

Reference:

ITB12-010a

Date:

April 12, 2012

VOLUNTARY SAFETY RECALL CAMPAIGN 2011 - 2012 QX56 AND M56 FUEL RAIL PRESSURE SENSOR

This bulletin has been amended to add the Owner's Letter and the NHTSA #.
Please discard previous versions.

CAMPAIGN ID #: R1202
NHTSA #: 12V-069
APPLIED VEHICLES: 2011 – 2012 QX56 (Z62)
2011 – 2012 M56 (Y51)

Check Service COMM to confirm campaign eligibility.

INTRODUCTION

Infiniti is conducting this voluntary safety recall campaign on 2011 and 2012 model year QX56 and M56 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

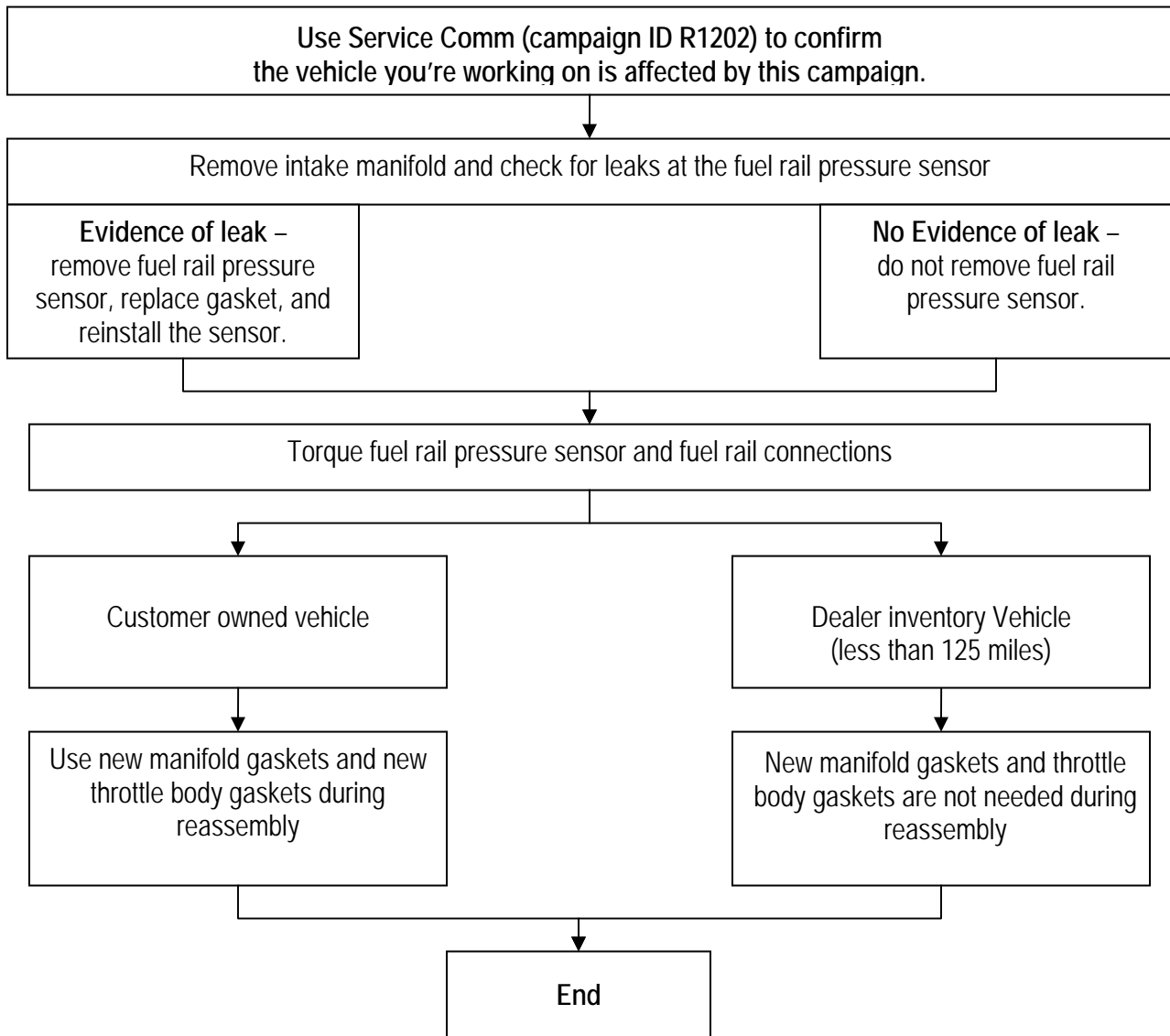
Infiniti has assigned identification number R1202 to this campaign. This number must appear on all communications and documentation of any nature dealing with this campaign.

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, Infiniti strongly encourages dealers to correct any used vehicles in their inventory before they are retailed.

Infiniti 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 Infiniti dealer to determine if this applies to your vehicle.

Repair Overview



REQUIRED SPECIAL TOOL J-50991

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

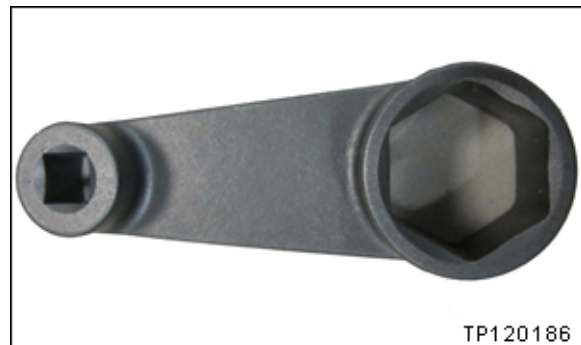


Figure A

SERVICE PROCEDURE

For M56 Service Procedure, go to page 14.

QX56 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.

NOTE: During this procedure you will remove several similar size bolts with different lengths. It is important to keep track of which length bolt goes in which location.

1. Write down the radio station presets.

Presets	1	2	3	4	5	6
A						
B						
C						
SAT						

2. Write down the customer settings for the Automatic Temperature Control / Climate Control system. (Refer to the Service Manual as needed.)

3. Release fuel system pressure as follows:
 - a. Turn the ignition ON.
 - b. Connect CONSULT-III or CONSULT-III plus.
 - c. Perform FUEL PRESSURE RELEASE in ENGINE WORK SUPPORT.
 - d. Start engine.
 - e. After engine stalls, crank it two or three times to release all fuel pressure.
 - f. Turn ignition OFF, disconnect CONSULT.

4. Disconnect both battery cables; negative cable first.
5. Remove the engine cover (see Figure 1).
 - a. Remove 2 bolts at the front of the cover.
 - b. Lift the front of the cover to access and loosen the rear bolts.



Figure 1

6. Disconnect the 2 breather hoses at the points shown in Figure 2.

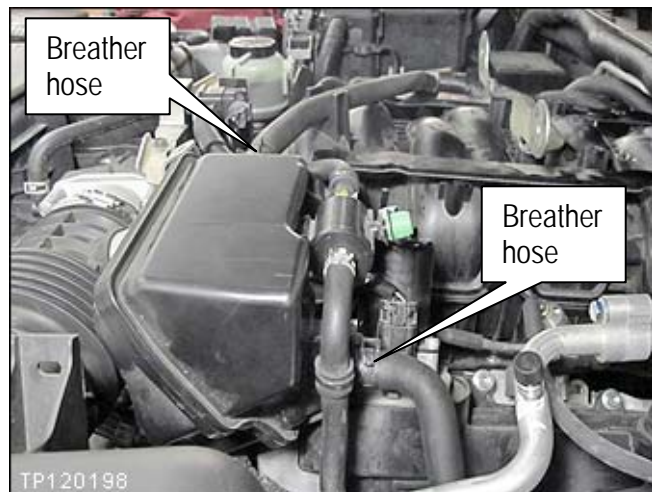


Figure 2

7. Disconnect EVAP solenoid electrical connector (see Figure 3).
8. Disconnect EVAP solenoid harness mount from the intake manifold.

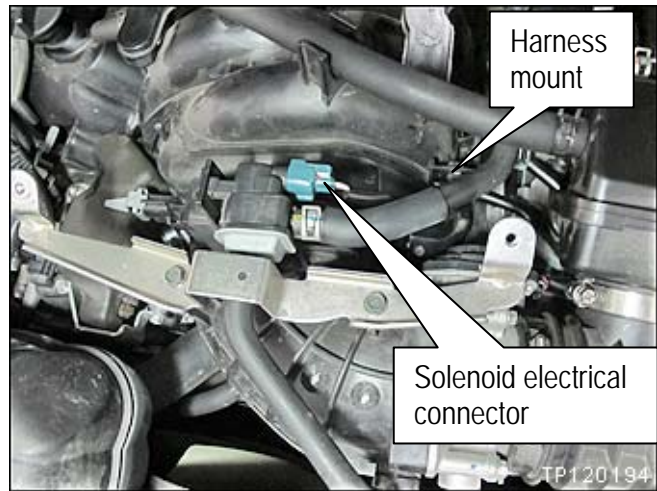


Figure 3

9. Remove the air intake tube as follows:
 - a. Loosen band clamps at each end of the air intake tube.
 - b. Unclip and loosen the top of the air cleaner housing.



Figure 4

- c. Take the air intake tube loose and place it out of the way.

NOTE: The EVAP hose can remain attached to the air intake tube.

- d. Cover air breather openings with clean rags to prevent debris entry.



Figure 4a

10. Remove the throttle body:

- Leave coolant hoses connected to the throttle body.

WARNING: Do not loosen or remove spring clamps on coolant hoses. Hot coolant may come out if the engine is hot.

- a. Disconnect electrical connector from the throttle body.
- b. Remove the 4 mounting bolts.
- c. Pull the throttle body away from the intake manifold and place it to the side, away from the manifold.
- d. Cover the intake manifold openings with clean rags to prevent debris entry.

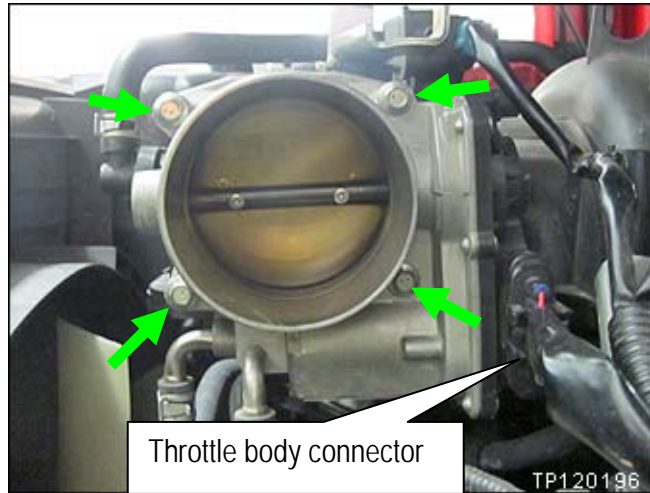


Figure 5

11. By hand, remove the fuel pump foam insulator.

12. Remove the harness bracket mounting bolt (passenger side of engine) shown in Figure 6.

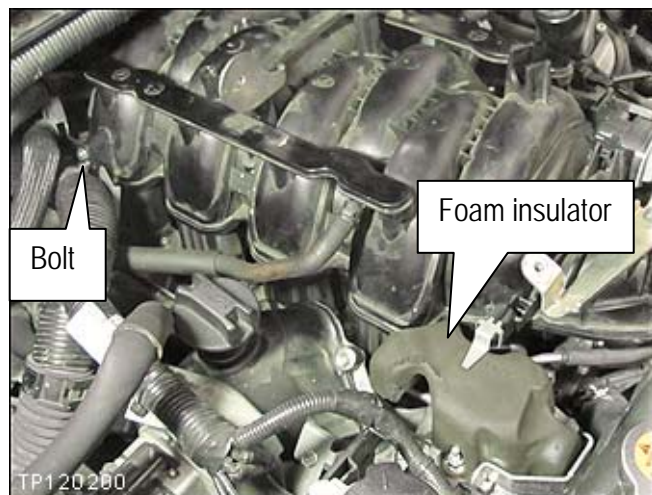


Figure 6

13. Disconnect the positive crankcase ventilation (PCV) hoses from the intake manifold; both sides.
 - a. Loosen spring clamps.
 - b. Disconnect hoses and position them out of the way.

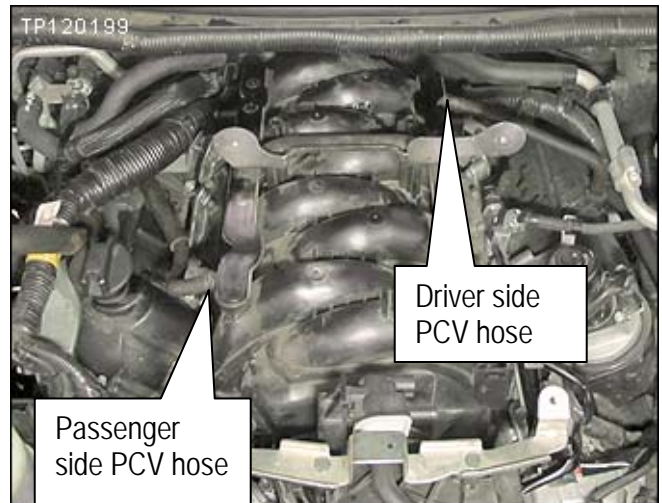


Figure 7

14. Disconnect the manifold absolute pressure sensor electrical connector (see Figure 8).

NOTE: The manifold absolute pressure sensor is mounted on the rear of the intake manifold. It can be accessed and disconnected from the passenger side of the intake manifold.

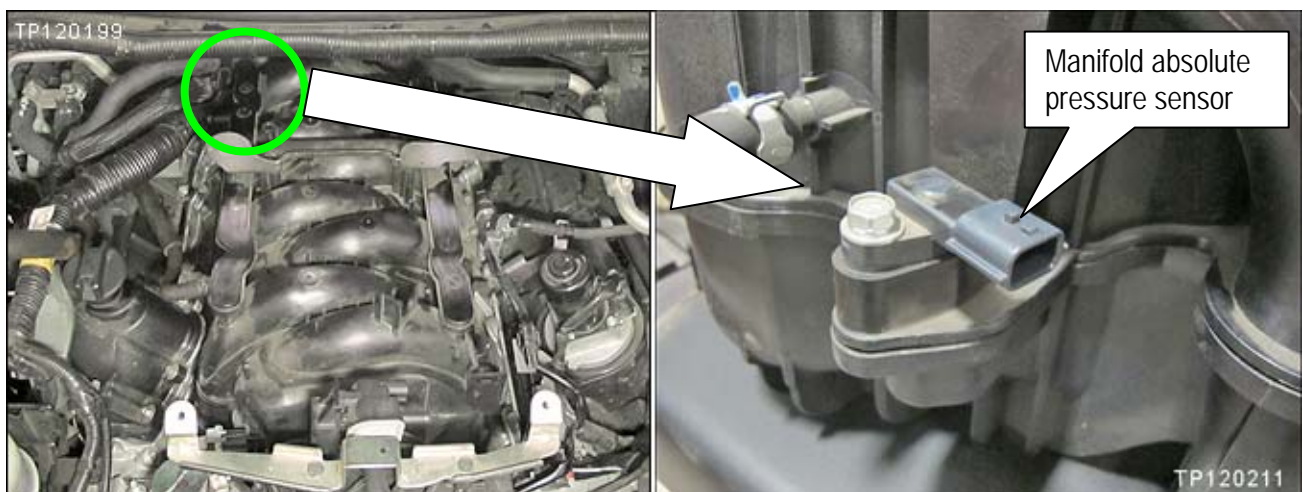


Figure 8

15. Remove 10 bolts securing the intake manifold to the engine (see Figure 9).

16. Remove the intake manifold from the engine and place clean rags over the intake ports to prevent debris from entering the engine.

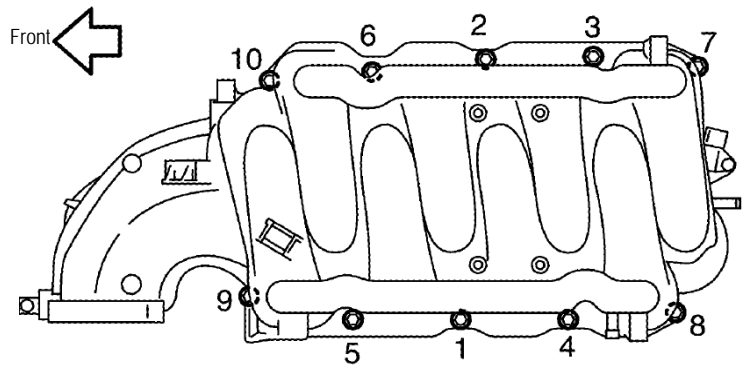


Figure 9

17. Remove insulators covering the fuel rails.

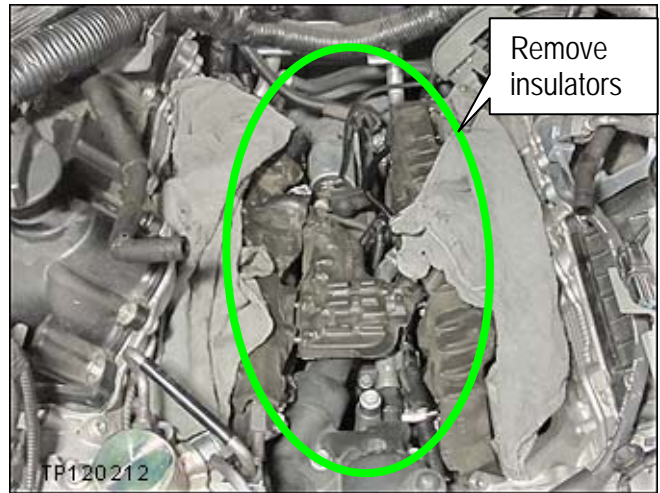


Figure 10

18. Disconnect the fuel rail pressure sensor electrical connector.

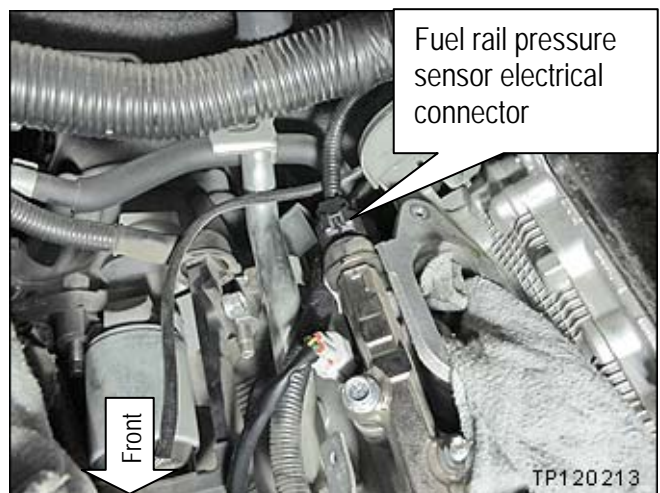


Figure 11

19. Carefully inspect the area around the fuel rail pressure sensor for any evidence of leakage.

No evidence of leakage – go to the next step.

Evidence of leakage is found:

- a. Remove the fuel rail pressure sensor.
- b. Replace the Gasket (sealing washer).
- c. Reinstall the fuel rail pressure sensor.
- d. Go to the next step.

20. Torque the fuel rail pressure sensor as follows:

- a. Measure the length of your torque wrench between the center of the handle and the center of the square drive as shown in Figure 12.

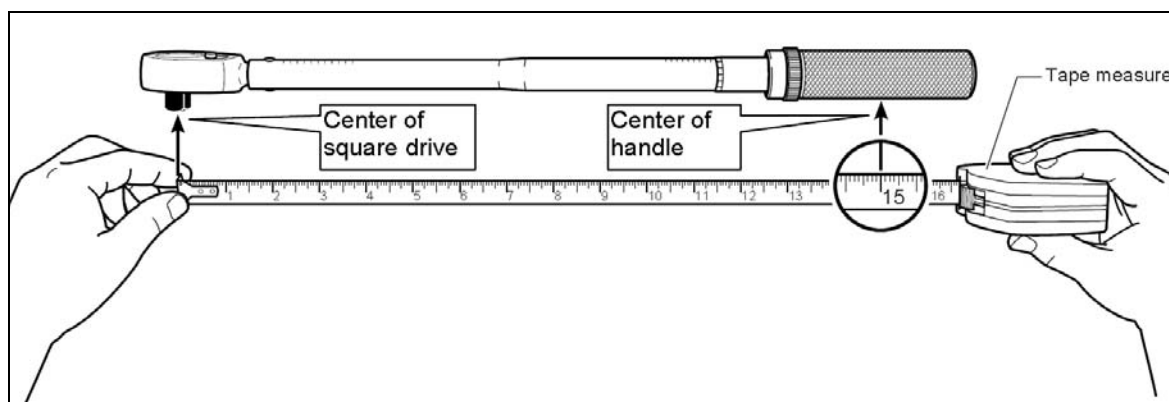


Figure 12

- b. Set your torque wrench using the following table:

Torque Wrench Length-Inches (see Figure 12)	Set Torque Wrench To:	Torque Wrench Length-Inches (see Figure 12)	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)	---	---

- c. Attach special tool J-50991 to your torque wrench – use an extension if needed.
- d. Torque the sensor to the specified torque.



Figure 13

NOTE: Make sure to keep the extension tool (J-50991) straight (in line) with the torque wrench as shown in Figure 14.

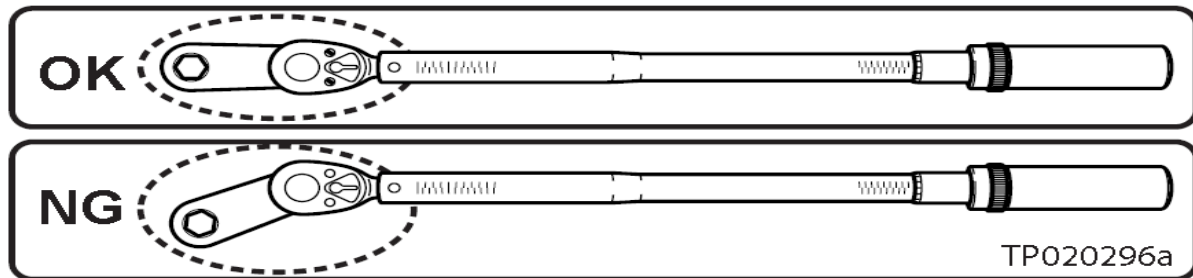


Figure 14

- 21. Re-connect the fuel rail pressure sensor electrical connector.

IMPORTANT: You cannot connect the sensor after the intake manifold is installed.

Tighten Additional Fuel Rail Connections Before Reassembly

22. Torque the bolts shown in Figure 15:
11 N•m (1.1 Kg-m, 97 in-lb)

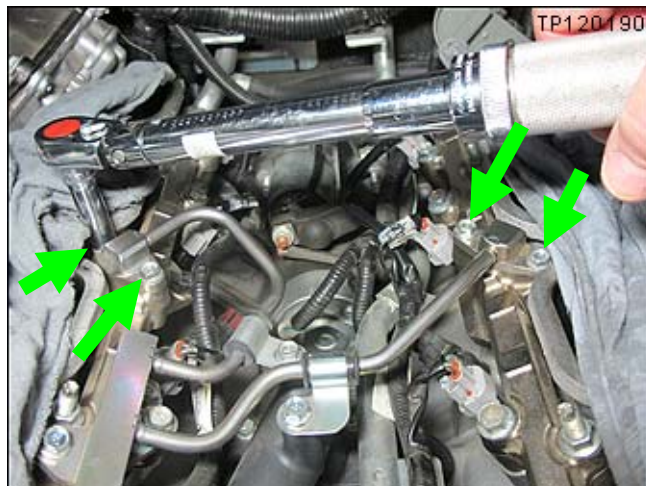


Figure 15

23. Torque the flange nuts shown in Figure 16:
33.4 N•m (3.4 Kg-m, 25 ft-lb)

- Use a short 19 mm crowfoot wrench.

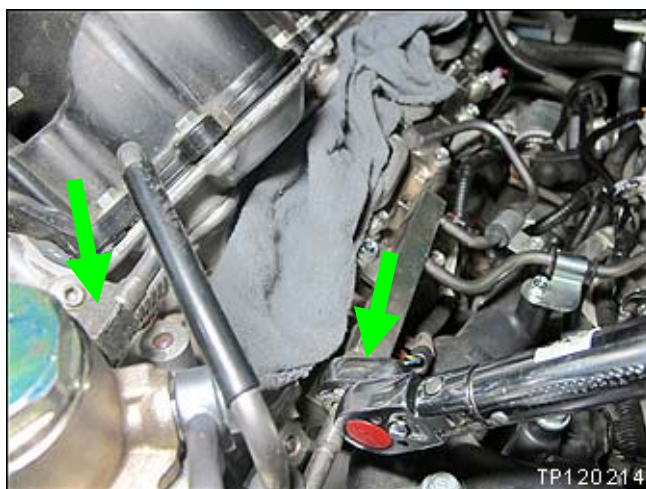


Figure 16

24. Reinstall insulators covering the fuel rails.

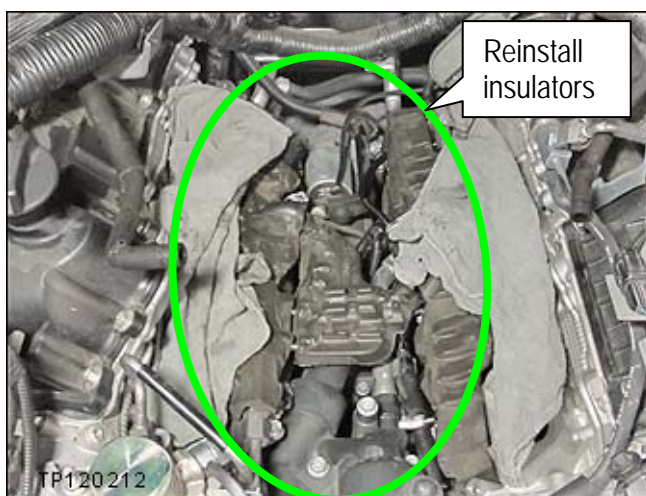


Figure 17

Reassembly

25. Install new intake manifold gaskets.

NOTE:

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



Figure 18

26. Reinstall all parts removed in reverse order.

Reassembly Information

- Start intake manifold bolts by hand and then tighten in the order shown in Figure 19:

Torque to 10.8 N•m (1.1 Kg-m, 96 in-lb).

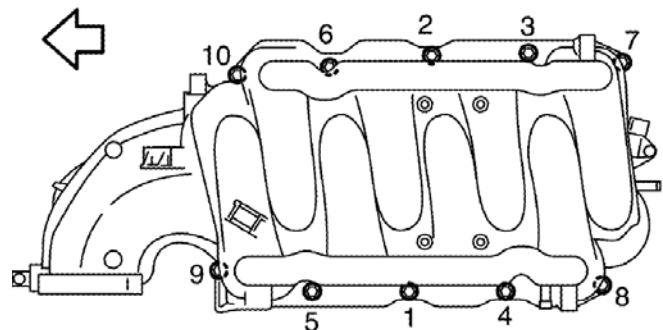


Figure 19

- Install new throttle body gaskets.

NOTE: For vehicles in dealer inventory (less than 125 miles), new throttle body gaskets are not needed. Clean and inspect the old gaskets. Make sure gaskets are not torn or cut and they are installed properly.

- Start throttle body bolts by hand and then torque to 10 N•m (1.0 Kg-m, 89 in-lb).

- Before installing the engine cover, check the following items:

Manifold absolute pressure sensor harness is connected
Breather hoses installed and spring clamps secured
Breather Hose aligned with mounting locations (tabs) on intake manifold
Air intake tube clamps tight
EVAP hose installed and spring clamp secured
EVAP solenoid harness connector secured
Fuel pump foam insulator installed
Positive crankcase ventilation hoses attached and clamps secured
Harness bracket (passenger side of intake manifold) secured

27. Reconnect battery cables, positive cable first.
28. Keep foot off of the brake and cycle ignition OFF > ON, wait 3 seconds, > OFF. Repeat 3 times to build pressure in the fuel system.
29. Start the engine and make sure no warning lights are ON, and confirm the engine will rev past 4000 rpm.
30. Reinitialize each auto-up power window as follows:
 - a. Turn ignition ON.
 - b. Open window all the way DOWN.
 - c. Pull all the way UP on the switch and HOLD (close the window completely), continue to HOLD for 4 seconds after window is completely closed.
 - d. Confirm auto up/down operates correctly.
31. Reinitialize the automatic back door as follows:
 - a. Make sure the back door is fully closed.
 - b. Perform automatic back door open/close operation.
 - c. Check for noise or malfunctioning during operation.
 - d. Check that hazard lamps blink and that warning buzzer operates.

NOTE: Never touch back door or allow foreign materials to be pinched in door when performing automatic back door open/close operation.
32. Reset the customer's settings for the Automatic Temperature Control / Climate Control system. (Refer to the Service Manual as needed.)
33. Reset the clock and radio station presets.
34. Inform the customer they will need to reset their ADP (Automatic Drive Positioner).

END

M56 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.

NOTE: During this procedure you will remove several similar size bolts with different lengths. It is important to keep track of which length bolt goes in which location.

1. Write down the radio station presets.

Presets	1	2	3	4	5	6
A						
B						
C						
SAT						

2. Release fuel system pressure as follows:

- a. Turn the ignition ON.
- b. Connect CONSULT-III or CONSULT-III plus.
- c. Perform FUEL PRESSURE RELEASE in ENGINE WORK SUPPORT.
- d. Start engine.
- e. After engine stalls, crank it two or three times to release all fuel pressure.
- f. Turn ignition OFF, disconnect CONSULT.

3. Remove the battery cover.

4. Disconnect both battery cables; negative cable first.

5. Remove the engine cover.

- a. Remove 2 bolts.
- b. Use hand pressure to carefully pull UP at the mounting locations shown in Figure 1m.

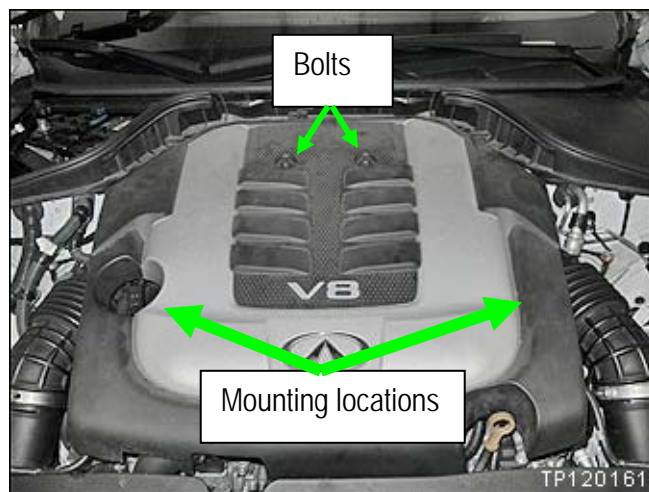


Figure 1m

6. Remove air intake tubes; both sides:
 - a. Loosen spring clamps and disconnect hoses from air intake tubes.
 - b. Loosen clamps at each end of the air intake tubes.
 - c. Remove air intake tubes from the engine.

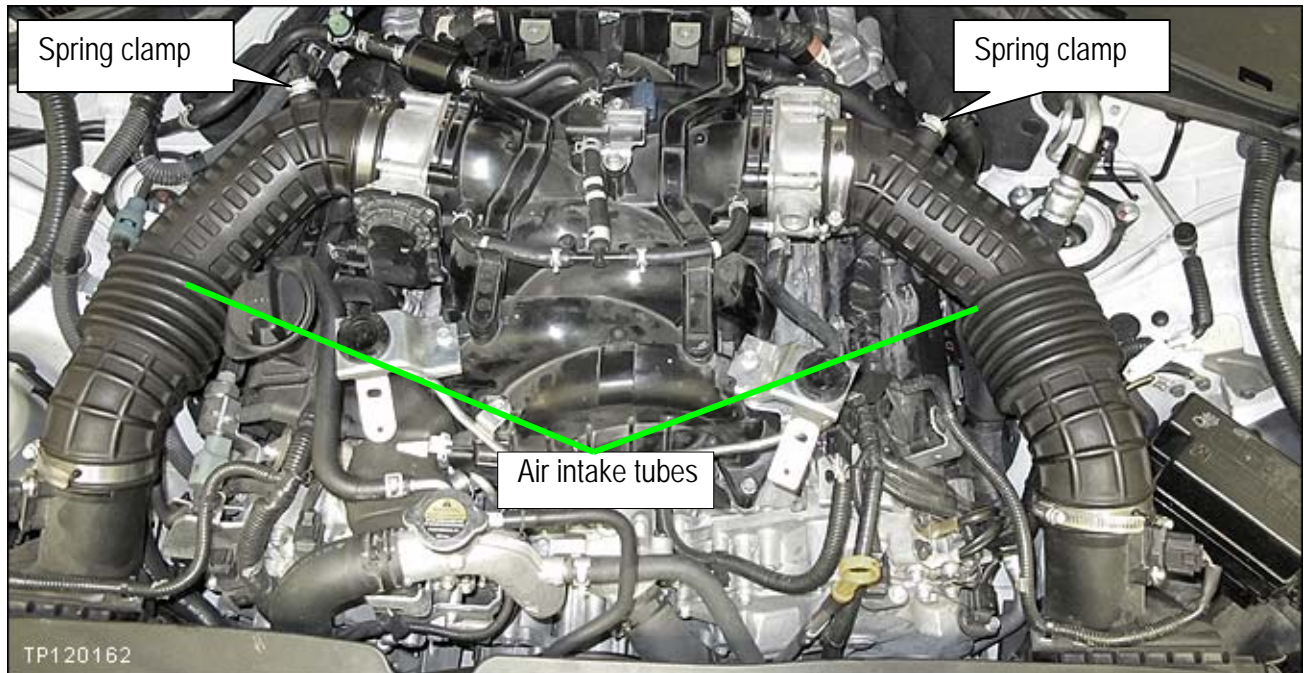


Figure 2m

7. Remove engine cover brackets.
 - Each bracket is held on with 1 bolt.

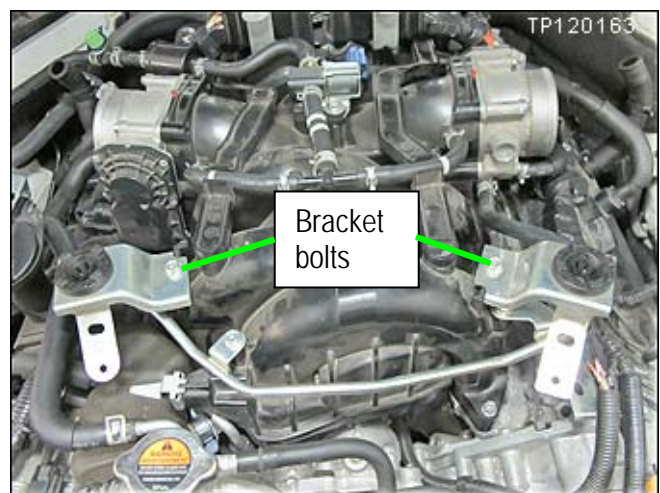


Figure 3m

8. Remove bolts securing coolant pipe.

WARNING: Do not loosen or remove spring clamps on coolant hoses. Hot coolant may come out if the engine is hot.

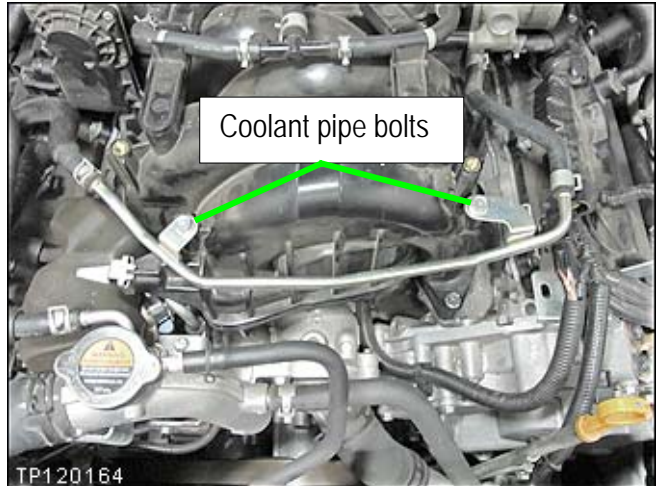


Figure 4m

9. Remove both throttle bodies:

- Driver side shown; passenger side is a mirror image.
- Leave coolant hoses connected to the throttle bodies.

WARNING: Do not loosen or remove spring clamps on coolant hoses. Hot coolant may come out.

- a. Disconnect electrical connectors from the throttle bodies.
- b. Remove the mounting bolts (4 on each throttle body).
- c. Pull the throttle body away from the intake manifold and place it to the side, away from the manifold.
- d. Cover the intake manifold openings with clean rags to prevent debris entry.

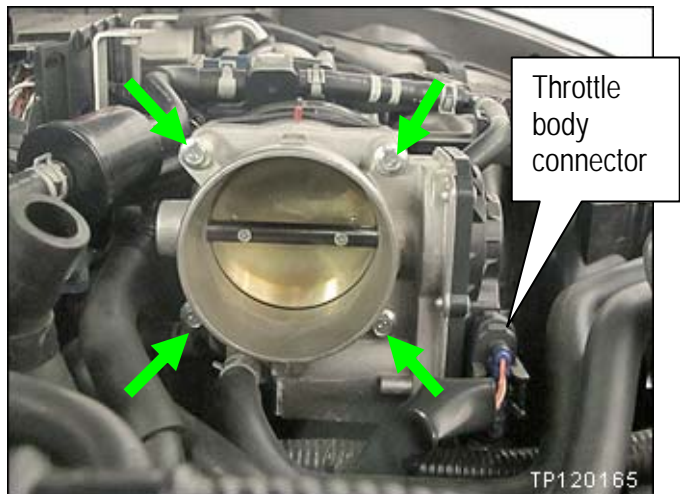


Figure 5m

10. Disconnect EVAP solenoid electrical connector (see Figure 6m).
11. Disconnect EVAP service port hose and position hose out of the way (see Figure 6m):
 - a. Loosen spring clamp and disconnect hose from EVAP solenoid.
 - b. Use a medium flat blade screwdriver to carefully push UP and remove EVAP valve from its mounting bracket.
 - c. Position service port hose out of the way.

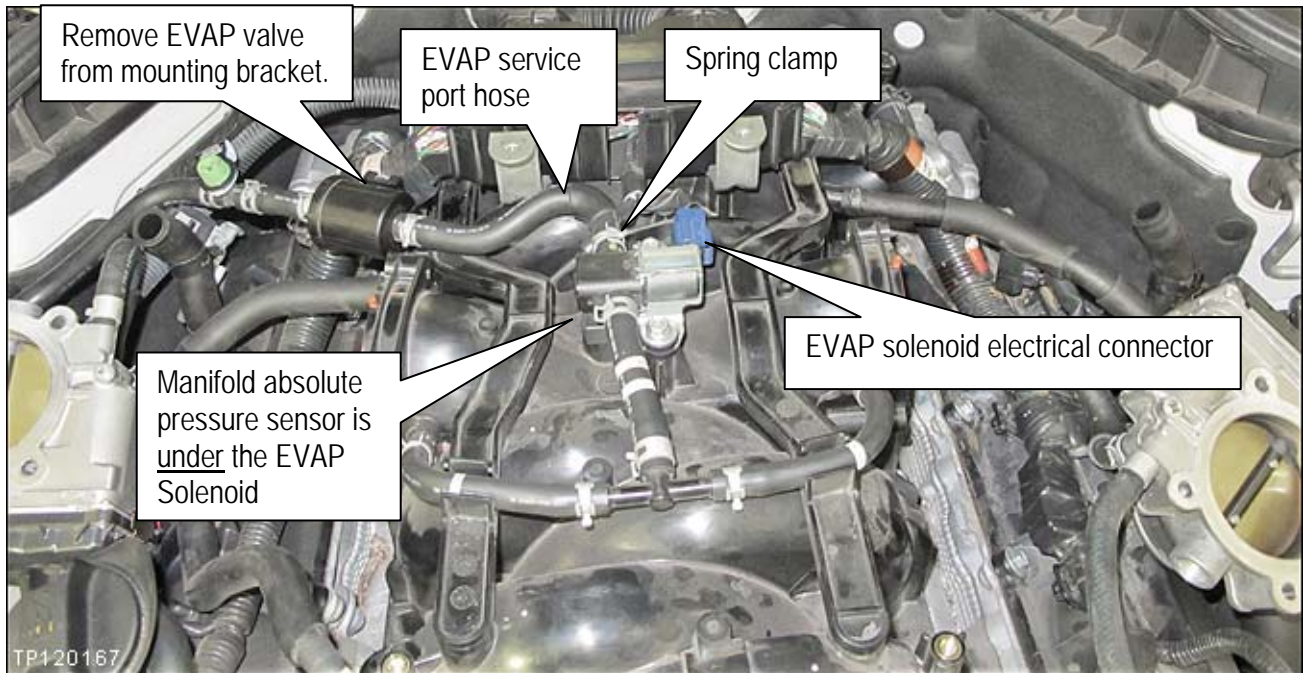


Figure 6m

12. Disconnect manifold absolute pressure sensor electrical connector.

NOTE: The manifold absolute pressure sensor is under the EVAP Solenoid (see Figures 6m and 7m).

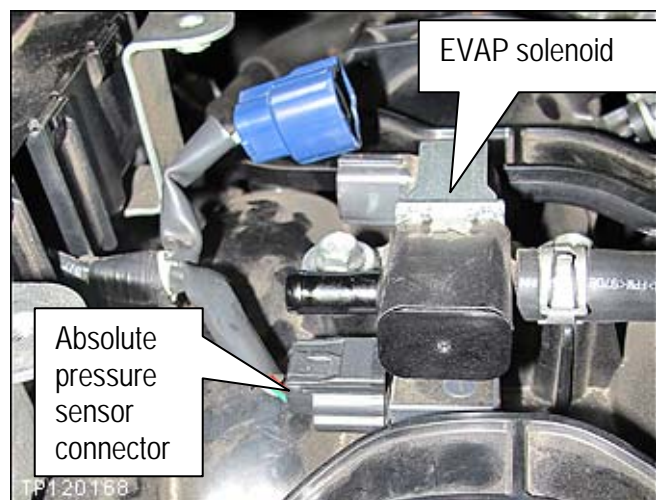


Figure 7m

13. Remove 2 harness bracket mounting bolts shown in Figure 8m; passenger side of engine.



Figure 8m

14. Disconnect the positive crankcase ventilation (PCV) hoses from the intake manifold; both sides (see Figure 9m).

- a. Loosen spring clamps.
- b. Disconnect hoses and position them out of the way.



Figure 9m

15. Disconnect main harness from the intake manifold bracket as follows:

a. Remove 2 bolts securing main harness to bracket.

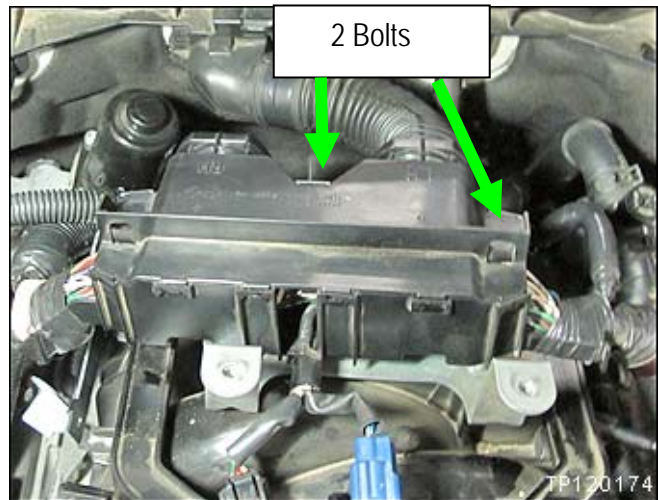


Figure 10m

b. On the bottom of the main harness, use needle-nose pliers to pinch and release 2 clips.

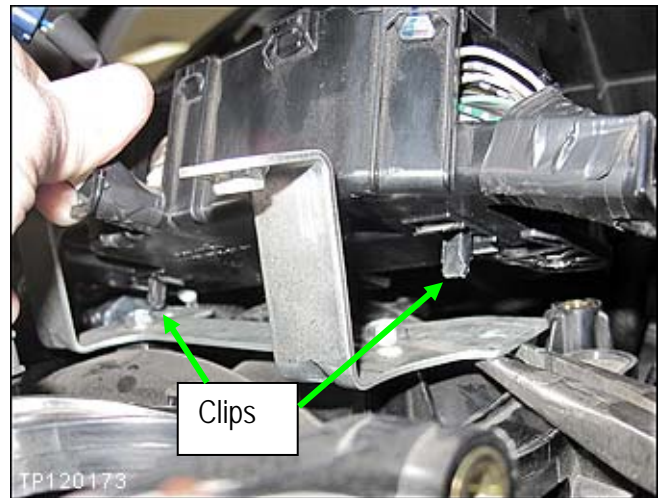


Figure 11m

16. By hand, remove the fuel pump foam insulator shown in Figure 12m.

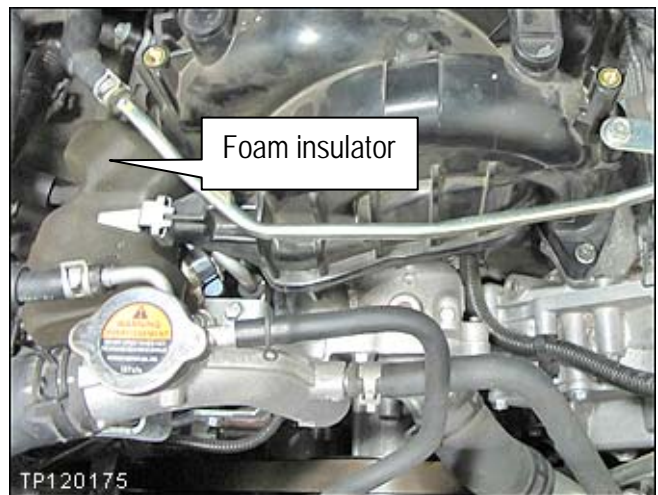


Figure 12m

17. Remove 1 bolt securing coolant pipe to rear of intake manifold; driver side.

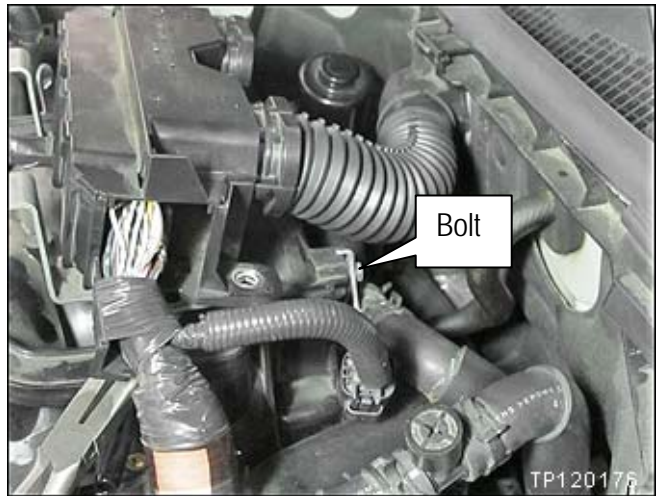


Figure 13m

18. Remove 10 bolts securing the intake manifold to the engine (see Figure 14m).

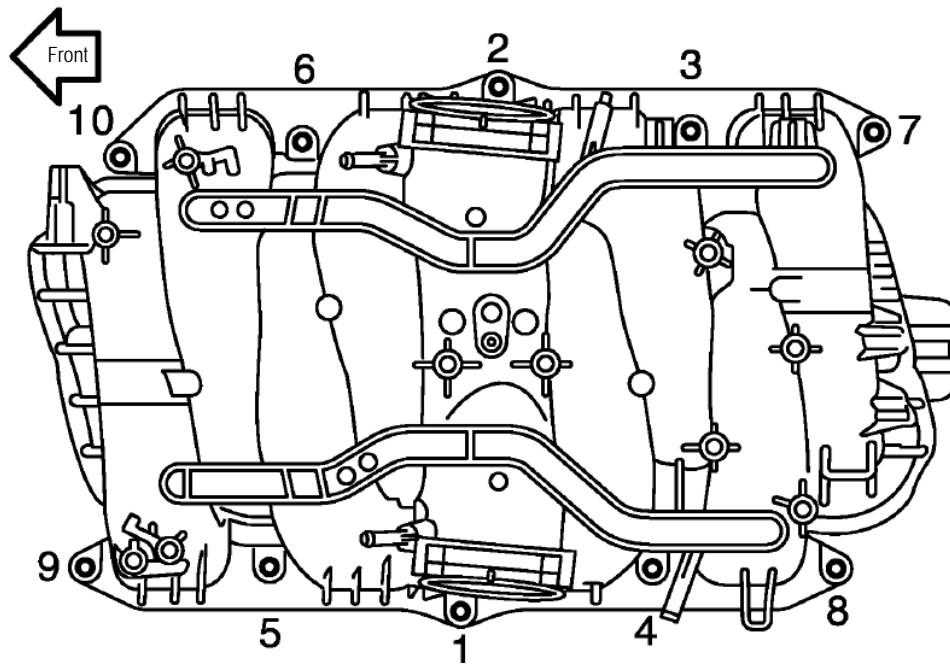


Figure 14m

19. Lift the front of the intake manifold UP and pull it forward approximately 4 inches.

NOTE: With the manifold in this position you can access the brake booster vacuum hose and harness clip attached to the rear of the manifold.

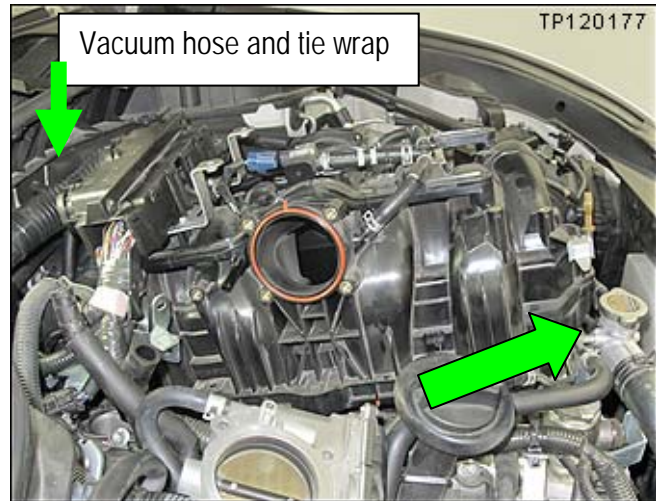


Figure 15m

20. Disconnect the brake booster vacuum hose from the intake manifold:

- Look behind the intake manifold (see Figures 15m and 16m) and locate the hose.
- Loosen the spring clamp and disconnect the hose.

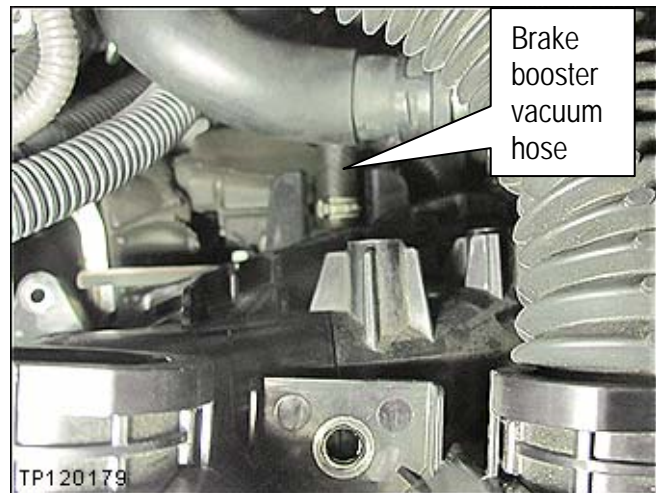


Figure 16m

21. Disconnect or cut the harness tie-clip at the back of the intake manifold:

- Look behind the intake manifold (see Figure 15m and 17m) and locate the tie-clip.
- Disconnect or cut the tie-clip.

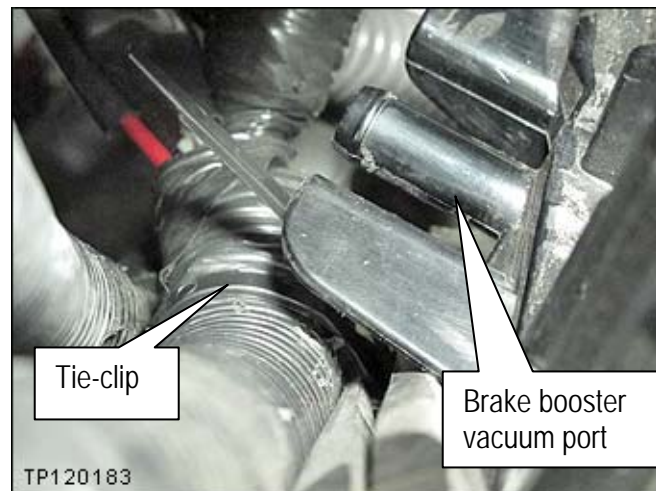


Figure 17m

22. Remove the intake manifold from the engine and place clean rags over the intake ports to prevent debris from entering the engine.

23. At the back of the intake manifold, remove the harness tie-clip.

NOTE: A new tie wrap will be installed on the harness before installing the intake manifold.

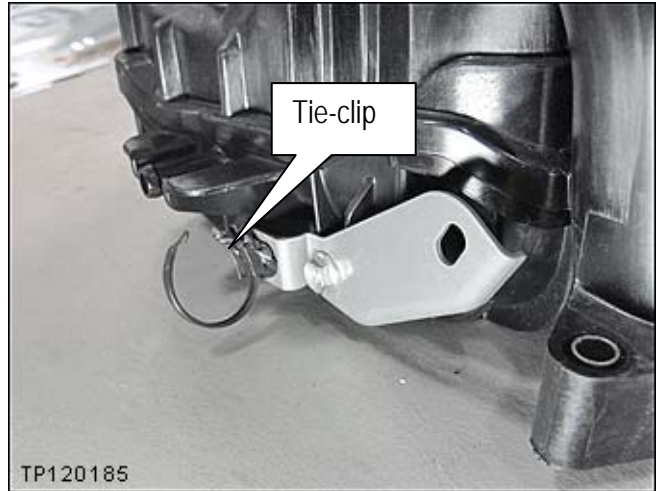


Figure 18m

24. Remove insulators covering the fuel rails.

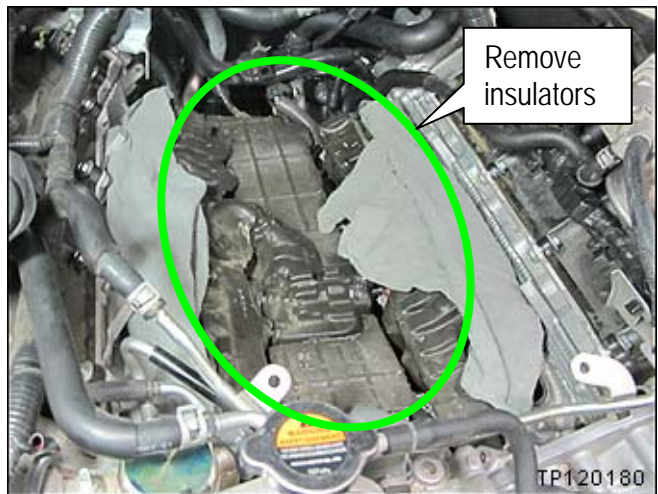


Figure 19m

25. Disconnect fuel rail pressure sensor electrical connector:

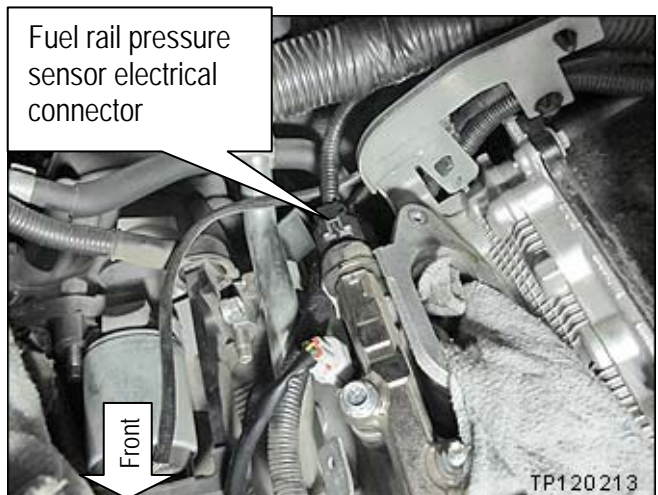


Figure 20m

26. Carefully inspect the area around the fuel rail pressure sensor for any evidence of leakage.

No evidence of leaking – go to the next step.

Evidence of leaking is found:

- a. Remove the fuel rail pressure sensor.
- b. Replace the gasket (sealing washer).
- c. Reinstall the fuel rail pressure sensor.
- d. Go to the next step.

27. Torque the fuel rail pressure sensor as follows:

- a. Measure the length of your torque wrench between the center of the handle and the center of the square drive as shown in Figure 21m.

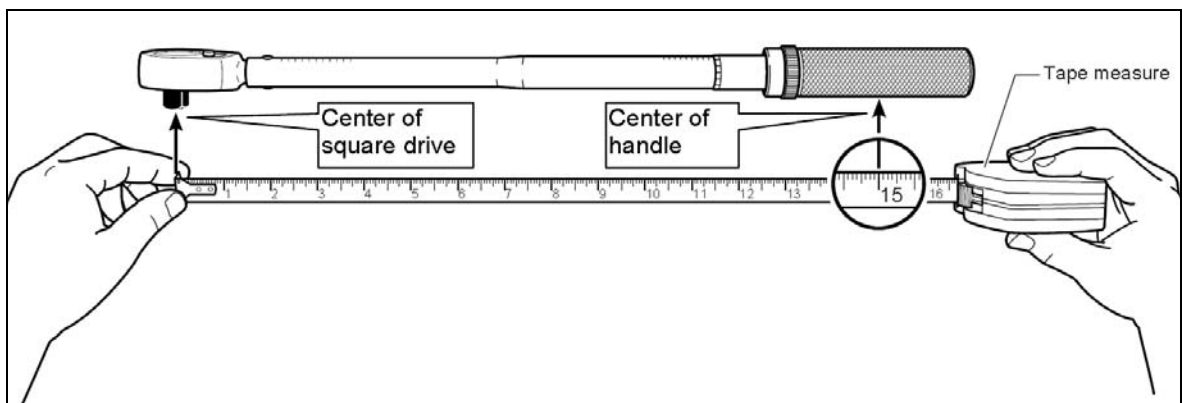


Figure 21m

- b. Set the torque wrench using the following chart.

Torque Wrench Length-Inches (see Figure 21m)	Set Torque Wrench To:	Torque Wrench Length-Inches (see Figure 21m)	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)	---	---

- c. Attach special tool to J-50991 to your torque wrench – use an extension if needed.
- d. Torque the sensor to the specified torque.



Figure 22m

NOTE: Make sure to keep the extension tool (J-50991) straight (in line) with the torque wrench as shown in Figure 23m.

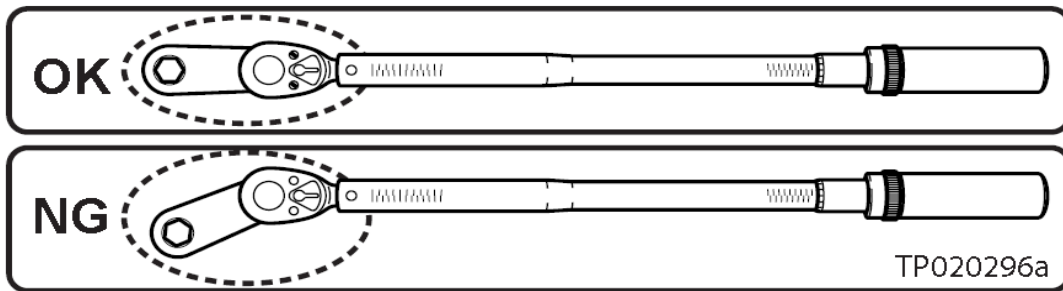


Figure 23m

28. Re-connect the fuel rail pressure sensor electrical connector.

IMPORTANT: You can not see or connect this connector after the intake manifold is installed.

Tighten Additional Fuel Rail Connections Before Reassembly

29. Torque the bolts shown in Figure 24m:
11 N•m (1.1 Kg-m, 97 in-lb)

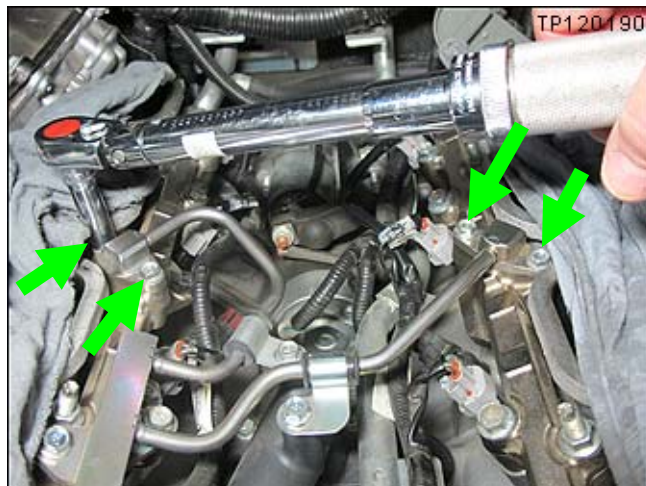


Figure 24m

30. Torque the flange nuts shown in Figure 25m:
33.4 N•m (3.4 Kg-m, 25 ft-lb)

- Use a short 19 mm crowfoot wrench.

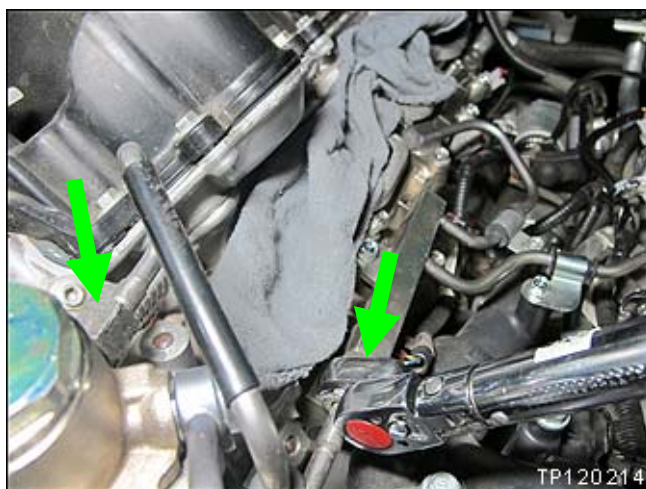


Figure 25m

31. Reinstall insulators covering the fuel rails.

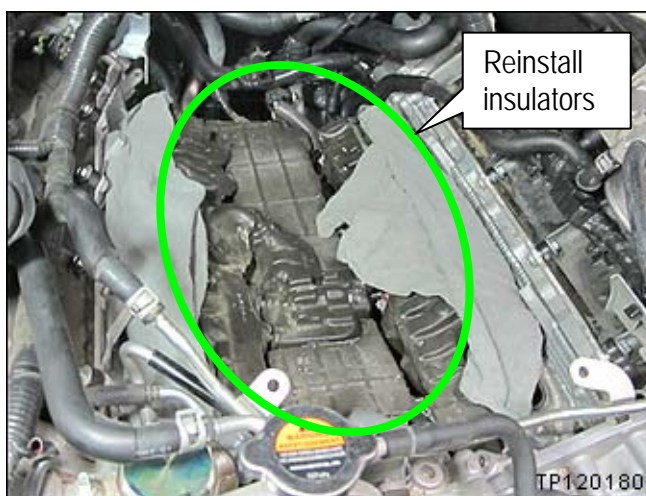


Figure 26m

Reassembly

32. Install a new tie-clip on the harness at the center rear to the engine.

- Tie-clip P/N 24225-C9901.
- Look for witness marks on the wiring harness made by the original tie-clip.
- Make sure the mounting clip is facing toward the intake manifold.

NOTE: This tie-clip will replace the one that was cut off in step 21, page 21.



Figure 27m

33. Install new intake manifold gaskets.

NOTE:

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



Figure 28m

34. Reinstall all parts removed in reverse order.

Reassembly Tips / Information

- Attach wire harness on passenger side of intake manifold (see Figure 8m, page 18) before installing intake manifold bolts. This will prevent harness from being pinched under the intake manifold.
- Start intake manifold bolts by hand and then tighten in the order shown in Figure 29m:
Torque to 10.8 N•m (1.1 Kg-m, 96 in-lb).

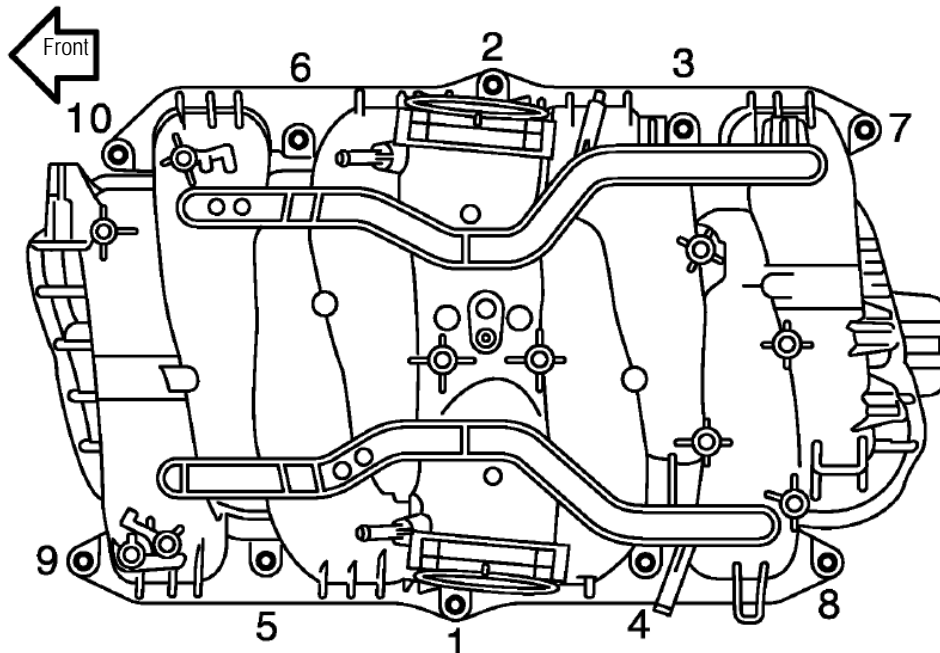


Figure 29m

- Install new throttle body gaskets.

NOTE: For vehicles in dealer inventory (less than 125 miles), new throttle body gaskets are not needed. Clean and inspect the old gaskets. Make sure gaskets are not torn or cut and they are installed properly.

- Start throttle body bolts by hand and then torque to 10 N•m (1.0 Kg-m, 89 in-lb).
- Make sure engine cover brackets are installed on the correct side.
One is marked with an "L" indicating Left side (driver side).
One is marked with an "R" indicating Right side (passenger side).

- Before installing the engine cover, check the following items:

Wiring harness tie-clip and brake booster vacuum hose secured
Main harness secured to intake manifold
Rear coolant pipe secured to intake manifold
EVAP hoses, EVAP solenoid connector, and manifold absolute pressure sensor connector secure
Throttle body harness connectors secured
Driver side and passenger side Intake air tube clamps secured
Front coolant pipe secured to intake manifold
Fuel pump foam insulator installed
Engine cover brackets secured to intake manifold
EVAP valve secured

35. Reconnect battery cables, positive cable first, and install the battery cover.
36. Keep foot off of the brake and cycle ignition OFF > ON, wait 3 seconds, > OFF. Repeat 3 times to build pressure in the fuel system.
37. Start the engine and make sure no warning lights are ON, and confirm the engine will rev past 4000 rpm.
38. Reset the clock and radio station presets.
39. Reinitialize each auto-up power window as follows:
 - a. Turn ignition ON.
 - b. Open window all the way DOWN.
 - c. Pull all the way UP on the switch and HOLD (close the window completely), continue to HOLD for 4 seconds after window is completely closed.
 - d. Confirm auto up/down operates correctly.
40. Inform the customer they will need to reset their ADP (Automatic Drive Positioner).

END

PARTS INFORMATION

MODEL	DESCRIPTION	PART NUMBER	QTY
QX56	Manifold Gasket	14035 – 1LA0A	8
	Throttle Body Gasket	16175 – 1LA0A	1
	Gasket – Nozzle (sealing washer for fuel rail pressure sensor)	16635 – 1LA0A	1; only if needed
M56	Manifold Gasket	A4035 – 1MC0A	1 (set of 8)
	Throttle Body Gasket	16175 – 1CA0A	2
	Wiring harness clip (tie-clip)	24225 – C9901	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:

QX56

CAMPAIGN (CM) ID #	DESCRIPTION	OP CODE	FRT
R1202	Inspect and Re-torque Fuel Rail Pressure Sensor	R12023	1.1 hrs

M56

CAMPAIGN (CM) ID #	DESCRIPTION	OP CODE	FRT
R1202	Inspect and Re-torque Fuel Rail Pressure Sensor	R12021	1.8 hrs

OWNER'S LETTER (example of typical owner's letter)

Dear QX Owner,

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

Reason for Recall

Infiniti 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 Infiniti Will Do

Your Infiniti retailer 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 Infiniti retailer may require your vehicle for a longer period of time based upon their work schedule.

What You Should Do

Contact your Infiniti retailer 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. Instructions have been sent to your Infiniti retailer. **If you notice a fuel smell in the cabin of your vehicle, please bring your vehicle into an Infiniti retailer for repair as soon as possible.**

If the retailer fails, or is unable to make the necessary repairs free of charge, you may contact the National Consumer Affairs Department, Infiniti Division, Nissan North America, Inc., P.O. Box 685003, Franklin, TN 37068-5003. The toll free number is 1-800-662-6200. 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.

