



SERVICE BULLETIN

Classification: BR04-003	Reference: NTB04-066	Date: May 28, 2004
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2004 TITAN AND ARMADA; BRAKE JUDDER FROM FRONT BRAKES

APPLIED VEHICLES: 2004 Titan (A60)
2004 Armada (TA60)

IF YOU CONFIRM:

While braking, especially when braking at highway speeds:

- A steering wheel shake,
- Body vibration, or
- Brake pedal pulsation (also known as "brake judder").



ACTIONS:

- Use an on-car brake lathe to "turn" (resurface) the front brake rotors.
- Install new front brake pads.
- Apply "special" grease to the brake pad retainers.
- "Burnish" the brake pads.

PARTS INFORMATION

DESCRIPTION	PART NUMBER	QUANTITY
Brake Pad Kit, Front	41060-7S026	1
Torque Member Anchor Bolts	41005-7S000	4
Molykote® M-77 Grease*	44003-7S000CM	As needed

Molykote® is a registered trademark of Dow Corning Corporation.

* Order Molykote® M-77 grease from your PDC.

IMPORTANT: The purpose of "ACTIONS" (above) is to give you a quick idea of the work you will be performing. You **MUST** closely follow the entire Service Procedure (starting on page 2) as it contains information that is essential to successfully completing this repair.

Nissan Bulletins are intended for use by qualified technicians, not 'do-it-yourselfers'. Qualified technicians are properly trained individuals who have the equipment, tools, safety instruction, and know-how to do a job properly and safely. NOTE: If you believe that a described condition may apply to a particular vehicle, DO NOT assume that it does. See your Nissan dealer to determine if this applies to your vehicle.



3. Resurface both front rotors using an On-Car Brake Lathe.

IMPORTANT NOTES:

- You must use an on-car brake lathe (such as the ProCut™ PFM9.0 or equivalent). An on-car brake lathe is a required essential tool and must be used to perform warranty brake rotor surfacing.
- The ProCut™ PFM9.0 can be ordered from Nissan TECH-MATE at 1-800-662-2001.
- The on-car brake lathe is more effective in reducing brake rotor runout than the conventional off-car lathe method.
- When using the on-car brake lathe, prevent metal shavings from contacting or collecting on the ABS speed sensors.
- Remove any shavings that stick to the ABS speed sensor's magnet. It is best to clean the ABS sensor with the rotor removed.
- If the rotor must be removed for any reason, mark the exact location (rotor to axle hub) before removing the rotor (see Figure 6 on page 6). This will make sure you reinstall the rotor back to the same location.
- Do not tighten the wheel lug nuts with an air impact driver.
- Tighten the wheel lug nuts to the proper torque specification. Uneven or high torque applied to the lugs may distort the brake rotor and hub. This may result in increased rotor runout and excessive rotor thickness variation as the rotor wears.

4. After the rotors have been resurfaced:

- Recheck the rotor thickness. Specification: 24.5 mm (0.965 in.) minimum thickness.
- Check the rotor runout. Specification: 0.04 mm (0.0016 in) maximum runout.

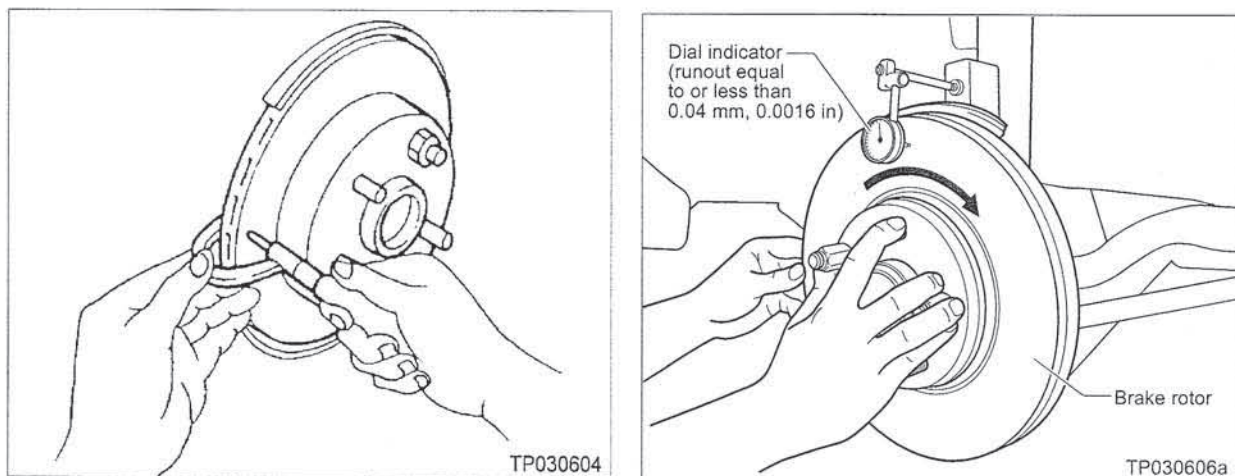


Figure 3