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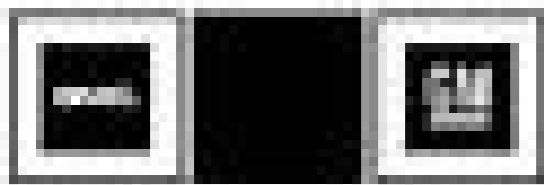
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GMC Acadia 2013 Repair Manual (PDF) (3) (2011) (3 of 4) (2011)
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2 Introduction

Introduction



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Using this Manual

To quickly locate information on the vehicle, use the Index at the back of the manual. It is an alphabetical list of what's in the manual and the page number it can be found.

Danger, Warning, and Caution

Warning messages found on-vehicle and in this manual describe hazards and what to do to avoid them.

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New Vehicle Specials Vehicles Under \$15K Pre-Approvals Schedule Service Shop New GMC Vehicles Shop New Buick Vehicles Model Showroom Featured Vehicle Model Showroom Featured Vehicle AN Effingham, Tuscola & Shelbyville, IL Used Vehicle Source in MATTOON GMC Offers Vehicles Under \$15K Pre-Approvals Schedule Service Highpoint Auto and Truck Center Featured Vehicles Service And Parts Specials Intent on expanding its presence in the increasingly popular compact crossover market with a vehicle that stands out from an admittedly formidable pack, Nissan created the new 2011 Juke. While over-the-top exterior styling is the most blatant tipoff to its unconventional approach, this versatile five-door hauler also packs a potent turbocharged engine and enthusiast-oriented suspension that are impressively complemented by a megaload of primo features. As its final ace in the hole, Nissan's bold attempt to win the hearts – and wallets – of young and primarily male active lifestylers, opens at a sub-\$20,000 price point. In the case of the entry-level front-drive Juke S, that figure includes a standard Continuously Variable Transmission (CVT). Even the range-topping leather-lined and fully loaded all-wheel-drive Juke SL barely cracks the \$25K mark. The Manufacturer's Suggested Retail Price (MSRP) on the 2011 Nissan Juke starts just under \$20,000 for an entry-level "S" model with the SV beginning slightly below \$21,000, and the top-line Juke SL opening just over \$23,200. While more conventional, but less-powerful and in many cases less well-equipped rivals like the Kia Soul Sport, Scion xB, Suzuki SX4 Sportback, Toyota Matrix XRS Sport and Mazda3 – or even Nissan's own Cube – can be had for less, only the pricier MazdaSpeed3 comes close to rivaling the performance of any Juke variant. The Juke's distinctive exterior styling remains a bit of a long-term wildcard here, but historically Nissan vehicles have done a reasonable job of holding their comparative value over time. We suspect the SV will fare best in that particular arena. Based on a modified version of Nissan's highly-respected B-platform that also underpins the Cube and LEAF models, the 2011 Nissan Juke is an exercise in confident control. Although some may rightfully ding the ride for being a tad harsh over rough pavement, body roll is impressively curtailed and its decently-sorted electric power steering, wider front/rear track dimensions and healthy wheel/tire fitment help ensure the Juke feels equally at home whether zipping through the twisties or cruising down a freeway. Opting for the sophisticated "intelligent" all-wheel drive package that includes class-exclusive rear torque-vectoring capability also trades the base torsion-beam rear axle for a multi-link design that further enhances the Juke's already impressive cornering prowess. However, stability/traction control and antilock disc brakes are standard across the lineup. Finally, its slightly elevated driving position, generously proportioned side mirrors and good driver sightlines make the Juke easy to maneuver in all but the tightest confines. Despite a dearth of soft-touch secondary surfaces, the 2011 Nissan Juke's relatively spacious and well-finished cabin is loaded with visual flair and welcome functionality. A thick-rimmed three-spoke multifunction steering wheel and well-bolstered front buckets team well with its driver-friendly dash layout and legible main gauge cluster. The high-rise center console design ideally positions the Juke's shift lever and is contoured like a motorcycle gas tank to serve as an effective leg support. Scaled to accommodate average-sized adults, the 60/40 rear seat folds flat to bump cargo space from 10.5 to 35.9 cubic feet. Front-drive models also offer a hidden stow space under the cargo floor. A blatant love-it-or-hate-it proposition, the Juke's sheetmetal defiantly blazes a visual trail where other competitors arguably – and perhaps prudently – fear to tread. Up front, prominent low-mount headlamps and bulgy running/marker units that sit atop boldly arched fenders give it a decidedly not-of-this-world face. In profile, the Juke's muscular side contouring, fall-away roofline and wedge-shaped greenhouse create a genuinely interesting look that resolves into a Murano-meets-Volvo C30 tail treatment capped with a decently sized single-piece hatch. Rounding out the mix on all three Juke trim levels (S/SL/SV) are 17-inch alloy wheels wrapped in 215/55 V-rated all-season tires. I-CON (Advanced-Integrated Control) system interface Standard on the Juke SV and SL, Nissan's slick I-CON interface/display toggles between "Climate" and "D-mode," each with its own specific graphics. In the former, I-CON commands all heat/air functions while the latter features Normal/Sport/Eco settings that appropriately revise the electronic mapping for throttle response, transmission shifts and steering feel. Intelligent AWD with Torque Vectoring Available on all three Juke trim levels, Nissan's Intelligent All-Wheel Drive system can create up to a 50/50 front/rear power split and also distribute torque from side to side on the rear axle to improve handling and reduce understeer when cornering. Every 2011 Nissan Juke variant comes packed with desirable features. Beyond first-rate powertrain/suspension/vehicle dynamics elements shared with its SV/SL kin, even the base "S-spec" nets Nissan's Xtronic Continuously Variable Transmission (CVT) plus power windows/lock/mirrors, air conditioning, six-speaker audio, iPod connectivity, Bluetooth, cruise control, keyless remote entry, a multifunction steering wheel, trip computer, vehicle security/immobilizer systems and front/rear side-impact airbags. The SV adds premium upholstery cloth, a power moonroof, automatic climate control, I-CON multifunction controller, subscription-based XM Satellite Radio, a USB port and privacy glass, while SL trim includes the Navigation Package, leather upholstery, heated front seats, the RearView Monitor system, fog lamps, and auto on/off headlights. Nissan's decision to develop three definitive variations on the Juke theme keeps the formal extras list on each to a minimum. The sole choice for Juke S buyers consists of front-drive or all-wheel drive. At SV level, that list expands to include swapping its standard six-speed manual transmission for the CVT and adding the Navigation Package that brings an SD card-based navigation system with 5.0-inch color LCD screen, a speaker upgrade with Rockford Fosgate subwoofers and USB connectivity. The fully-loaded SL limits its configuration alternatives to front/AWD and/or 6M/CVT transmissions. All versions of the 2011 Nissan Juke are fitted with the automaker's new 1.6-liter "DIG" (Direct Injection Gasoline) in-line four-cylinder that boasts the holy trinity of modern engine tech – direct fuel injection, turbocharging/intercooling and variable camshaft timing (here on both the intake and exhaust side) to deliver an impressive mix of performance and economy. Generating a stout 188 horsepower and 177 pound-feet of torque from 2,000-5,200 revs, it matches well with the CVT (which includes S-mode that serves up six "virtual" gears) and the six-speed manual gearbox, and can comfortably handle the added weight of the all-wheel-drive system. A manual-equipped front-drive Juke can sprint to 60 mph in around seven seconds, while the CVT and AWD each add about a half tick each to that baseline figure. 1.6-liter turbocharged/intercooled in-line four/188 horsepower @ 5600 rpm/177 lb-ft of torque @ 2000-5200 rpm/EPA city/highway fuel economy: 24/31 mpg (FWD manual), 27/32 mpg (FWD CVT), 25/30 mpg (AWD CVT) Page 221.1 gallons/39.9 inches/41.2 inches/57.9 inches/190.1 inches/58.3 inches/3500 pounds/61.2 cubic feet/39.0 feet/10.5 inches/75.0 inches/2480 pounds/FWD/Automatic/Available/Regular/4 years / 50000 miles/4 years / 50000 miles/10 years / Unlimited miles/Available/Available/Available/7.9 seconds/130 mph/265 @ 6950 RPM/223 @ 5100 rpm/V6, 3.0 Liter/Bluetooth Wireless Technology/Cruise Control/Hands Free Phone/Remote Keyless Entry/Push-Button Engine Start/USB Port/iPod Connector/MP3 Player/Satellite Radio/CD Player/Folding Rear Seat/Heated Seats/Power Driver's Seat/Leather-Wrapped Steering Wheel/Power Windows/Rear Window Defroster/Power Outlet/Steering Wheel Controls/Page 3It was love at first sight with my 9-4x. I knew Saab was in trouble as a company, but my sister had a 9-7x that never gave her problems, so after months of debating and nothing else living up to it, I bought it. Saab went under 2 months later. It was the best and worst decision I ever made. Why both best and worst. Worst because that 3 years of maintenance that came with it, disappeared with Saab, and if I had just waited a few more months, I possibly could have saved a lot on the purchase price. Best decision because it is hands down the best looking, most reliable, most fun to drive, and most memorable car I will have ever owned. I have the Birch White, 9-4X 3.0 Premium with Xenon lights. Now for the best. The car had a sexiness to it, it had a masculine look with feminine curves so it was the perfect balance, and everyone I every encountered complemented me on it. The engine was strong, and had lots of get up and go and roared when you punched it. For a heavy SUV, it was very agile, and had both a sport and comfort mode depending on driving conditions. The overall ride was very smooth. The seats were incredibly comfortable with great lumbar support, and they heater and cooling feature in the seats was very nice. Road noise was very minimal, so it was a quiet ride, and easy to use blue tooth to have a phone conversation. The Xenon lights were not a feature I wanted to pay for initially, but that is only because I had no ideal how incredibly helpful it is to have your lights turn when you turn the wheels, especially at night on curvy roads. I miss the lights, it is a feature that wasn't available on my new 2016 Pilot. As far as reliability went, it was by far the most reliable car I have ever owned. I had only 3 issues with it the entire time I had it: 1. Sunroof leak - this was due to the drain tube being too short, and would have been replaced for free under warranty, had I still had one. 2. Hub bearing replaced - also would have been under warranty as it happened around 30k miles. This was the only mechanical repair I had to have done other than regular maintenance. When I sold it, at 89.5 K miles the original brakes were still going strong too. 3. The coating on the buttons on the stereo and a/c controls started to chip, which I learned is apparently is more common among women owners as we use more lotions on our hands. I was a little worried about parts availability at first when they went out of business, but t hasn't been an issue, and there is a local shop that specialized in fixing Saabs, so having any maintenance or work done was a non issue. Other than those 3 things, I had zero issues with my 9-4x, and I really wish I didn't have to sell it earlier this year. As a parent with kids ad animals, I really needed seating for more than 5 people. The 9-4x was that one vehicle that I really wish I could have kept forever.Page 4

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