2003 350Z; TIRE ROAD NOISE WHEN BRAKING

This bulletin amends NTB03-006a. Please discard all paper copies of the earlier bulletin.

APPLIED VEHICLE: 2003 350Z (Z33)
APPLIED VINS: Vehicles built before: JN1AZ34E83T020553
JN1AZ34D83T118683
APPLIED DATE: Vehicles built before: May 27, 2003

IF YOU CONFIRM:

An applied vehicle shows the following symptoms when braking moderately:

- excessive tire “roar” or “growl” noise,
- mostly when braking at speeds below 30 mph.

ACTIONS:

- **Verify the incident noise as described above.**
- **Check Alignment. Adjust (if needed).**
- **Rotate Front Tires from Side to Side – Dismounting Tires from Wheels.**

SERVICE PROCEDURE

Verify Noise:

Verify the incident as described in the **IF YOU CONFIRM** section on page 1 of this bulletin.

Check Alignment. Adjust (if needed):

1. Check the vehicle's front end alignment and adjust Toe-in, if needed.

   For details on Front End Alignment, refer to the **FSU section/Wheel Alignment Inspection and Toe-in Inspection and /Service Data/Wheel Alignment (Unladen)** in the Electronic Service Manual (ESM).

Total Toe-in	
Minimum	0 mm (0 in.) [0°]
Nominal	1 mm (0.04 in.) [0.1°]
Maximum	2 mm (0.08 in.) [0.2°]

Chart 1

The preferred setting is 2 mm (0.08 in.) [0.2°] with no "variation" (zero [0] plus or minus). Once the final adjustment is done, it is very important to not have any "toe-out".

IMPORTANT:

- **Some newer Hunter or other brand alignment machines are equipped with an optional "Rolling Compensation" method. Do NOT use this method to compensate the sensors when aligning the 350Z.**
- **Many alignment machines use a green/red or plus/minus or Go/No Go "indicator" to show an "average" setting range.**
- **Using these indicators may show a "tolerance" range that is too wide, resulting in a wrong toe setting.**
- **You must refer to the number readout for the required accuracy.**

2. Once Toe-in has been checked and adjusted (if necessary), go to **Rotate Front Tires from Side to Side – Dismounting Tires from Wheels** on page 3.

Rotate Front Tires from Side to Side – <u>Dismounting Tires from Wheels</u>:

1. Label the left-front wheel as the LEFT (as viewed from the driver's seat).
2. Label the right-front wheel as the RIGHT (as viewed from the driver's seat).
3. Inspect the valve stems of the front tires:

   A. If the valve stems are **black-colored rubber-type** (see Figure 1), go to Step 4 on page 5.

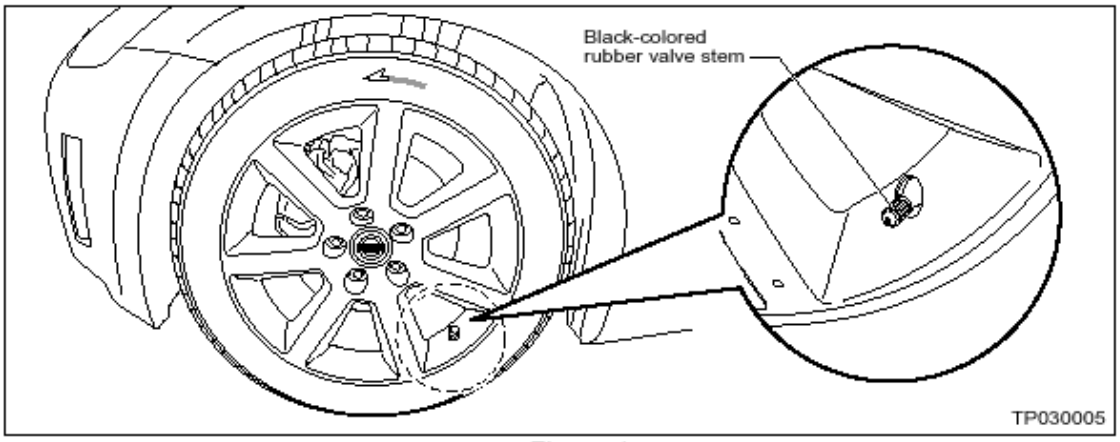

Figure 1

   B. If the valve stems are **silver-colored metal-type** (see Figure 2) use **a non-permanent** marker to mark the stem **Left**, or **Right**. Then follow the **CAUTIONS** on page 4 <u>before</u> going to Step 4 on page 5.

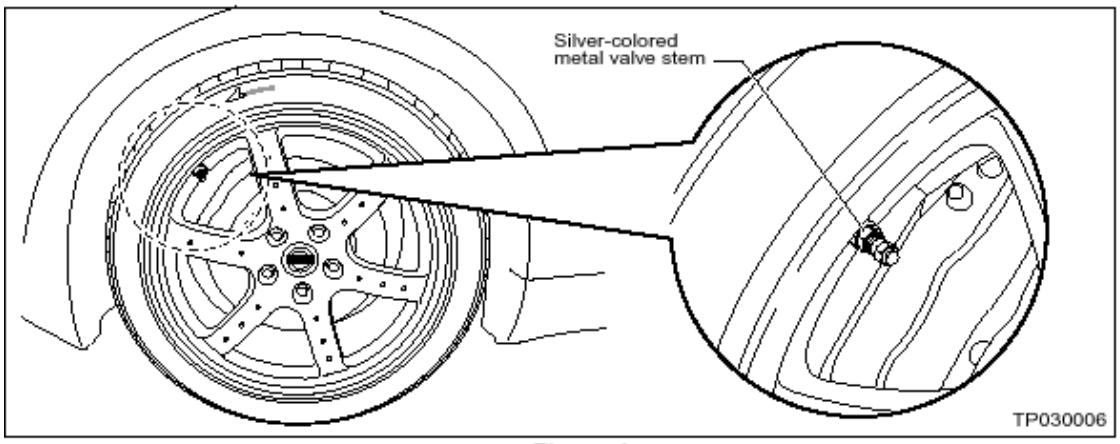

Figure 2

CAUTION: First read the "tips", below, before trying to remove a tire from the wheel.

Tire Removal Tips:

- When removing a tire with a transponder installed, before breaking the tire bead from the rim, first remove the nut from the valve stem.
- Then, push the valve stem/air pressure transponder into the inside of the tire.
- **Failure to do this will result in transponder damage.**

Positioning TPMS Transponder When Remounting Tires:

- When remounting tires, make sure the TPMS Transponder is positioned as close to the wheel surface as possible (see Figure 3).

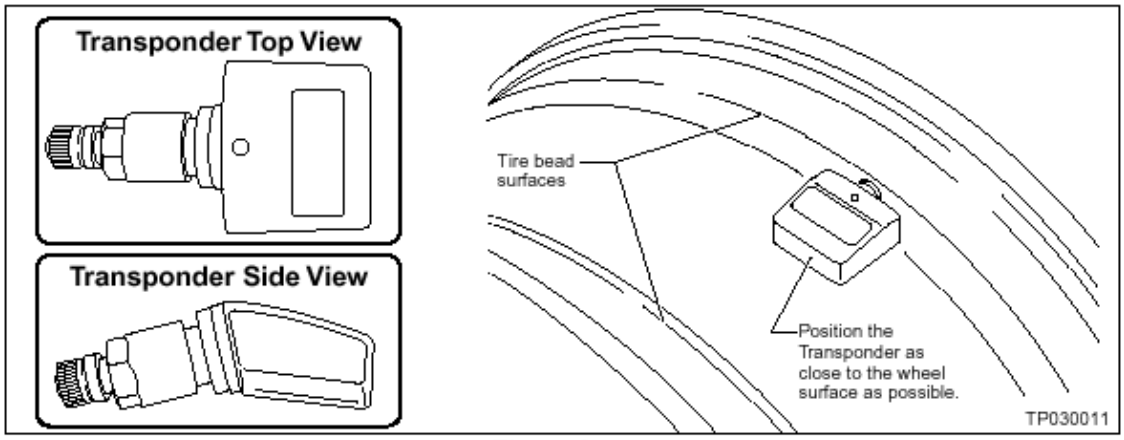

Figure 3

- To avoid having to perform TPMS Initialization, make sure the Transponder stays in its **original position** on the car.

  For Example:

  - The **right-front Transponder** remains with the **right-front wheel**.
  - The **left-front Transponder** remains with the **left-front wheel**.

    Refer to the mark you made in step 3B (page 3) for correct Transponder placement.

NOTE: TPMS Initialization should not be needed if the "tips" above are followed, however, if TPMS Initialization is needed, see **NTB02-070** for detailed information.