



# SERVICE BULLETIN

Classification: <b>FA00-003a</b>	Reference: <b>NTB00-030a</b>	Date: <b>June 19, 2000</b>
-------------------------------------	---------------------------------	-------------------------------

## 2000 MAXIMA RIGHT FRONT STRUT NOISES

This bulletin amends NTB00-030 and includes updated Service and Warranty Information. Please discard all previous copies of NTB00-030.

**APPLIED VEHICLE:** 2000 Maxima (A33)

### SERVICE INFORMATION

Use the service procedures in this bulletin to effect repairs if a 2000 Maxima (A33) exhibits specific noises from the right front strut during certain driving conditions such as those described below:

- Click or clunk noise from the right side when turning right. This may be caused by contact between the tip of the power steering switch bolt(s) and the RH upper spring seat.
- Squeak or squish noise from the right side when applying the brakes. This may be caused by spring/seat contact in the RH strut assembly.

**NOTE:** This is the ONLY approved repair procedure for this incident. A claim to Nissan for the repair of this incident may be denied if the repair is not performed exactly as outlined in this bulletin.

### SERVICE PROCEDURE

**NOTE:** This bulletin only covers specific noises, as described in the above Service Information. For incidents other than those described above, refer to the Front Suspension portion of the SU section in the appropriate Service Manual.

**NOTE:** Perform all the steps listed below as a set.

1. Add one washer to each bolt for the power steering switch bracket (see Figure 1).

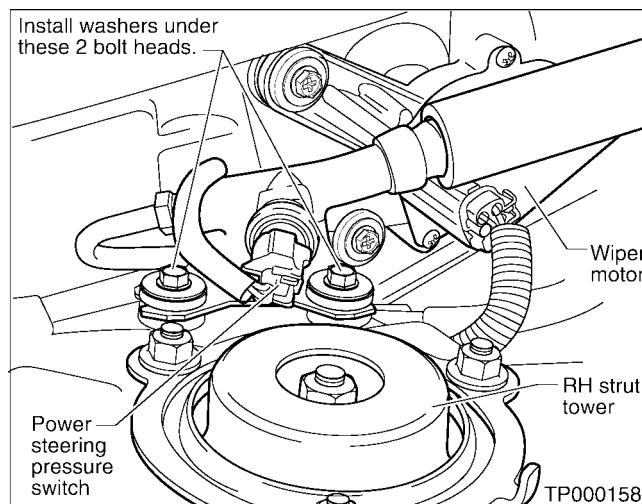


Figure 1

2. Remove the RH front strut assembly. Refer to Front Suspension, Coil Spring and Shock Absorber Removal in the SU section in the appropriate Service Manual.
3. Referring again to the Service Manual, remove the Spring Upper Seat from the strut assembly (see **WARNING**, below).

**WARNING:** Do not take apart the strut assembly without the proper tools, equipment and instructions. Failure to do so may cause serious injury. See the appropriate Service Manual for more details.

4. Remove the gray spring protector (see Figure 2) from the spring.

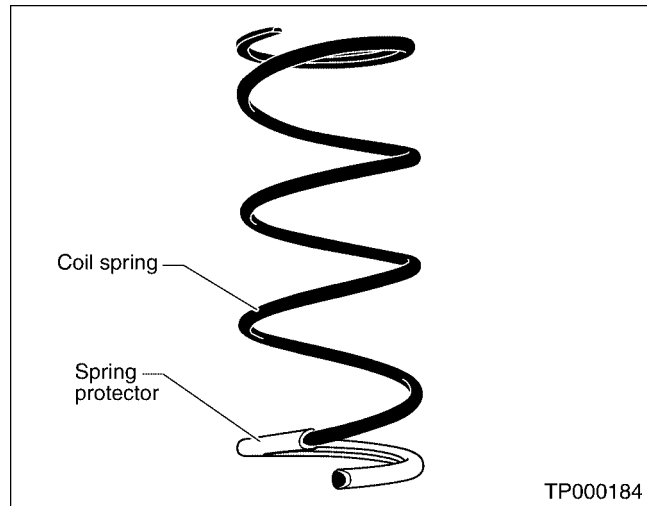


Figure 2

5. Apply a bead of 3M Scotch-Grip™ Rubber and Gasket Adhesive P/N 847 (or equivalent) to the center of the spring protector (see Figure 3). Lay the bead along the entire inside length of the spring protector.

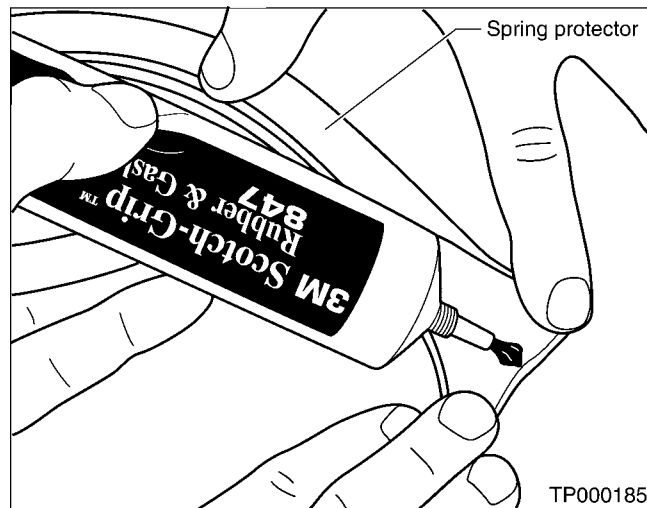


Figure 3

6. Install the gray spring protector back onto the spring so the protector overlaps the end of the spring by 1/4" (see Figure 4).

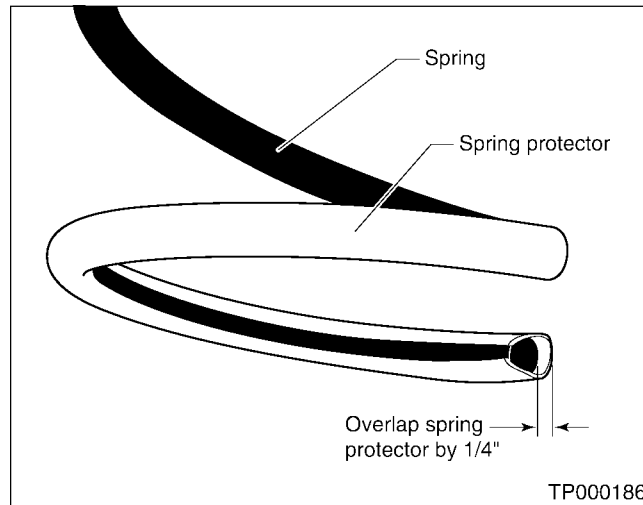


Figure 4

7. Set the spring back onto the lower seat. Fold the end of the spring protector upward so the end of the spring is protected from the lower seat (see Figure 5).

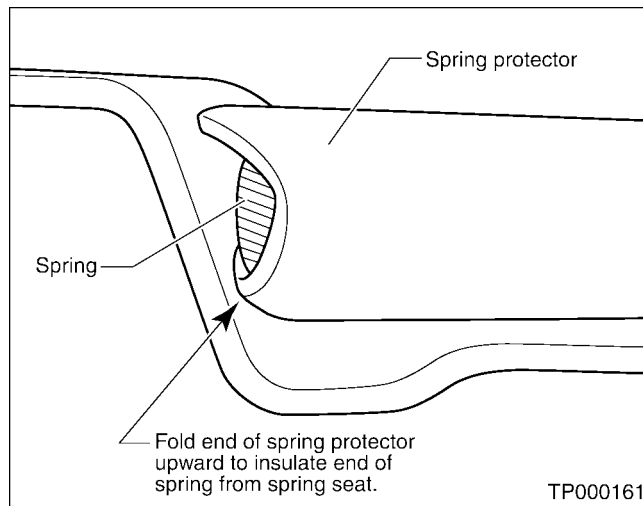


Figure 5

8. Referring again to the Service Manual, reassemble the strut (see **WARNING**, below). Include steps A, B and C below.

**WARNING:** Do not try to reassemble the strut assembly without the proper tools, equipment and instructions. Failure to do so may cause serious injury. See the appropriate Service Manual for more details.

- A. Reassemble the strut with the new upper seat rubber with the one from the Parts Information section of this bulletin.
- B. Make sure the spring protector is still folded upward from step 5, protecting the spring seat.
- C. During strut re-assembly, note the upper spring seat alignment. Make sure the "notch" in the upper spring seat is aligned as shown in Figure 6.

**NOTE:** The "notch" **MUST** be centered, right in the middle, between the steering knuckle flanges on the lower part of the strut.

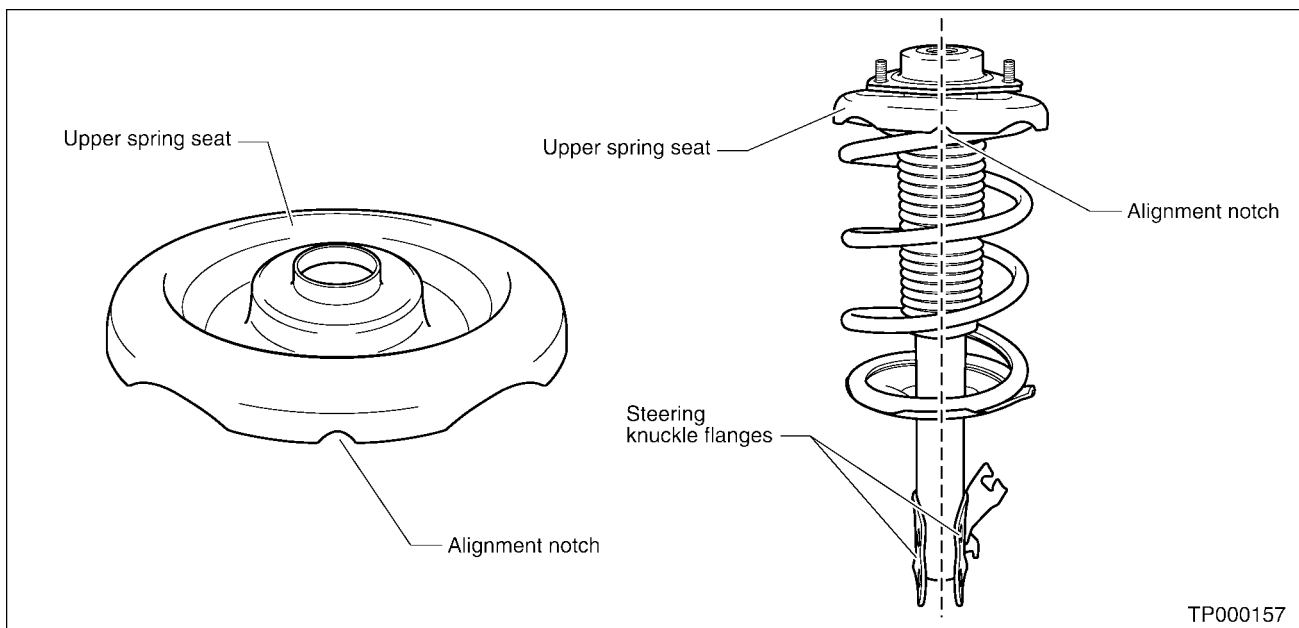


Figure 6

7. Install the RH front strut assembly. Refer to Front Suspension, Coil Spring and Shock Absorber Installation in the SU section in the appropriate Service Manual.

**PARTS INFORMATION**

DESCRIPTION	PART #	QUANTITY
Seat - Rubber, Front Spring	54034-AG001	1

**CLAIMS INFORMATION**

**NOTE:** This is the ONLY approved repair procedure for this incident. A claim to Nissan for the repair of this incident may be denied if the repair is not performed exactly as outlined in this bulletin.

Submit a Primary Failed Part (PP) line using the following claims coding:

OPERATION	PFP	OP CODE	SYM	DIA	FRT
R & I One strut assy.	54034-AG001	MA14AA	ZL	32	1.1 hrs.