



# SERVICE BULLETIN

Classification: EC99-005b	Reference: NTB99-053b	Date: January 22, 2002
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## NISSAN REVISED TPS ADJUSTMENT PROCEDURE

This bulletin amends NTB99-053a. The Service Information and Service Procedure has been revised. In addition, TPS Connector tool (Kent-Moore #J-45178) information has been included. Please discard all copies of NTB99-053a.

<b>APPLIED VEHICLE(S):</b>	1995-1998 Maxima (A32) 1996-1998 Pathfinder (R50) 1995-1998 240SX (S14) 1995-1998 Sentra/200SX (B14) w/GA16 & SR20 engines 1996-1997 Truck (D21) 1998 Frontier (D22) 1995-1997 Altima (U13) 1998 Altima (L30) 1996-1998 Quest (V40)
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### SERVICE INFORMATION

The adjustment procedure for the throttle position sensor (TPS) has been revised and standardized for all the Applied Vehicles.

- The TPS contains a closed throttle position switch (CTPS) and a variable output throttle position sensor.
- This procedure uses the closed throttle position switch (CTPS) status (ON or OFF) instead of the throttle position sensor (variable output voltage) to adjust the TPS.
- Incorrect adjustment of the CTPS may cause one or more of the following Diagnostic Trouble Codes (DTCs) to be displayed:  
P1447, P0120, P0510, P0731, P0732, P0733, P0734, P1705.

### SERVICE PROCEDURE

1. Check fast idle cam (FIC) function, if equipped (refer to appropriate Service Manual).
  - When finished, make sure the engine is at normal operating temperature and the fast idle cam (if equipped) has released. Then turn the engine "OFF".
2. Disconnect the harness connector (see Figure 1) from the closed throttle position switch (CTPS) portion of the throttle position sensor (TPS).

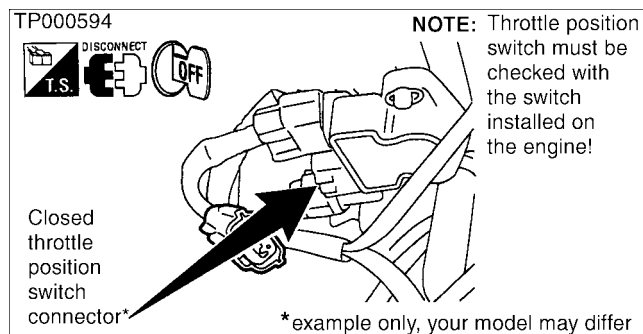


Figure 1

3. Connect an ohmmeter across the terminals for the closed throttle position switch (CTPS).
  - Refer to Figure 2 that applies to your model.
  - There should be continuity across the terminals with the throttle closed.

**NOTES:**

- An ohmmeter is used because CONSULT-II cannot display the CTPS status in all of the Applied Vehicles.
- This adjustment procedure **must** be made with the TPS **installed on the engine** of the vehicle.
- Do not touch the throttle drum when checking the CTPS signal or continuity. Doing so may cause an incorrect adjustment.
- Nissan recommends using Kent-Moore TPS Connector Tool J-45178 for easy, accurate connection. See NTB01-023 for more information.

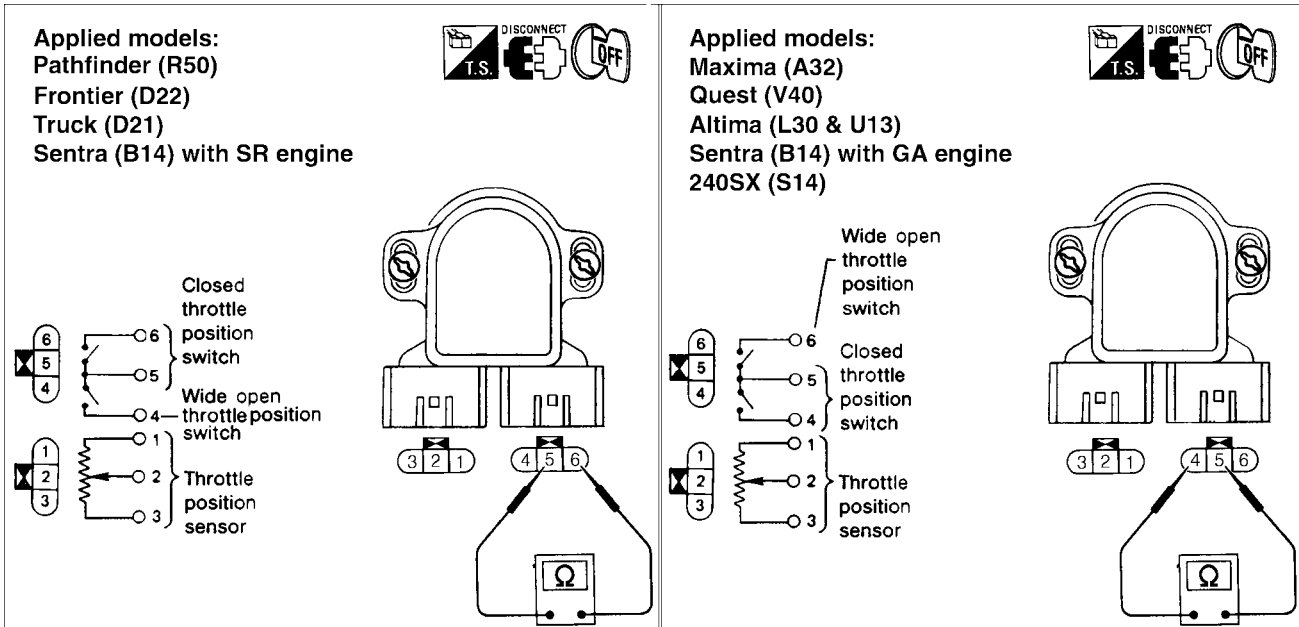


Figure 2

4. Refer to Chart 1 below and select the correct thickness feeler gauges for your vehicle.

Chart 1

FEELER GAUGE	A32	R50	S14	B14 (GA16)	B14 (SR20)	U13/L30	D21/D22	V40
"A" Unit: in (mm)	0.012 (0.3)	0.012 (0.3)	0.010 (0.25)	0.012 (0.3)	0.006 (0.15)	0.010 (0.25)	0.004 (0.1)	0.008 (0.2)
"B" Unit: in (mm)	0.016 (0.4)	0.016 (0.4)	0.016 (0.4)	0.016 (0.4)	0.012 (0.3)	0.014 (0.35)	0.012 (0.3)	0.012 (0.3)

5. Check "A":

Insert the thinner feeler gauge "A" (from Chart 1 on page 2) between the throttle adjustment screw and the throttle drum stop.

- The CTPS should have continuity. (ohmmeter reads "0 ohms").
- Refer to Figure 3 below for the specific vehicle you are working on.

**CAUTION: Never adjust the throttle stop screw. It is pre-set at the factory.**

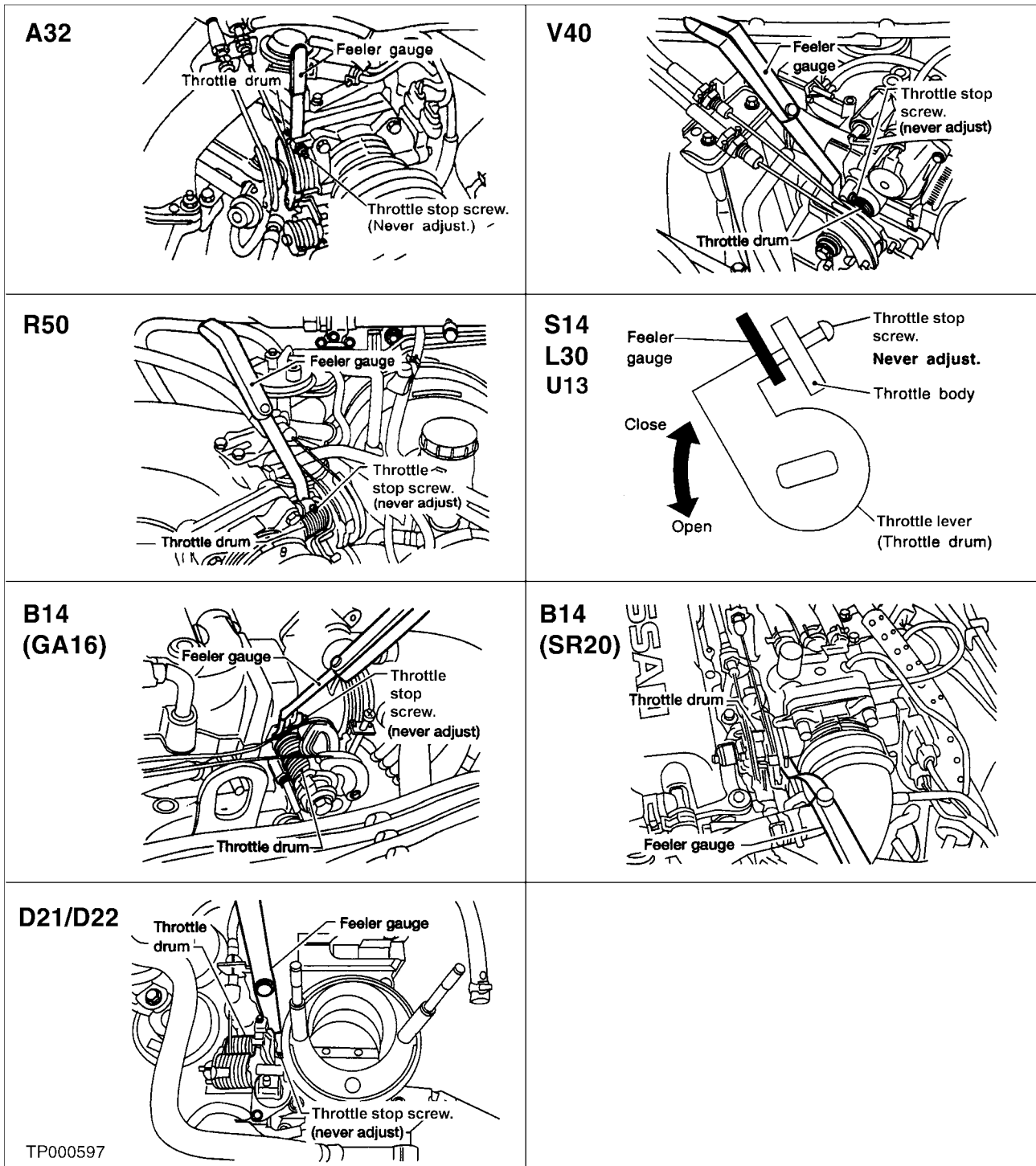


Figure 3

6. Check "B":

Insert the thicker feeler gauge "B" (from Chart 1 on page 2) between the throttle adjustment screw and the throttle drum stop (see Figure 3). The CTPS should NOT have continuity. (ohmmeter reads "OL").

7. If the results of steps 5 and/or 6 are not OK, loosen the TPS retaining bolts and adjust the CTPS to achieve the correct results.
8. Tighten the TPS retaining bolts, then repeat steps 5 and 6 two or three times to check the new adjustment.
9. Re-connect the harness connector to the CTPS portion of the (TPS).

**Reset throttle position sensor idle position memory.**

**NOTE:** Failure to reset the TPS idle position memory may result in the idle speed staying higher than specification.

10. Start engine and warm it to operating temperature.

**NOTE:** Always warm up engine to normal operation temperature, If the engine is cool, the throttle position memory will not be reset correctly.

11. Using CONSULT-II select ENGINE, DATA MONITOR (Manual trigger), Selections From Menu, CLSD THL/P SW, and Enter.
12. Stop engine (turn ignition switch "OFF").
13. Turn ignition switch "ON" and wait at least five seconds.
14. Turn ignition switch "OFF" and wait at least ten seconds.
15. Repeat steps 13 and 14 for 1 to 16 times until CLSD THL/P SW in CONSULT-II changes to "ON".

