RECALL CAMPAIGN BULLETIN

Reference:	Date:
NTB12-021b	April 27, 2012

VOLUNTARY SAFETY RECALL CAMPAIGN
2011 - 2012 JUKE FUEL RAIL PRESSURE SENSOR

Step 6b on page 4 of the Service Procedure has been amended.
Please discard previous versions of this bulletin.

CAMPAIGN ID #: R1201
NHTSA #: 12V-069
APPLIED VEHICLES: 2011 - 2012 Juke (F15)

Check Service COMM to confirm campaign eligibility.

INTRODUCTION

Nissan is conducting a Voluntary Safety Recall Campaign on Model Year 2011 and 2012 Juke vehicles to inspect and re-torque the fuel rail pressure sensor. This service will be performed at no charge for parts or labor.

IDENTIFICATION NUMBER

Nissan has assigned identification number R1201 to this campaign. This number must appear on all communications and documentation of any nature dealing with this campaign.

DEALER RESPONSIBILITY

It is the dealer's responsibility to check Service Comm for the campaign status on each vehicle falling within the range of this voluntary safety recall which for any reason enters the service department. This includes vehicles purchased from private parties or presented by transient (tourist) owners and vehicles in a dealer's inventory. **Federal law requires that new vehicles in dealer inventory which are the subject of a safety recall must be corrected prior to sale. Failure to do so can result in civil penalties by the National Highway Traffic Safety Administration.** While federal law applies only to new vehicles, Nissan strongly encourages dealers to correct any used vehicles in their inventory before they are retailed.

REPAIR OVERVIEW

Use Service Comm (campaign ID R1201) to confirm the vehicle you're working on is affected by this campaign.

Remove intake manifold and check for leaks at the fuel rail pressure sensor.

Evidence of leak – remove fuel rail pressure sensor, replace gasket, and reinstall the sensor.

No Evidence of leak – do not remove fuel rail pressure sensor.

Torque fuel rail pressure sensor and fuel rail connections

Customer owned vehicle

Use new manifold gasket and new throttle body gasket during reassembly.

Dealer inventory vehicle (less than 125 miles)

New manifold gasket and throttle body gasket are not needed during reassembly.

End

REQUIRED SPECIAL TOOL J-50991

- Additional tools can be ordered from TECH-MATE at 1-800-662-2001.

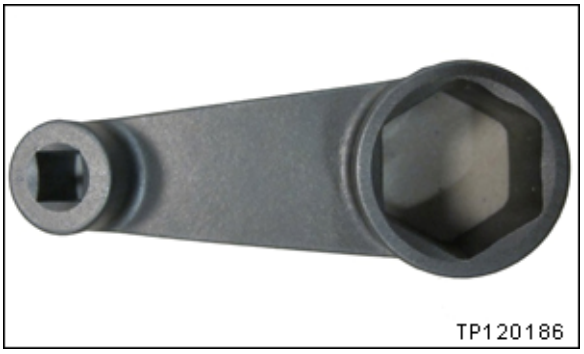

Figure 1

SERVICE PROCEDURE

WARNING: Never open the cooling system when the engine is hot. Serious burns may occur from hot high-pressure engine coolant escaping from the cooling system.

1. Write down the radio station presets.

Presets	1	2	3	4	5	6
A						
B						
C						
SAT						

2. If equipped, write down the customer settings for the ATC (Automatic Temperature Control) system. (Refer to the Service Manual as needed.)

3. With ignition ON:

   a. Perform “FUEL PRESSURE RELEASE” in “WORK SUPPORT” mode of “ENGINE” using CONSULT III plus.

   b. Start engine.

   c. After engine stalls, crank it two or three times to release all fuel pressure.

   d. Turn ignition OFF.

4. Disconnect both battery cables; negative cable first.

5. Carefully remove the engine cover.

   - Use hand pressure to carefully pull up at the mounting locations shown in Figure 2.

     CAUTION: In cold temperatures the engine cover may be harder to remove. To prevent breakage, carefully pull up to remove.

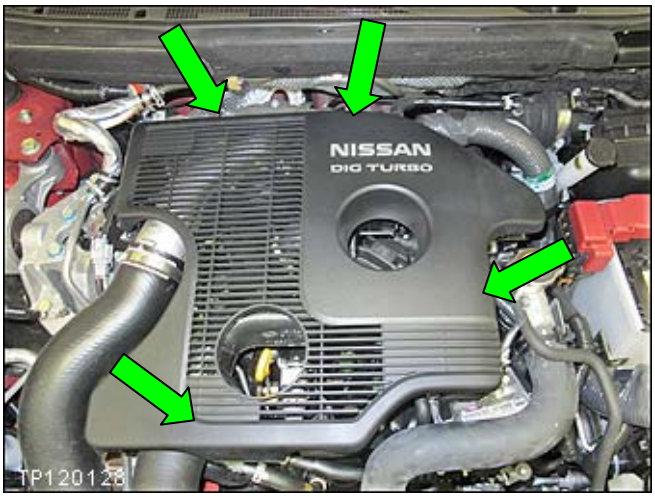

Figure 2

6. Remove the plastic air inlet tube as follows (see Figure 3):

   a. Remove the mounting bolt.

   b. Disconnect the recirculation valve vacuum hose (disconnect this hose from the metal pipe end).

      CAUTION: Do not attempt to disconnect the vacuum hose from the recirculation valve side.

   c. Disconnect air inlet hose from air recirculation valve.

   d. Disconnect manifold absolute pressure sensor harness connector and harness clip.

      NOTE: Harness clip must be pinched at bottom to release.

   e. Loosen clamps at each end of the air inlet air tube.

   f. Remove air inlet tube and set it in a safe area.

      CAUTION: Use rags to cover engine air inlet tube to prevent debris from entering the engine.

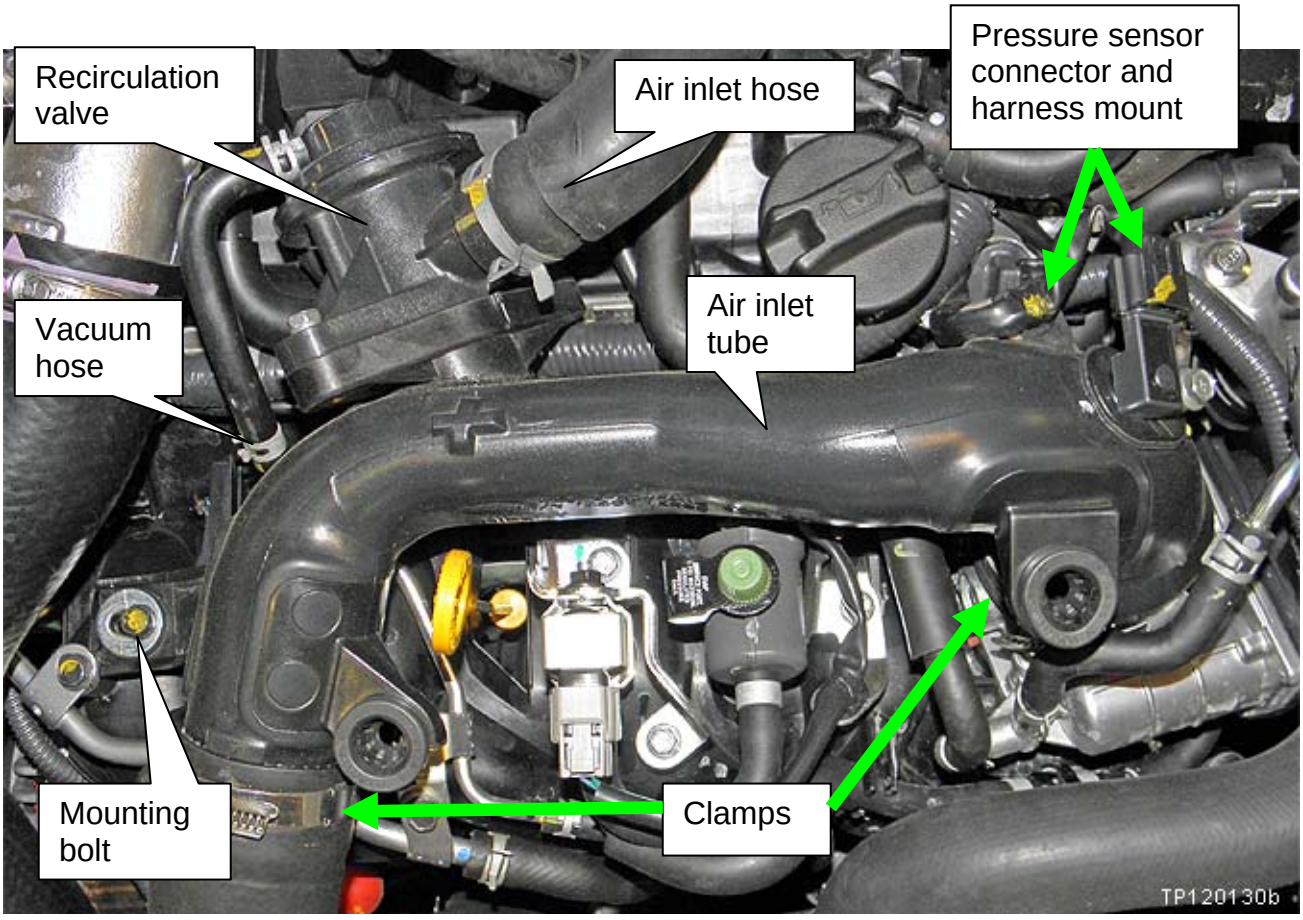

Figure 3

7. Loosen spring clamp and remove brake vacuum hose from metal pipe.

Figure 4

8. Loosen clamp on upper air hose to rear turbo and remove hose from turbo inlet.

   NOTE: Insert rag over hose opening to prevent debris from entering hose.

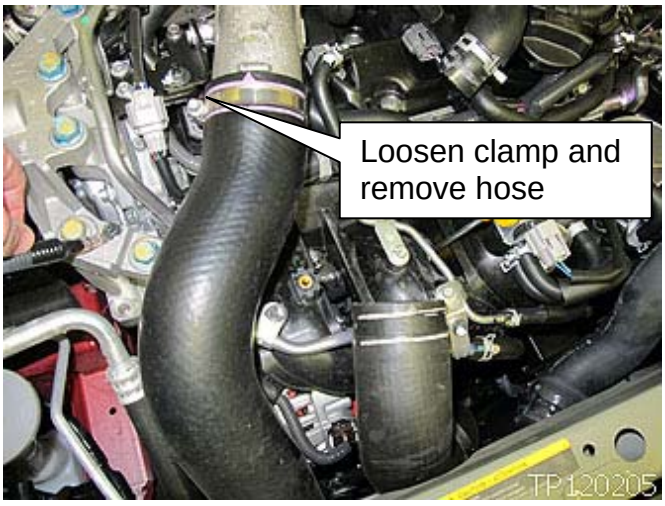

Figure 5

9. Using 10 mm socket and 10 mm wrench, remove 3 bolts securing brake vacuum tube.

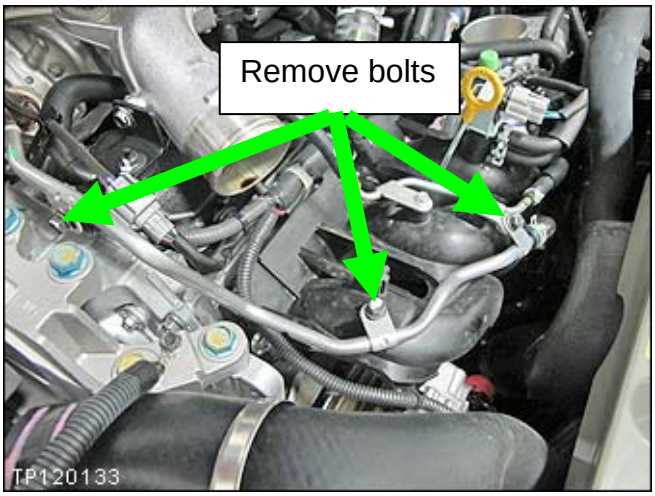

Figure 6

10. Disconnect connector from EVAP solenoid. Remove harness clip by pinching clip at bottom to remove from bracket.

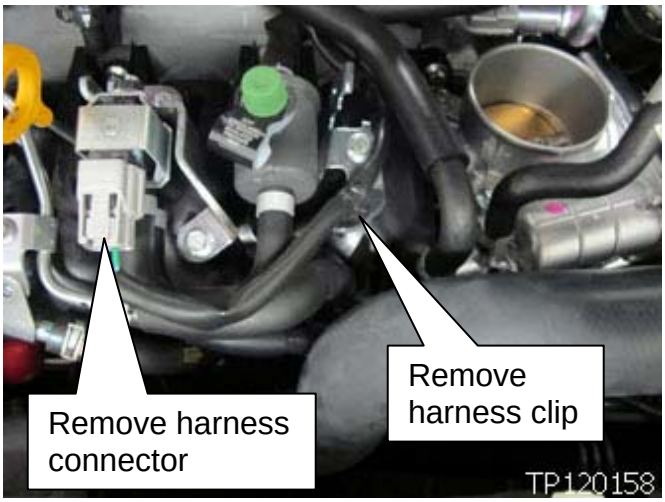

Figure 7

11. Loosen spring clamp and remove only the upper vacuum hose on EVAP solenoid.

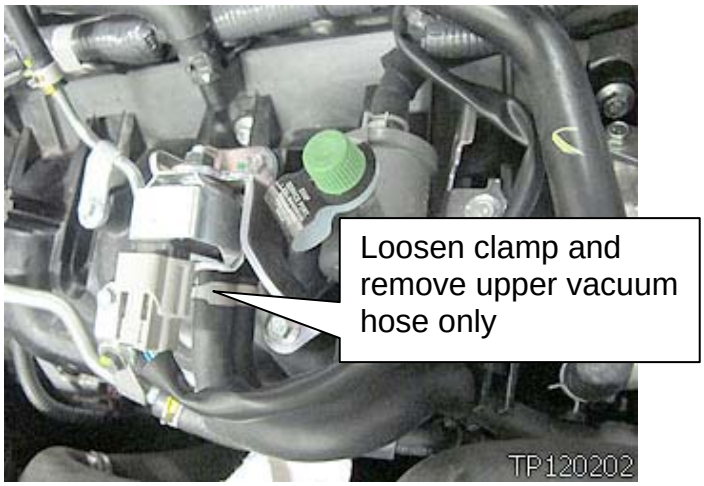

Figure 8

12. Loosen spring clamp and remove rear vacuum hose on EVAP valve.

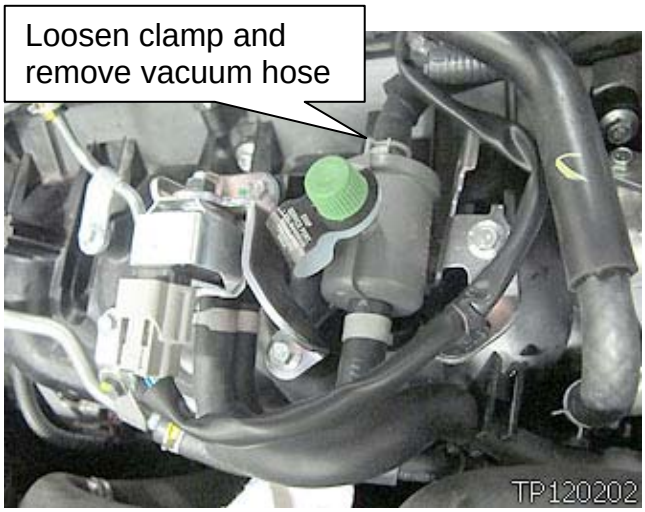

Figure 9

13. Remove oil dipstick.

Figure 10

14. Using 8 mm socket:

- Remove 3 bolts securing EVAP valve and solenoid assembly (circled in green).
- Set aside EVAP valve and solenoid assembly.

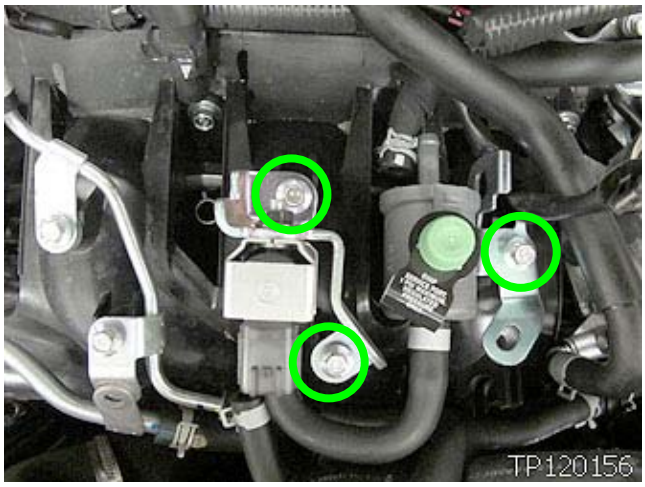

Figure 11

WARNING:

- Never remove radiator cap or engine coolant hoses when the engine is hot. Serious burns may occur from high pressure engine coolant escaping from the engine cooling system.
- **Make sure engine has cooled before proceeding with the next step.**

15. Remove coolant hoses:

    a. Crimp hoses with crimping pliers.

    b. Loosen spring clamps and slowly remove coolant hoses from throttle body.

    NOTE: Use rags to capture coolant drips.

    CAUTION: Use face and hand personal protection equipment as coolant may be hot.

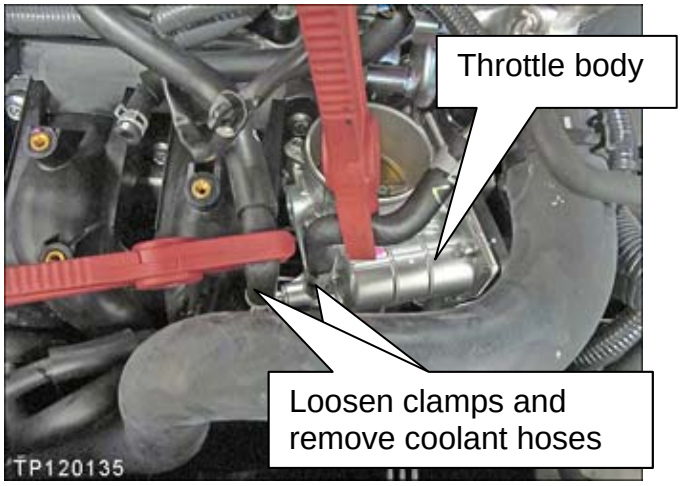

Figure 12

16. Disconnect harness connector from throttle body.

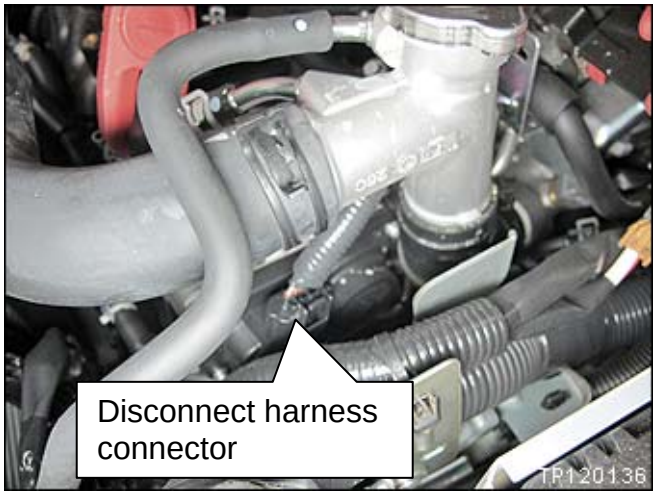

Figure 13

17. Using an 8 mm socket, remove 4 bolts (circled in green) securing the throttle body to the intake manifold.

    - Remove the throttle body and set it aside.
    - Cover the intake opening with a clean rag to prevent debris entry.

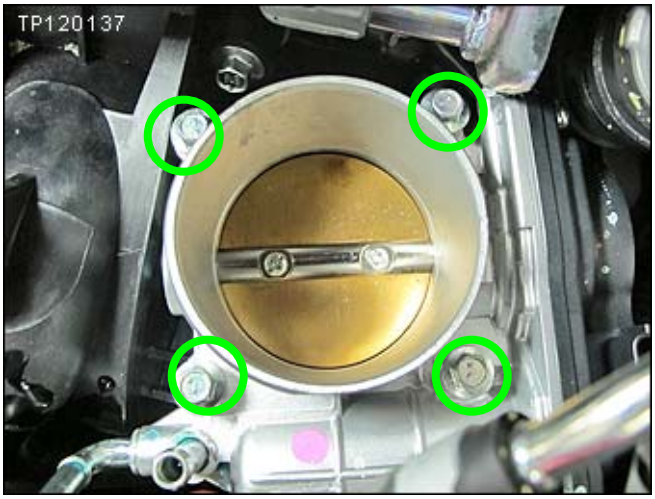

Figure 14

18. Using hand pressure, remove the black foam insulator from below the throttle body opening.

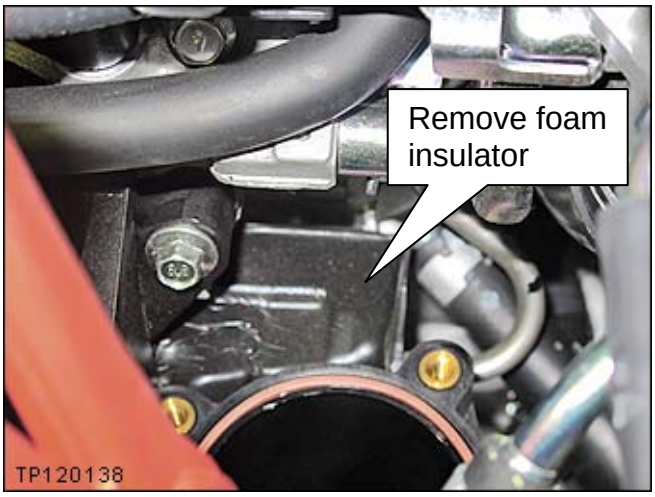

Figure 15

19. Loosen the spring clamp and remove the Positive Crankcase Ventilation (PCV) hose from the intake.

Figure 16

20. Using 10 mm socket, remove 5 intake manifold bolts on top of intake, shown by green arrows in Figure 17.

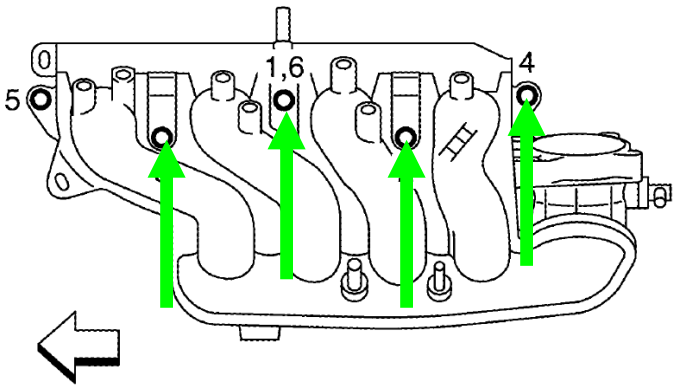

Figure 17

21. Using 10 mm socket, remove 1 intake manifold bolt (shown in Figures 18 and 19) on driver's side of intake manifold.

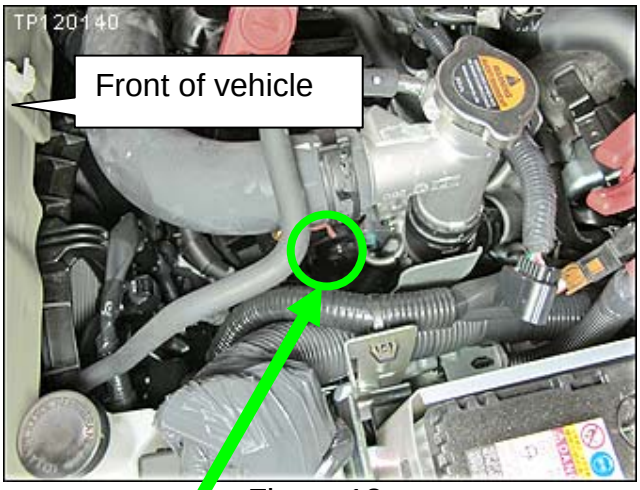

Figure 18

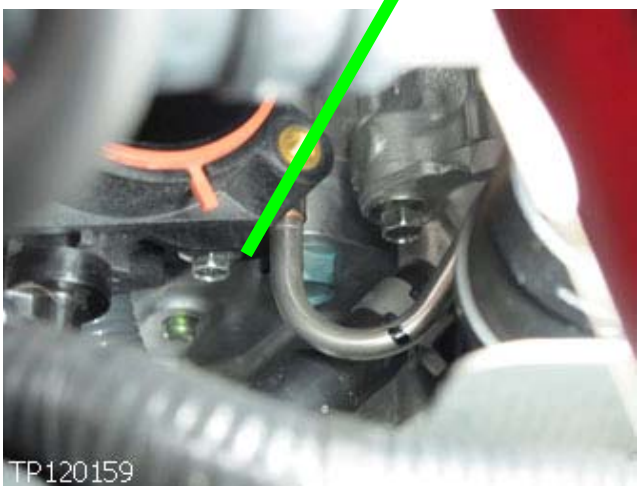

Figure 19

22. Remove intake manifold.

a. Lift up on left side of intake and remove alternator harness clips by pinching clip at bottom to remove from intake manifold.

Figure 20

b. Pull top of intake toward radiator and release bottom alternator harness clip (indicated by green arrows) from bottom of intake by using a long flat blade screwdriver.

c. Remove intake manifold and set aside.

d. Cover intake ports with rag to prevent debris entry.

Figure 21

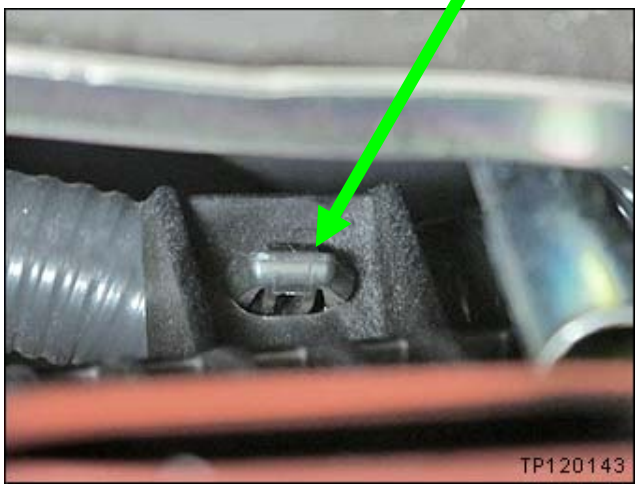

Figure 22

23. Locate fuel rail pressure sensor and disconnect harness connector.

    Inspect sensor for any visible leakage.

    <u>No evidence of leaking</u> – go to next step.

    <u>Evidence of leaking is found</u>:

    a. Remove the fuel rail pressure sensor.

    b. Replace the Gasket – P/N 16635-1LA0A.

    c. Reinstall the fuel rail pressure sensor.

    d. Go to the next step.

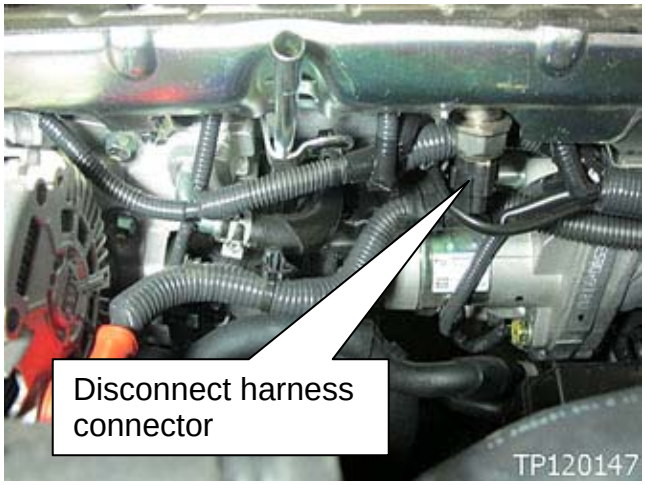

Figure 23

24. Determine the correct torque setting for your torque wrench as follows:

- Measure the length of your torque wrench between the center of the handle and the center of the square drive as shown in Figure 24, then go to **Table A** on the next page to get the torque setting.

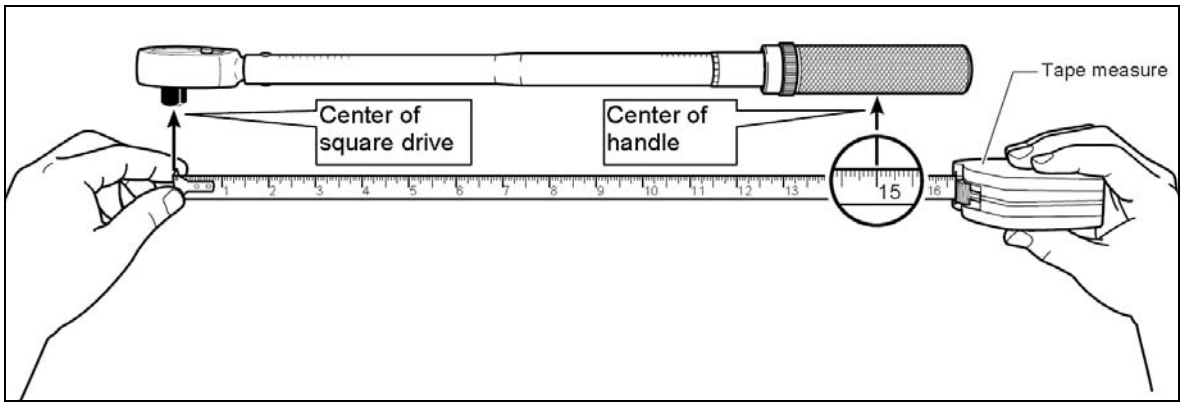

Figure 24

NOTE:

- The use of a 3 inch extension (special tool J-50991, Figure 26) requires that you use a calculated torque setting that matches the length of your torque wrench.
- Make sure you keep the extension tool – J50991 - straight (in line) with torque wrench as shown in Figure 25.

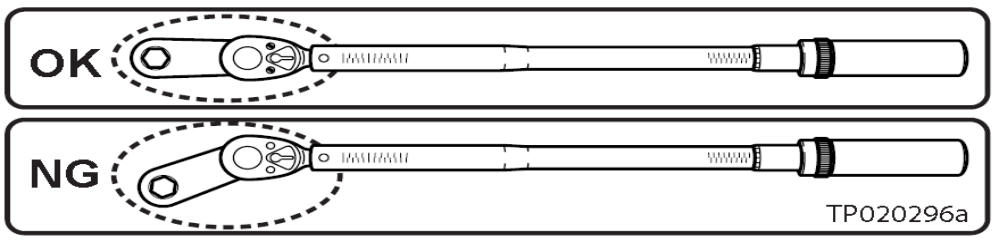

Figure 25

Table A

Set the torque wrench using the values in this table.

Torque Wrench Length-Inches (see Figure 24)	Set Torque Wrench To:	Torque Wrench Length-Inches (see Figure 24)	Set Torque Wrench To:
8	36.4 Nm (3.64 kg-m, **27.0 ft-lb**)	16.5	42.3 Nm (4.23 kg-m, **31.0 ft-lb**)
8.5	36.4 Nm (3.64 kg-m, **27.0 ft-lb**)	17	42.5 Nm (4.25 kg-m, **31.5 ft-lb**)
9	37.5 Nm (3.75 kg-m, **28.0 ft-lb**)	17.5	42.7 Nm (4.27 kg-m, **31.5 ft-lb**)
9.5	38.0 Nm (3.80 kg-m, **28.0 ft-lb**)	18	42.9 Nm (4.29 kg-m, **31.5 ft-lb**)
10	38.5 Nm (3.85 kg-m, **28.5 ft-lb**)	18.5	43.0 Nm (4.30 kg-m, **32.0 ft-lb**)
10.5	38.9 Nm (3.89 kg-m, **29.0 ft-lb**)	19	43.2 Nm (4.32 kg-m, **32.0 ft-lb**)
11	39.3 Nm (3.93 kg-m, **29.0 ft-lb**)	19.5	43.3 Nm (4.33 kg-m, **32.0 ft-lb**)
11.5	39.6 Nm (3.96 kg-m, **29.0 ft-lb**)	20	43.5 Nm (4.35 kg-m, **32.0 ft-lb**)
12	40.0 Nm (4.00 kg-m, **29.5 ft-lb**)	20.5	43.6 Nm (4.36 kg-m, **32.0 ft-lb**)
12.5	40.3 Nm (4.03 kg-m, **30.0 ft-lb)**	21	43.8 Nm (4.38 kg-m, **32.5 ft-lb**)
13	40.6 Nm (4.06 kg-m, **30.0 ft-lb**)	21.5	43.9 Nm (4.39 kg-m, **32.5 ft-lb)**
13.5	40.9 Nm (4.09 kg-m, **30.0 ft-lb**)	22	44.0 Nm (4.40 kg-m, **32.5 ft-lb**)
14	41.2 Nm (4.12 kg-m, **30.5 ft-lb**)	22.5	44.1 Nm (4.41 kg-m, **32.5 ft-lb**)
14.5	41.4 Nm (4.14 kg-m, **30.5 ft-lb**)	23	44.2 Nm (4.42 kg-m, **32.5 ft-lb**)
15	41.7 Nm (4.17 kg-m, **31.0 ft-lb**)	23.5	44.3 Nm (4.43 kg-m, **33.0 ft-lb**)
15.5	41.9 Nm (4.19 kg-m, **31.0 ft-lb**)	24	44.4 Nm (4.44 kg-m, **33.0 ft-lb**)
16	42.1 Nm (4.21 kg-m, **31.0 ft-lb)**		

25. Attach special tool J-50991 (shown in Figure 26) to your torque wrench.

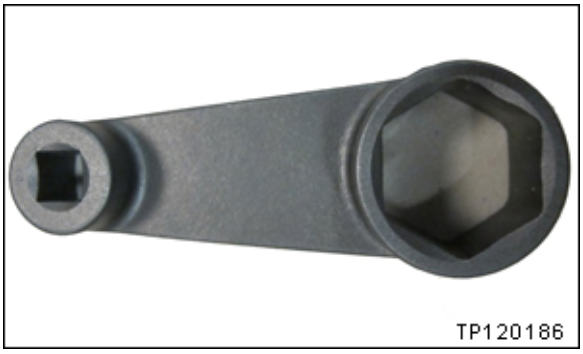

Figure 26

26. Torque the fuel rail pressure sensor to the specified torque.

Figure 27

27. Connect fuel rail pressure sensor harness connector.

    NOTE: Connector can not be seen after intake is installed.

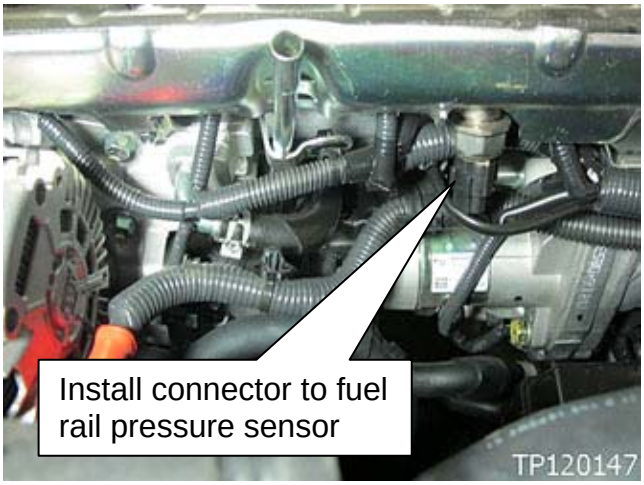

Figure 28

28. Remove breather hose from valve cover.

    - Release spring clamp and remove hose.

Figure 29

29 Remove fuel pump foam insulator and bracket.

    a. Using 10 mm socket remove 1 bolt securing fuel pump foam insulator bracket.

    b. Remove foam insulator.

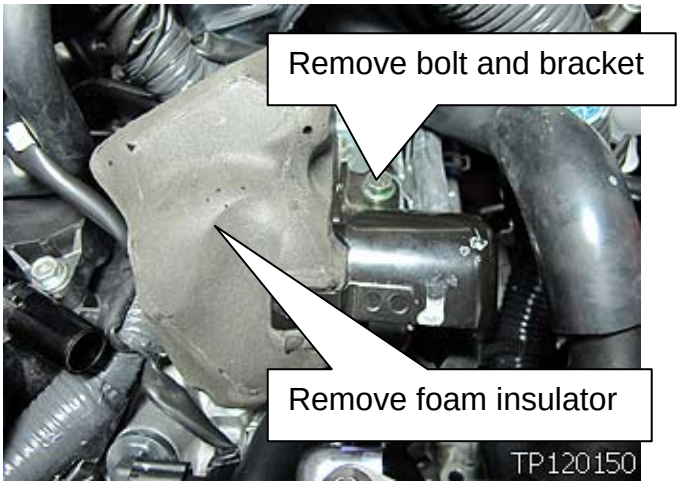

Figure 30

30. Locate fuel supply line attached to fuel rail.

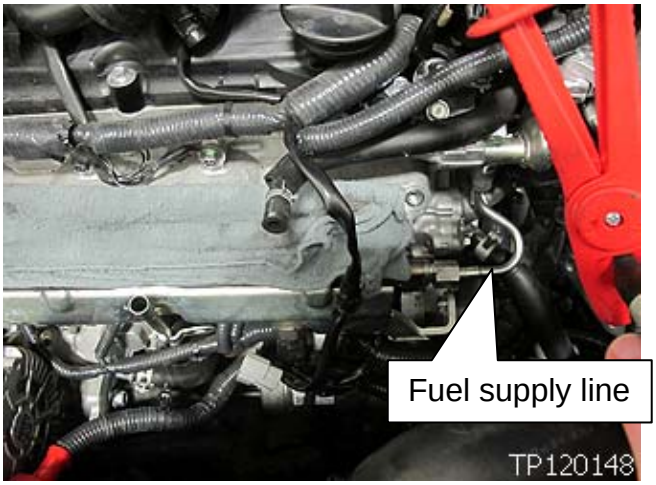

Figure 31

31. Torque fuel rail connector bolts and flange nut.

    - Using 19 mm crowfoot wrench, torque flange nut to 33.4 N•m (3.4 kg-m, **25 ft-lb**).
    - Using 8 MM socket torque 2 fuel rail connector bolts to 10 N•m (1.0 kg-m, **89 in-lb**).

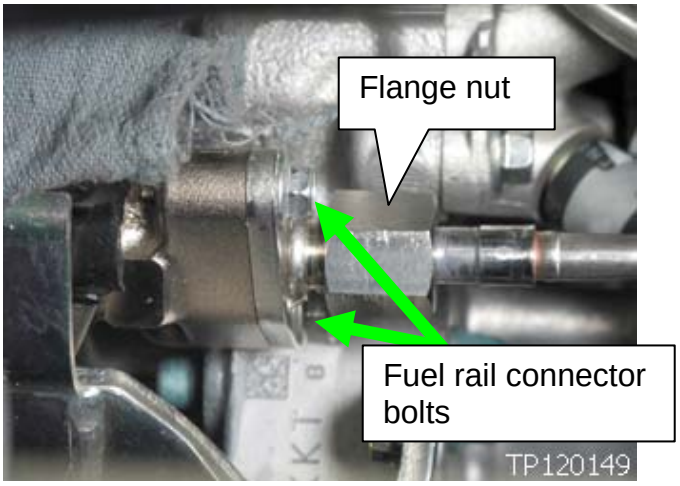

Figure 32

32. Torque fuel pump flange nut:

    a. Pull EVAP hose out from underneath wiring harness and fold out of the way.
    b. Using 19 mm crowfoot wrench, torque fuel pump flange nut to: 33.4 N•m (3.4 kg-m, **25 ft-lb**)

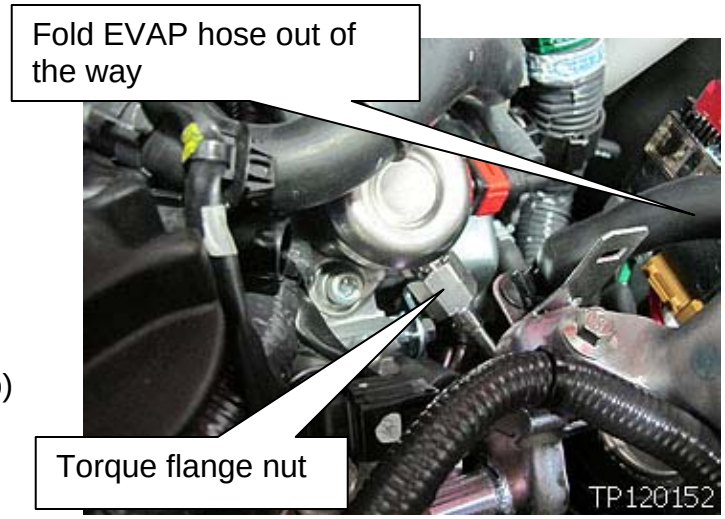

Figure 33

Reassembly

33. Install fuel pump foam insulator and bracket.
    a. Install foam insulator.
    b. Install bracket and secure with 10 mm bolt.

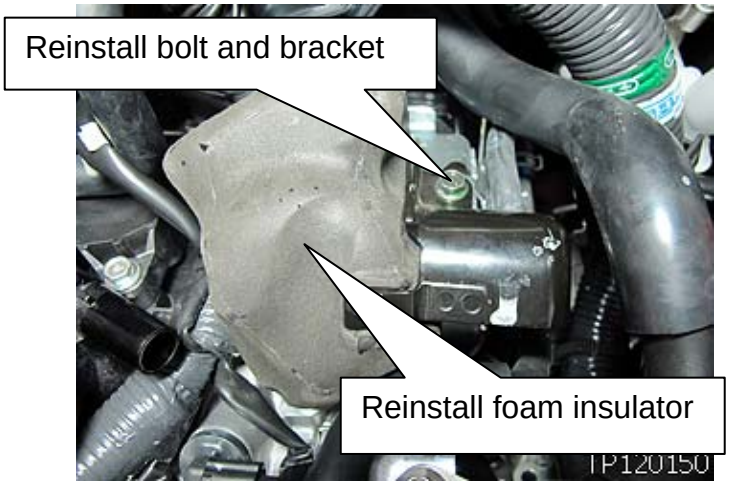

Figure 34

34. Install breather hose and position clamp.

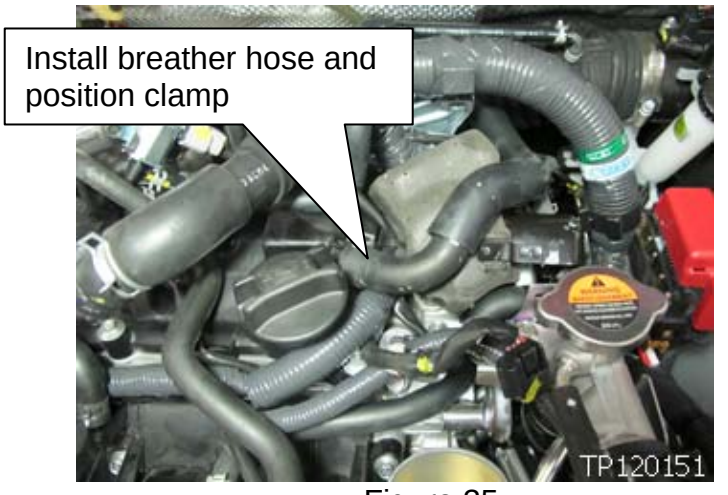

Figure 35

35. Install new intake manifold gasket.

NOTE:

- For vehicles in dealer inventory (less than 125 miles), a new gasket is not needed.
- Clean and inspect the old gasket. Make sure gasket is not torn or cut and is installed properly.

Figure 36

Figure 37

36. Remove rag covering intake ports and install intake manifold.

    - Connect lower alternator harness clip (indicated by green arrows) to bottom of intake manifold.

Figure 38

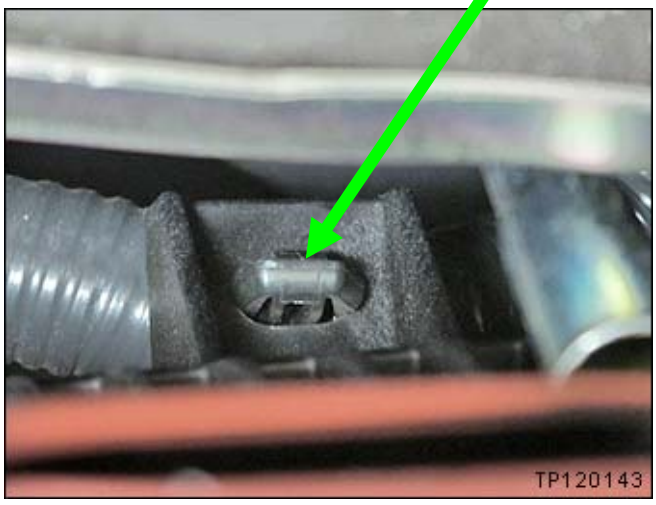

Figure 39

37. Hand start 6 intake manifold bolts (5 top bolts, 1 side bolt).

    NOTE: Side intake manifold bolt is shorter than top bolts.

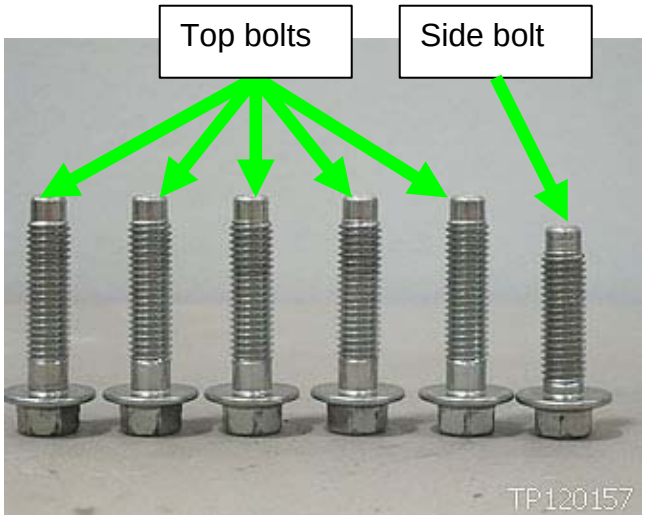

Figure 40

a. Hand start all bolts first. Then torque 5 bolts on top in the order shown in Figure 41.

- Torque specification:
  27 N•m (2.75 kg-m, **20 ft-lb**)

NOTE: Torque the center bolt twice.

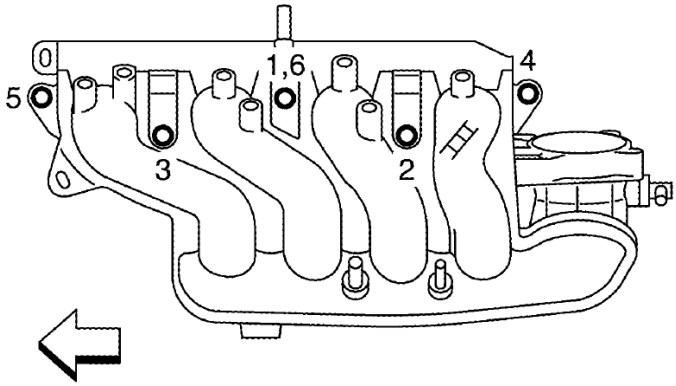

Figure 41

b. Torque one bolt (shown in Figure 42 and 43) on driver side.

- Torque specification:
  19.6 N•m (2.0 kg-m, **14 ft-lb)**

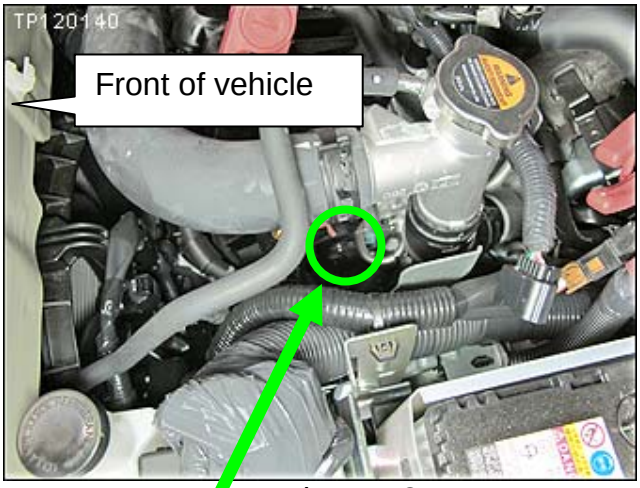

Figure 42

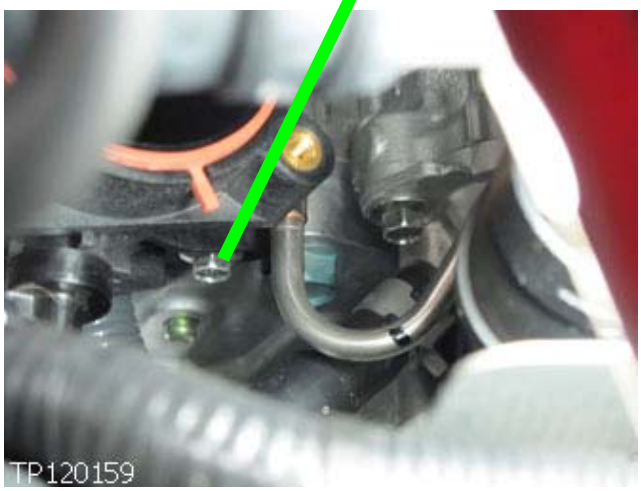

Figure 43

38. Secure 2 alternator harness clips to the intake manifold.

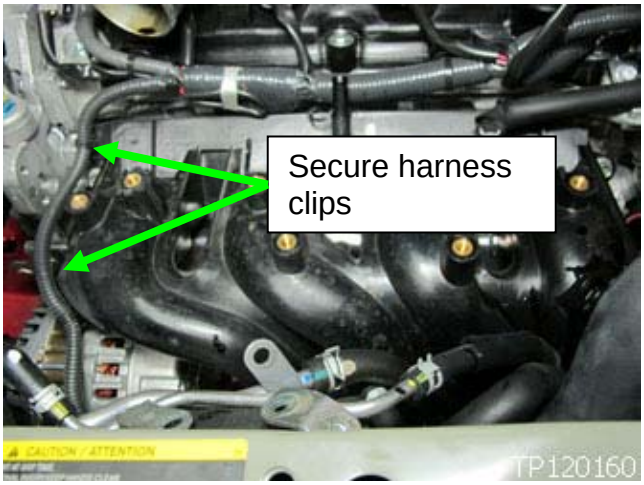

Figure 44

39. Using hand pressure, install the foam insulator below the throttle body opening.

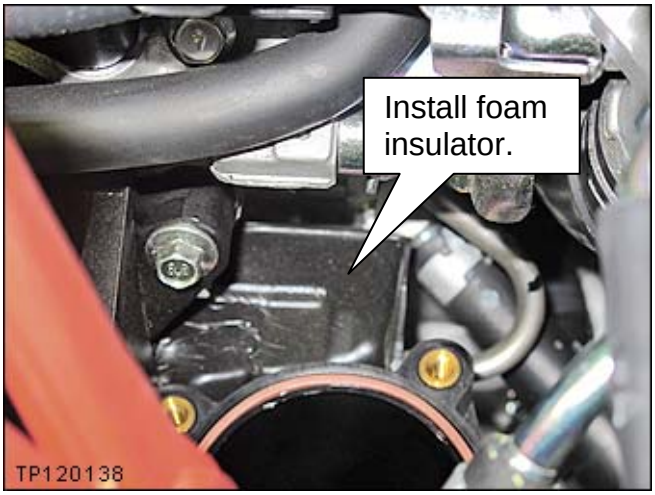

Figure 45

40. Reinstall the throttle body:

    a. Remove rag form the throttle body opening.

    b. Install a new gasket.

NOTE:
- For vehicles in dealer inventory (less than 125 miles), a new gasket is not needed.
- Clean and inspect the old gasket.
- Make sure the gasket is not torn or cut and it is installed properly.

    c. Install the throttle body.

    d. Hand start 4 bolts (circled in green) and torque to:
    10.0 N•m (21.0 kg-m, **89 in-lb)**

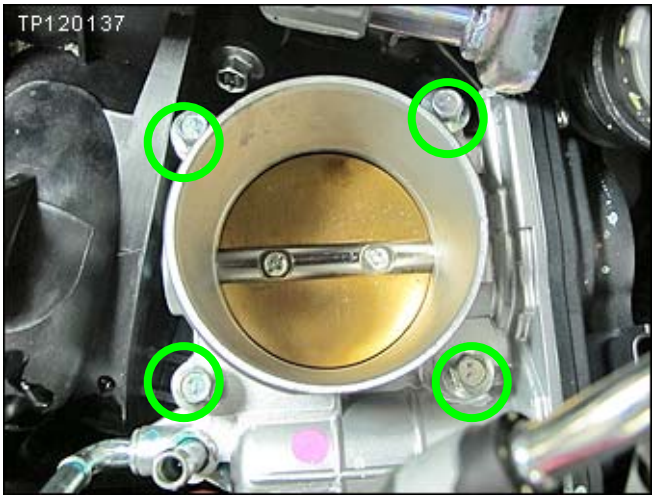

Figure 46

41. Connect throttle body harness connector.

Figure 47

42. Secure coolant hoses to throttle body:

    a. Install hoses.

    b. Position clamps.

    c. Remove hose crimping pliers.

    d. Clean any coolant drips.

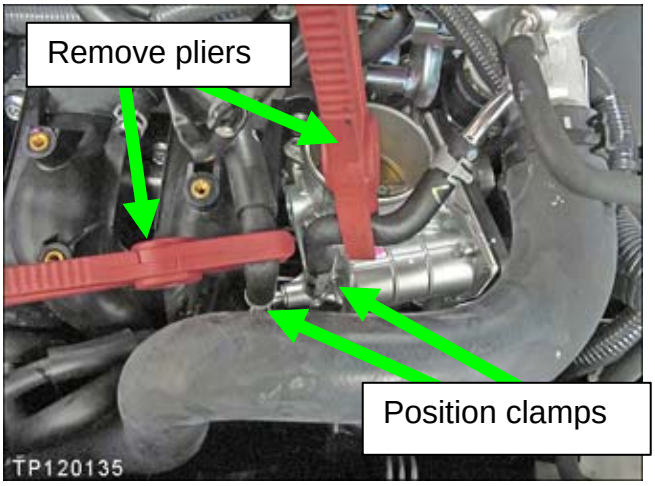

Figure 48

43. Secure PCV hose to intake manifold and position clamp.

Figure 49

44. Secure EVAP valve and solenoid assembly using three 8 mm bolts (circled in green).

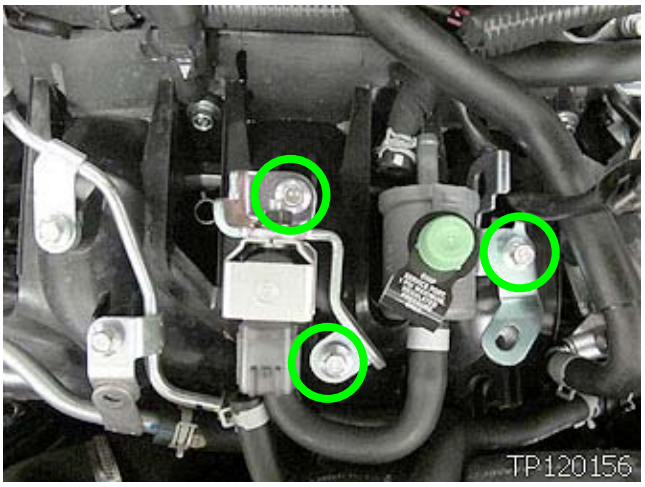

Figure 50

45. Install EVAP valve and solenoid hoses and position clamps.

    - Route EVAP hose under wiring harness.
    - Install hoses and position clamps.

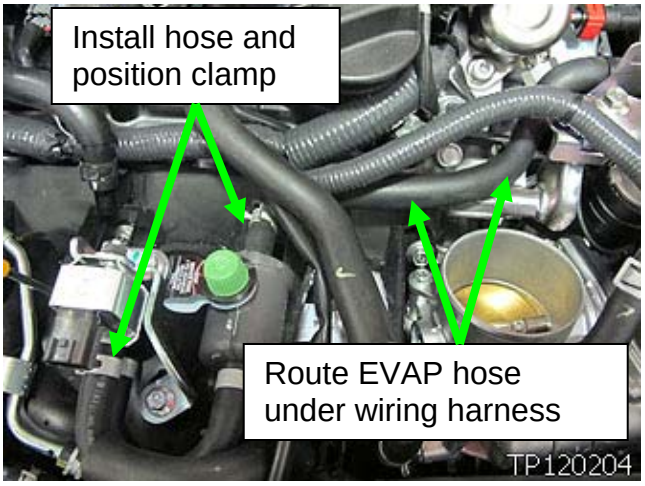

Figure 51

46. Align EVAP solenoid hose in slot on intake manifold.

Figure 52

47. Connect EVAP solenoid wiring harness connector.

Figure 53

48. Secure brake vacuum pipe with three 10 mm bolts.

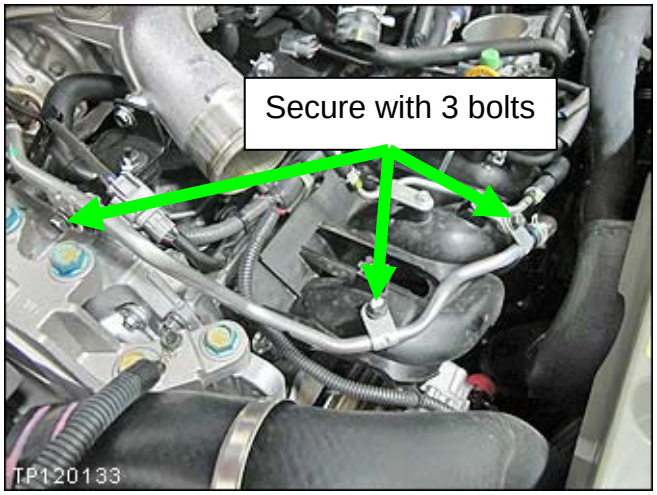

Figure 54

49. Install brake vacuum hose and position clamp.

Figure 55

50. Perform 1st quality check:

a. Confirm brake vacuum hose and spring clamp are connected.

b. Confirm wiring harness connector, coolant hoses and spring clamps are positioned and secured to throttle body.

c. Confirm fuel pump foam and bracket are secured.

d. Confirm breather hose and spring clamp are secured to valve cover.

e. Confirm 2 hoses and their clamps are secured to EVAP assembly.

f. Confirm wiring connector is connected to EVAP solenoid.

g. Confirm 3 bolts are installed on vacuum pipe.

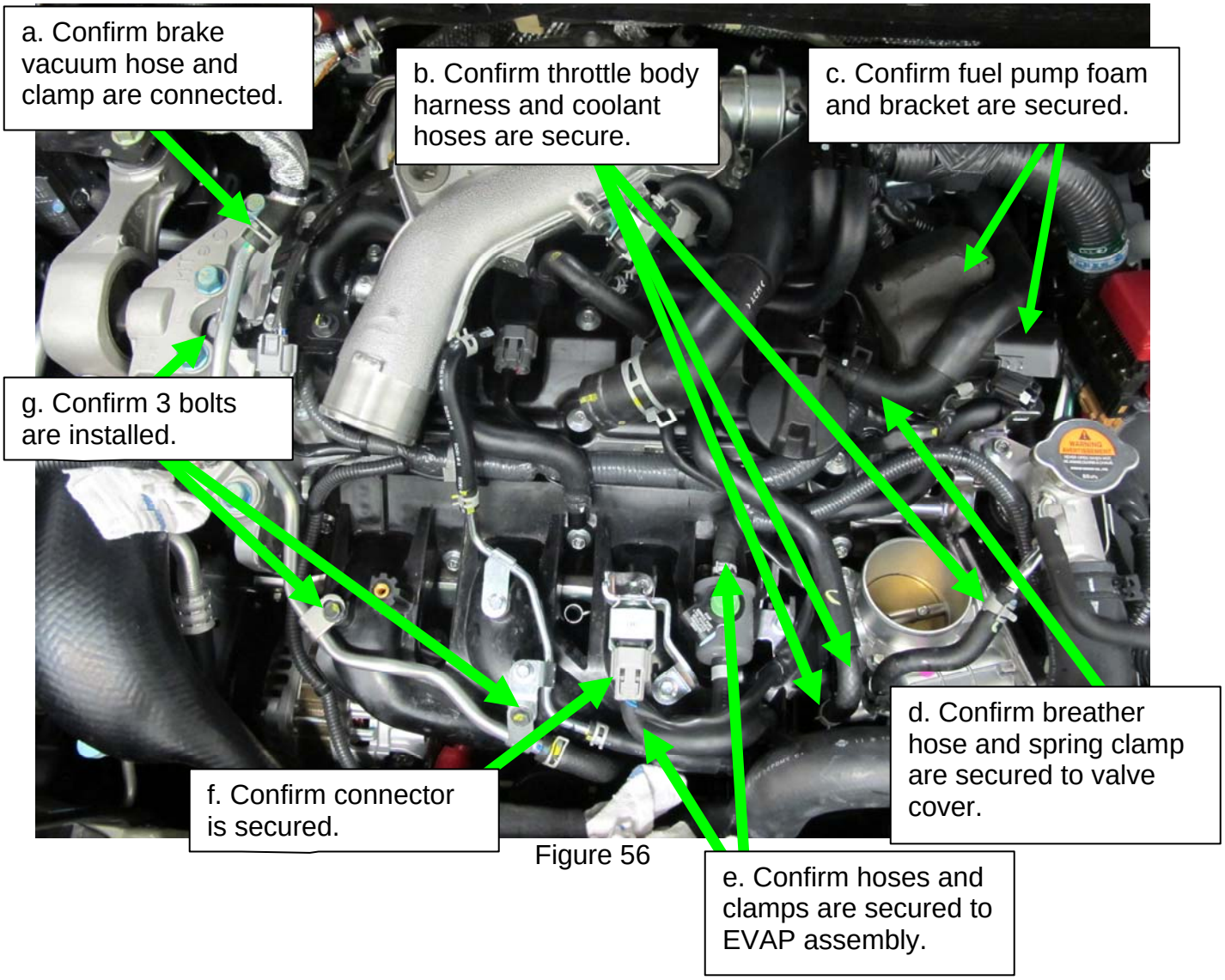

Figure 56

51. **Remove rag** and install rear turbo hose then secure the clamp.

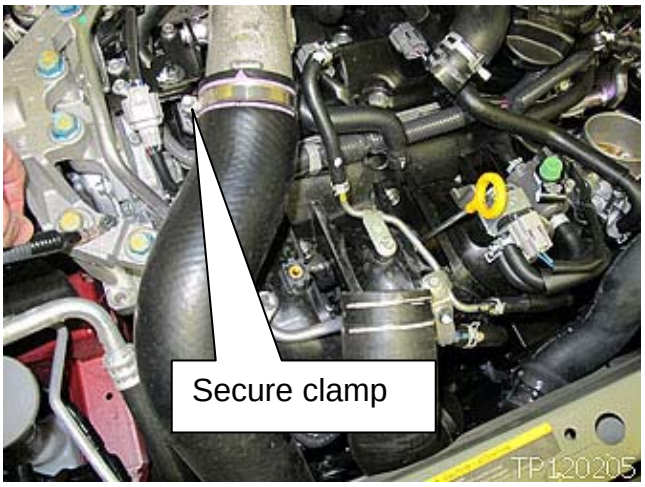

Figure 57

52. Ensure rubber insert is positioned correctly in plastic intake pipe, shown in Figure 59.

Figure 58

Figure 59

53. Install plastic air inlet tube.

    a. **Remove rag** and install one end to air inlet hose.
    b. Install one end to throttle body.
    c. Secure clamps.
    d. Install one 10 mm bolt.

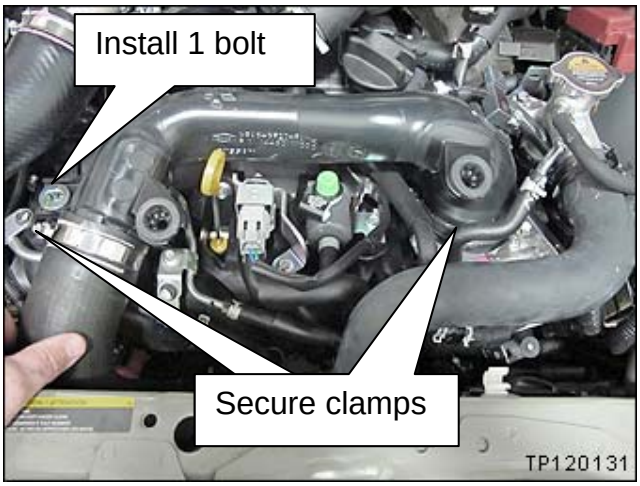

Figure 60

54. Installation of recirculation valve vacuum tube and hoses.

    - Install vacuum tube and position clamp.
    - Install hose and position clamp.

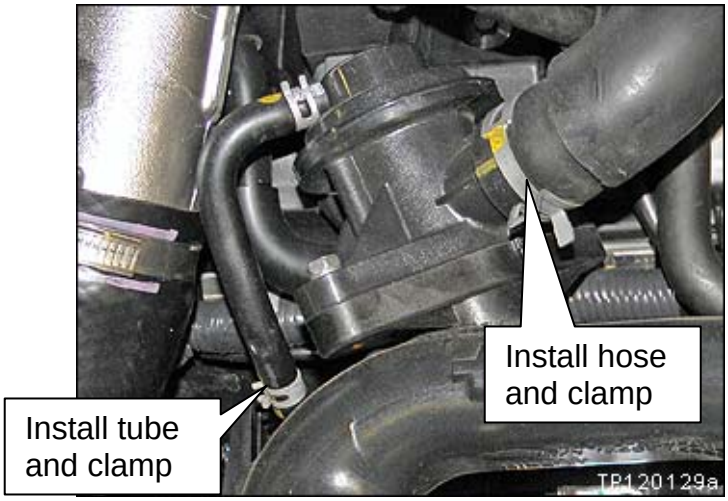

Figure 61

55. Connect manifold absolute pressure sensor harness connector and harness clip.

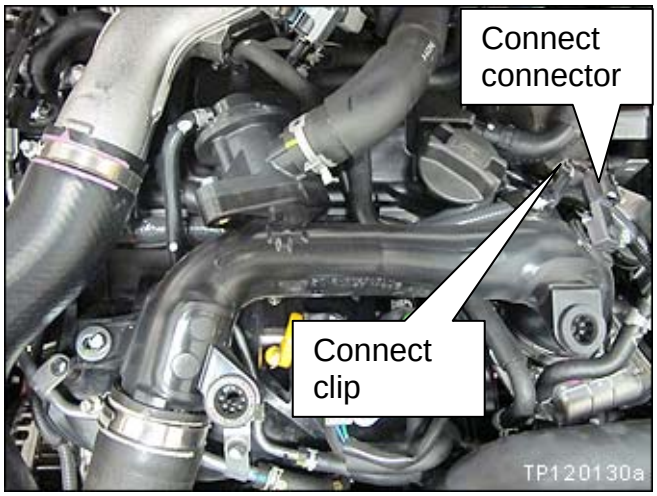

Figure 62

56. Install oil level dipstick.

Figure 63

57. Perform 2nd quality check:

a. Confirm the recirculation valve hoses and clamps are secure.
b. Confirm the harness connector and clip are secure.
c. Confirm clamps on air intake tube are secure.
d. Confirm the oil dipstick is installed.
e. Confirm bolt is installed securing air intake tube.

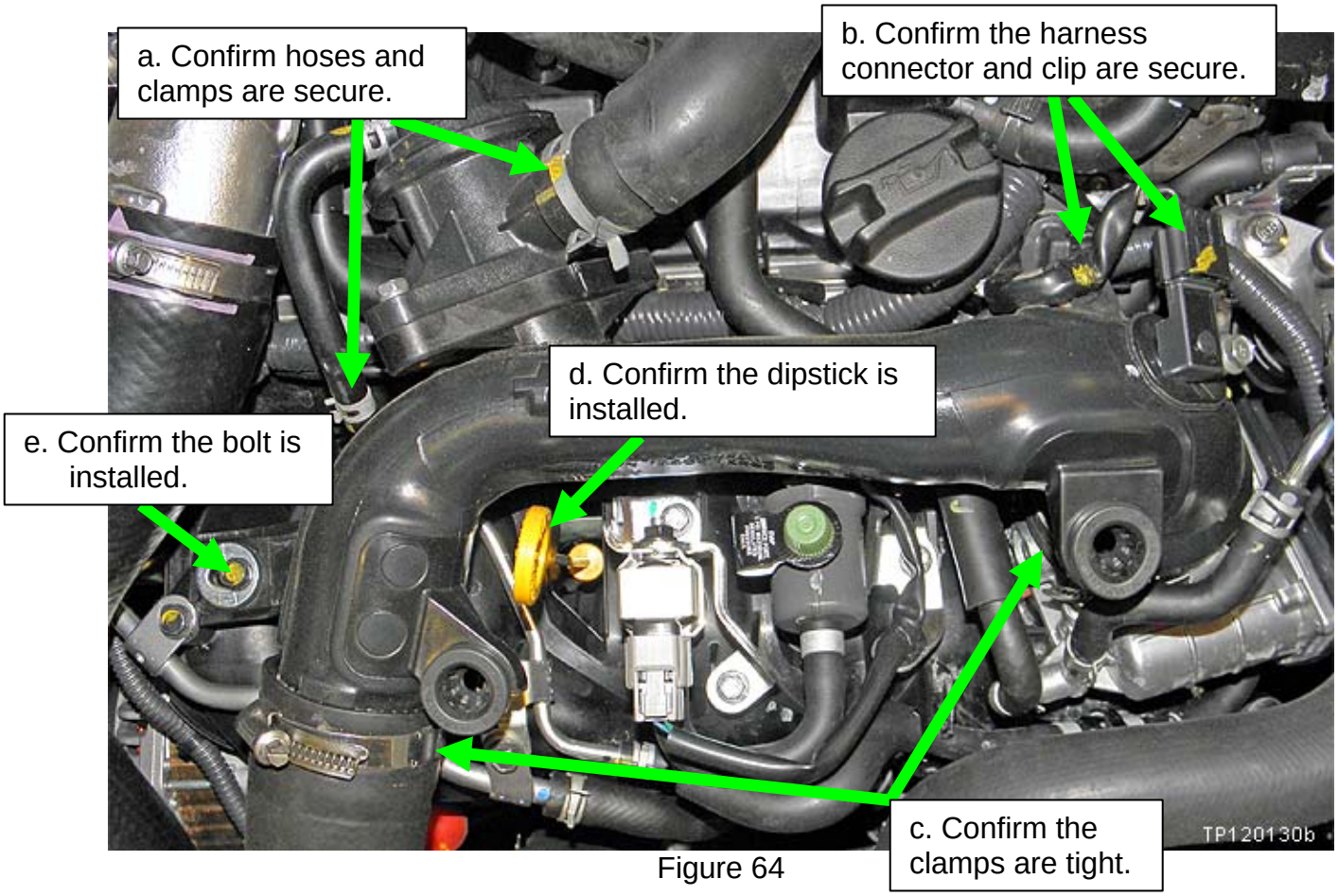

Figure 64

58. Using hand pressure, install engine cover.

Figure 65

59. Connect battery cables.

    - Connect positive battery cable first.

Figure 66

60. Cycle ignition 3 times to build pressure in fuel system.

    a. Do not press brakes, push ignition start/stop button twice without pushing brake pedal.
    b. After 3 seconds push start/stop button once to turn off.
    c. Repeat cycle 3 times.

61. Start engine and perform checks.

    - Make sure dash warning lights are OFF.
    - Ensure engine will rev past 4,000 RPM.

62. Reinitialize each auto-up power window as follows.

    a. Turn the ignition ON.
    b. Open the window all the way DOWN.
    c. Pull all the way UP on the switch and HOLD (close the window completely).
    d. Continue to HOLD for 4 seconds.
    e. Confirm that auto up/down operates correctly.
    f. Repeat the process on all windows with the auto up function.

63. If equipped, reset the customer settings for the ATC (Automatic Temperature Control) system. (Refer to the Service Manual as needed.)

64. Re-set customer's radio presets with those written down on page 3.

END

PARTS INFORMATION

DESCRIPTION	PART NUMBER	QTY
Manifold Gasket	14035-1KC0A	1
Throttle Body Gasket	16175-1KC0A	1
Gasket – Nozzle (sealing washer for fuel rail pressure sensor)	16635-1LA0A	1; only if needed

CLAIMS INFORMATION

Submit a Campaign (CM) line claim using the following claims coding:

CAMPAIGN (CM) ID #	DESCRIPTION	OP CODE	FRT
R1201	Re-torque fuel pressure sensor and replace gaskets as needed.	R12015	1.3 hrs

OWNER'S LETTER

Dear Nissan Juke Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. Nissan has decided that a defect which relates to motor vehicle safety exists in 2011-2012 Model year Nissan Juke vehicles. Our records indicate that you own or lease the Nissan vehicle identified by the VIN on the inside of this notice.

Reason for Recall

Nissan recently discovered that on some of the affected vehicles, the fuel pressure sensor connection may not have been tightened to the correct specification. As a result, the fuel pressure sensor connection may loosen gradually. If this occurs, over time, a small amount of fuel may leak from the fuel pressure sensor connection which could increase the risk of a fire in the presence of an ignition source.

What Nissan Will Do

Your Nissan dealer will check for fuel leakage between the fuel rail pressure sensor and fuel rail. If there is no leakage, the pressure sensor will be retightened to the proper torque specification. If a fuel leak is found, the fuel pressure sensor will be removed, the gasket will be replaced and the entire assembly will be retightened to the proper torque specification. This free service may take up to two hours to complete, but your Nissan dealer may require your vehicle for a longer period of time based upon their work schedule.

What You Should Do

Contact your Nissan dealer at your earliest convenience in order to arrange an appointment to have your vehicle repaired. Please bring this notice with you when you keep your service appointment. **If you notice a fuel smell in the cabin of your vehicle, please bring your vehicle into a Nissan dealer for repair as soon as possible.**

If the dealer fails to, or is unable to make the necessary repairs free of charge, you may contact the National Consumer Affairs Department, Nissan North America, Inc. P.O. Box 685003, Franklin, TN 37068-5003. The toll free number is 1-800-NISSAN1 (1-800-647-7261). You may also submit a complaint to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590; or call the toll-free Vehicle Safety Hotline at 1-888-327-4236 (TTY: 1-800-424-9153); or go to http://www.safercar.gov.

Federal law requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within ten days.

Thank you for your cooperation. We are indeed sorry for any inconvenience this may cause you.