)	[17]			
Front pillar garnish (RH / LH)	[18]			
Instrument driver panel upper	[19]			
Instrument passenger panel upper	[20]			
Instrument side finisher (RH)	[21]			
Instrument panel	[22]			

[]:number indicates step in removal procedures.

INSTRUMENT PANEL ASSEMBLY

< SERVICE INFORMATION >

NOTE:

*1: Console rear pocket and coin holder bracket assembly.

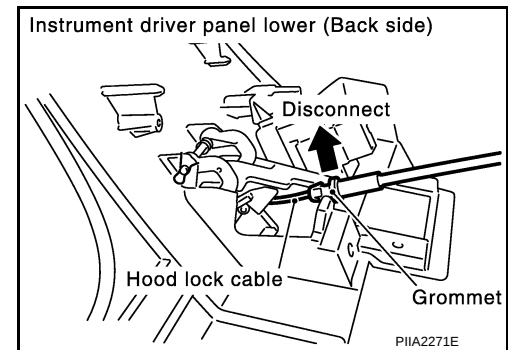
*2: Audio, Instrument upper box, and triple meter assembly.

CAUTION:

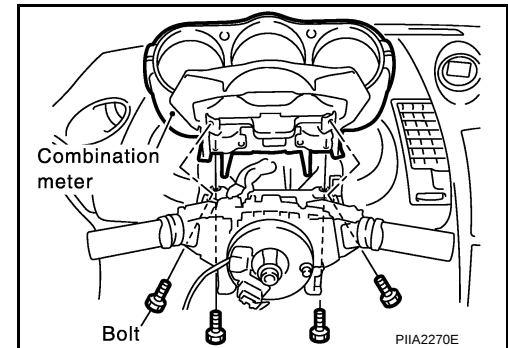
When removing, always use a remover tool that is made of plastic.

REMOVAL

1. Remove kicking plate (RH/LH).
 - Coupe models: Refer to [EI-32, "Removal and Installation \(for Coupe Models\)"](#).
 - Roadster models: Refer to [EI-33, "Removal and Installation \(for Roadster Models\)"](#).
2. Remove foot rest. Refer to [EI-40, "Removal and Installation"](#).
3. Remove dash side finisher (RH/LH).
 - Remove plastics nut.
 - Remove dash side finisher (RH/LH).
4. Remove Instrument driver panel lower.
 - Remove screws.
 - Remove data link connector.
 - Pull to disengage metal clip by removing panel in horizontal direction.
 - Disconnect in-vehicle sensor and each electrical parts.
 - Remove the grommet, and remove hood lock cable.

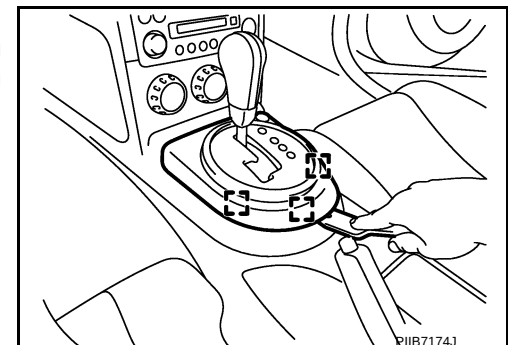


5. Remove steering column lower cover.
 - Remove screws.
 - Disengage the tab, remove only lower side. (Upper side is integrated in combination meter.)
6. Remove combination meter.
 - Remove combination meter fixing bolts.
 - Disconnect combination meter harness connector.



7. Remove spiral cable. Refer to [SRS-44, "Removal and Installation"](#).
8. Remove console finisher. (A/T Models)
 - Insert a thin flat-bladed screwdriver wrapped with tape from behind console finisher, and remove metal clip on back. Then pull up and back to disengage from front metal clip.

 : Metal clip



INSTRUMENT PANEL ASSEMBLY

< SERVICE INFORMATION >

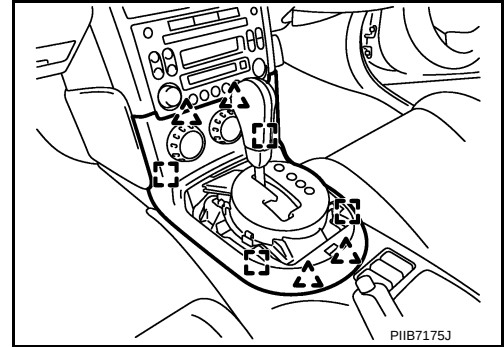
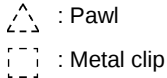
- Disconnect harness connector, and remove console finisher.

NOTE:

A/C controller is assembled in the console finisher. Therefore, when installing and removing be careful not to use excessive force, etc.

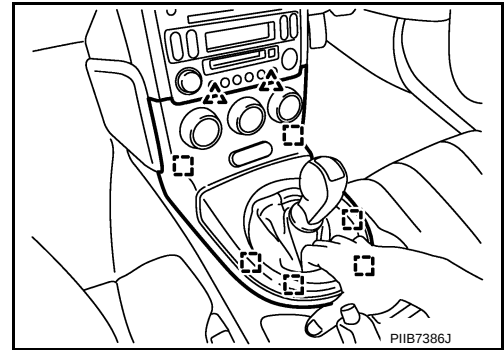
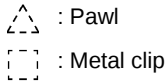
9. Remove cluster lid C lower. (A/T Models)

- Disconnect harness connector.
- Remove metal clips and pawls, and remove cluster lid C lower.



10. Remove console boot. (M/T Models)

- Remove metal clip.
- Remove shift knob. Refer to [MT-13, "Removal and Installation"](#).



- Disconnect harness connector, and remove console boot.

NOTE:

A/C controller is assembled in the console boot. Therefore, when installing and removing be careful not to use excessive force, etc.

11. Remove center console assembly.

- Remove coin holder and ashtray.
- Remove screws.
- Remove console sub-harness.
- After removing, disassemble each parts. Refer to [IP-15, "Disassembly and Assembly"](#).

NOTE:

When removing console, be careful not to pull the harness.

12. Remove instrument passenger panel lower.

- Remove screws and bolt.
- Pull panel horizontally toward you and disengage from metal clip.

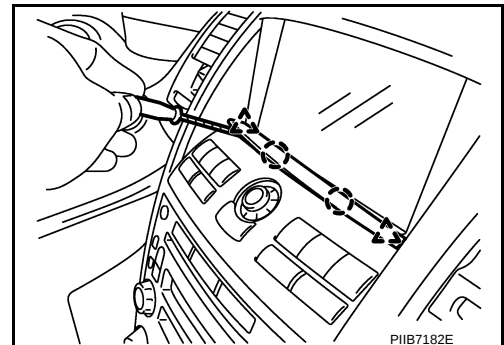
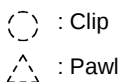
13. Remove instrument side panel (RH/LH).

- Remove screws.
- Pull to the side, disconnect metal clips, and remove instrument side panel.

14. Remove unified meter and A/C amp. Refer to [ATC-90](#).

15. Remove instrument center panel.

Insert a screwdriver wrapped with tape into the gap and then remove instrument center panel.

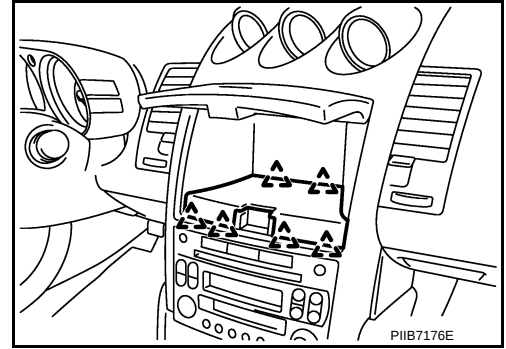


INSTRUMENT PANEL ASSEMBLY

< SERVICE INFORMATION >

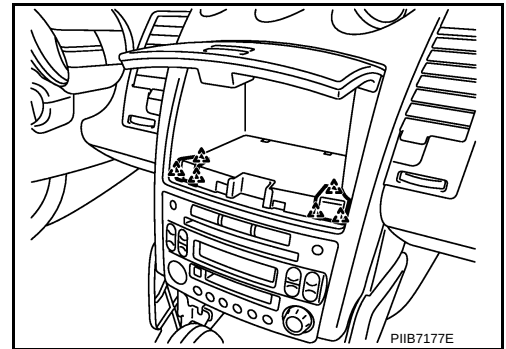
16. Remove NAVI switch. (With NAVI models) Refer to [AV-86. "Removal and Installation of NAVI Switch"](#).
17. Remove cluster lid C.
 - Lift upward while disengaging the pawls, and pull backward to remove the pocket mat. (Without NAVI)

 : Pawl



- Pull backward to remove the instrument finisher (left/right). (Without NAVI)
- Disengage the metal clip with the upper center pawls.

 : Pawl



- Remove the harness connector of the triple meter and audio unit by pulling backward, and then remove cluster lid C.

CAUTION:

Unit is heavy, so be careful not to pinch your fingers when working.

- After remove cluster lid C and then remove triple meter, instrument upper box and audio unit. Refer to [IP-15. "Disassembly and Assembly"](#).

18. Remove display unit. (With NAVI models) Refer to [AV-86. "Removal and Installation of Display Unit"](#).

19. Remove front pillar garnish (RH/LH).

- Coupe models: Refer to [EI-32. "Removal and Installation \(for Coupe Models\)"](#).
- Roadster models: Refer to [EI-33. "Removal and Installation \(for Roadster Models\)"](#).

20. Remove instrument driver panel upper.

- Remove screws.
- Disconnect metal clips, then remove instrument driver panel upper.

21. Remove instrument passenger panel upper.

- Remove screws.
- Disconnect metal clips, then remove instrument passenger panel upper.

22. Remove instrument side finisher (RH).

- Using a screwdriver wrapped with tape, pry up and remove instrument side finisher.
- Disconnect from metal clip and pull toward you.

23. Remove instrument panel assembly.

Remove bolts, nut and screws, and remove instrument panel from passenger door opening portion.

CAUTION:

When removing instrument panel, 2 workers are required so as to prevent it from dropping.

INSTALLATION

To install, reverse the removal procedure sequence.

Assemble the following three parts carefully.

Disassembly and Assembly

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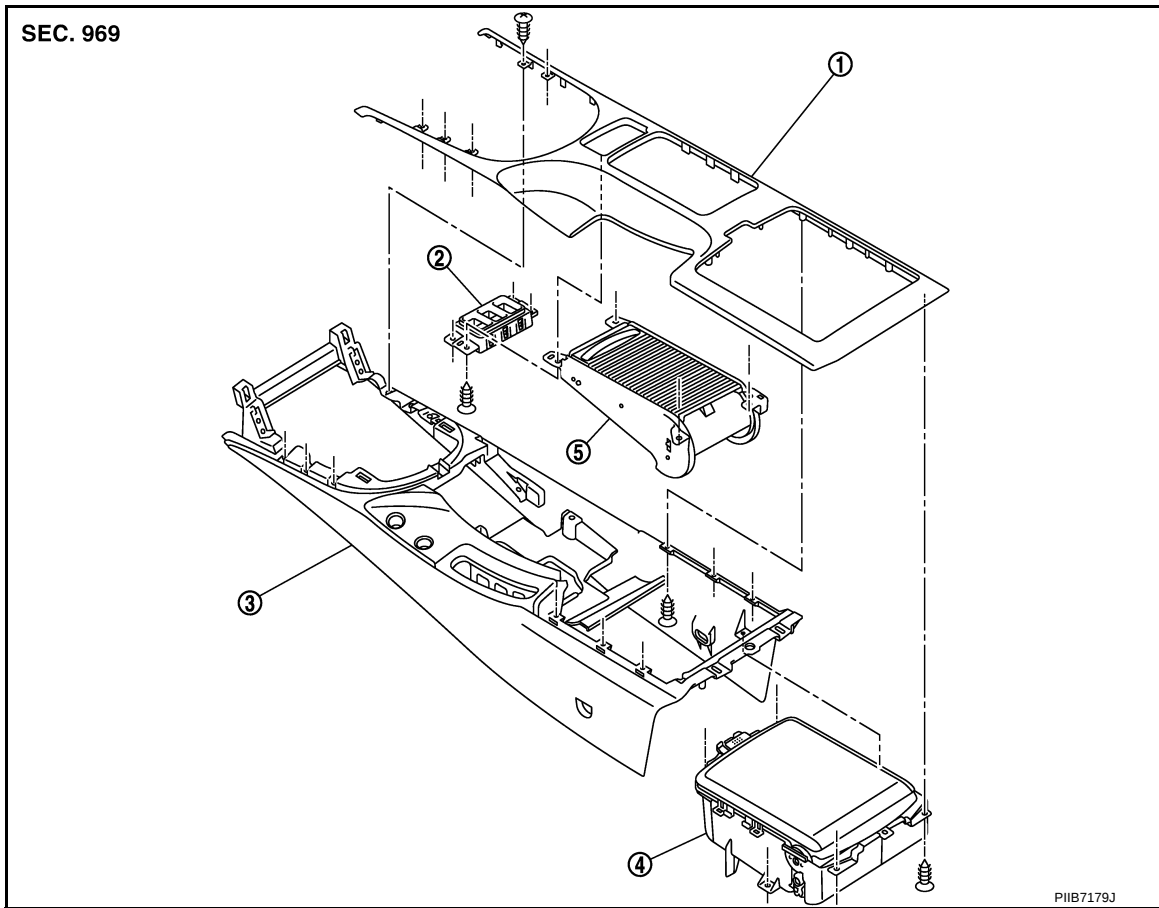
CAUTION:

When disassembling, always use a remover tool that is made of plastic.

CENTER CONSOLE

INSTRUMENT PANEL ASSEMBLY

< SERVICE INFORMATION >



- | | | |
|------------------------|-------------------|-----------------------|
| 1. Console body upper | 2. Switch bracket | 3. Console body lower |
| 4. Console rear pocket | 5. Cup holder | |

Disassembly

1. Remove screws, remove console body upper.
2. Remove screws, and then remove console rear pocket from console body lower.
3. Remove screws, and then remove switch bracket from console body upper.
4. Remove screws, and then remove cup holder from console body upper.

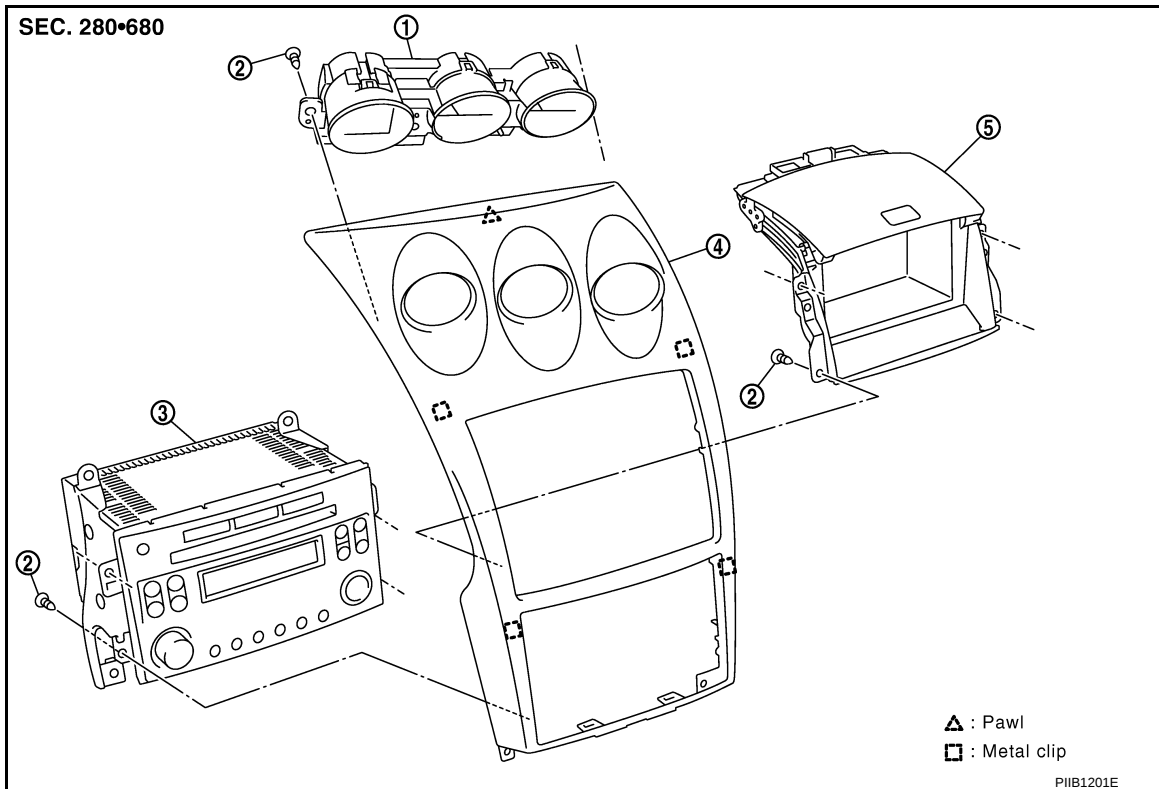
Assembly

Assemble in the reverse order of disassembly.

CLUSTER LID C

INSTRUMENT PANEL ASSEMBLY

< SERVICE INFORMATION >



- | | | |
|------------------|-------------------------|----------|
| 1. Triple meter | 2. Screw | 3. Audio |
| 4. Cluster lid C | 5. Instrument upper box | |

CAUTION:

When disassembling, always use a remover tool that is made of plastic.

Disassembly

1. Remove screws, and then triple meter.
2. Remove screws, and then instrument upper box. (Without NAVI models)
3. Remove screws, and then audio unit. Refer to [AV-41, "Removal and Installation of Audio Unit \(Base system\)"](#), [AV-42, "Locking CD Auto Changer Mechanism \(Audio unit of BOSE system\)"](#) and [AV-42, "Removal and Installation of Audio Unit \(BOSE system\)"](#).

Assembly

Assemble in the reverse order of disassembly.