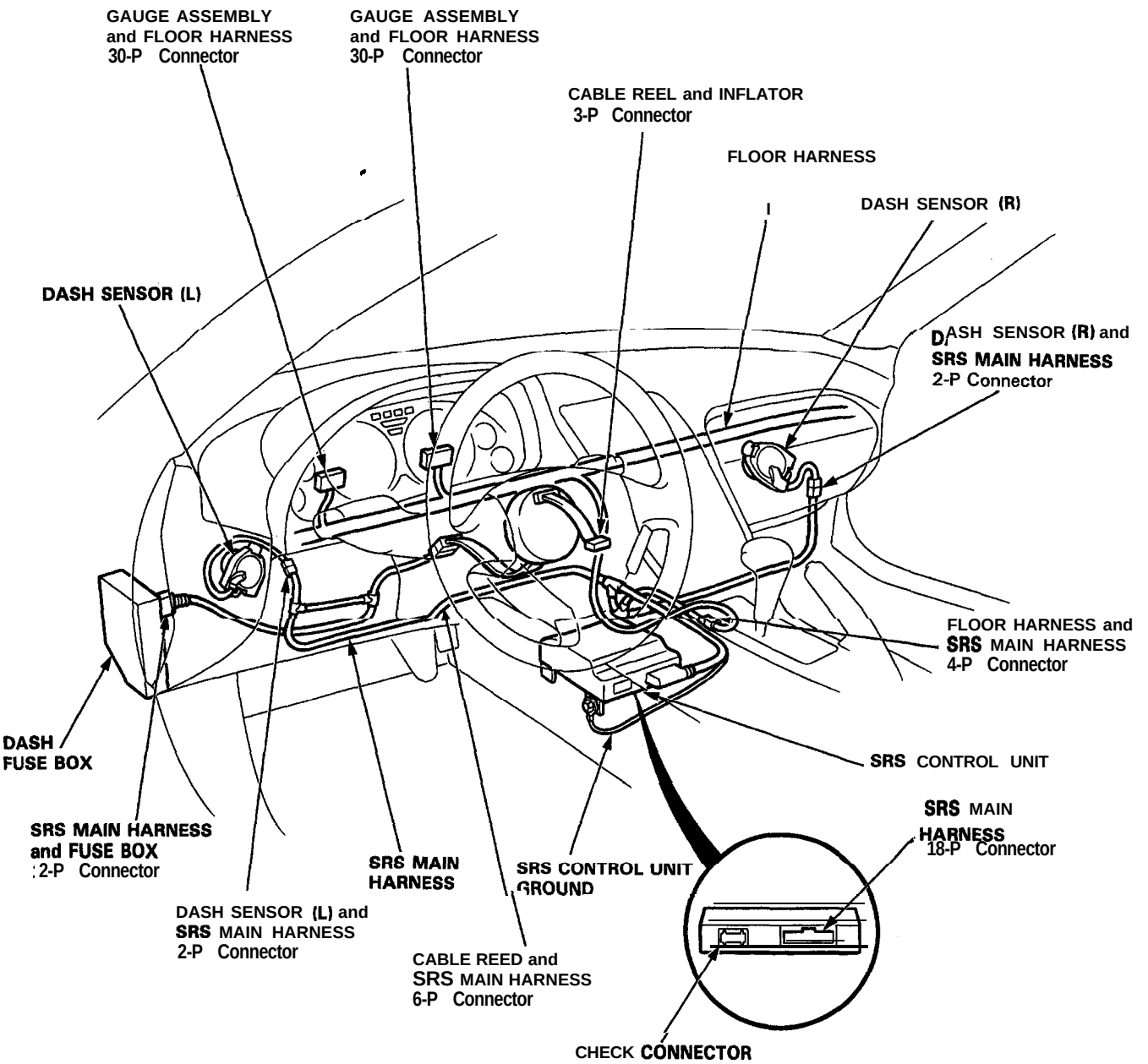
CAUTION: Make sure all SRS ground locations are clean and grounds are securely attached.

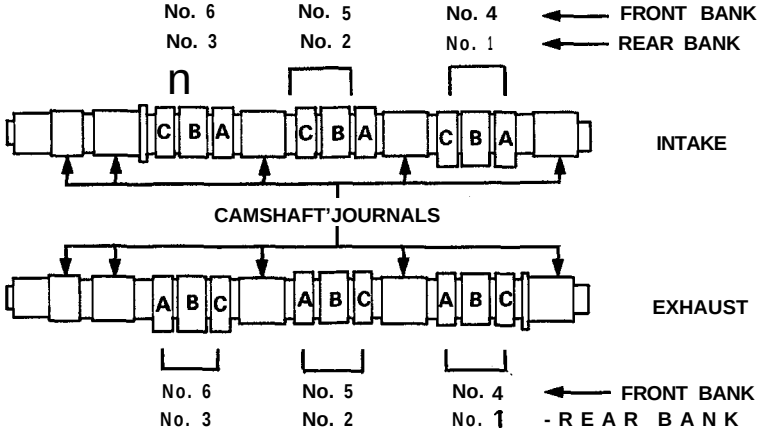
NOTE:

- All SRS electrical wiring harnesses are covered with yellow outer insulation.
- Replace the entire affected SRS harness assembly if there is an open circuit or damage to the wiring.



Camshaft

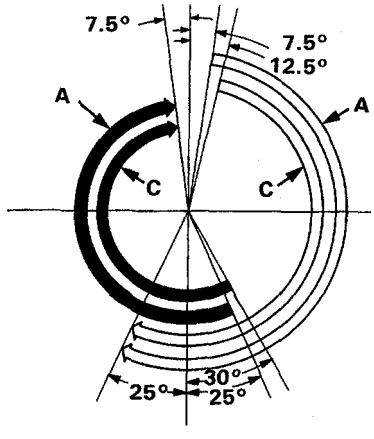
The camshaft is a cast piece. By improving dimensional accuracy, it became possible to achieve minimum space between cams, thus allowing a more compact cylinder head. Each camshaft is supported on four bearing journals with forced lubrication. On the right end of each camshaft is a driven pulley. The exhaust and intake cycles require a total of 36 cam lobes to open and close the valves.

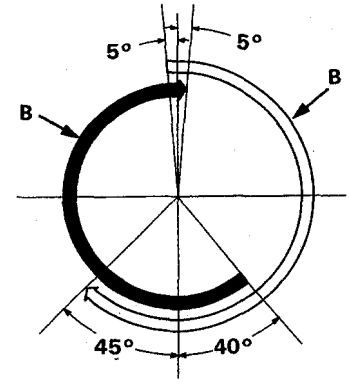


A: PRIMARY
B: MID
C: SECONDARY

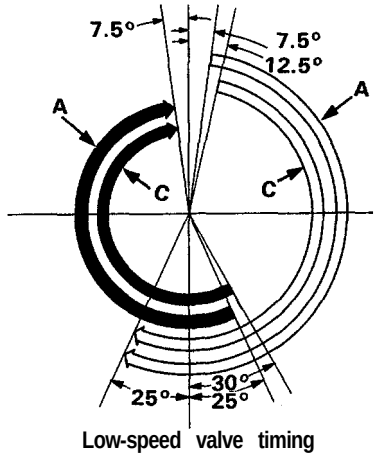
: Intake valve open
: Exhaust valve open

Manual Transmission

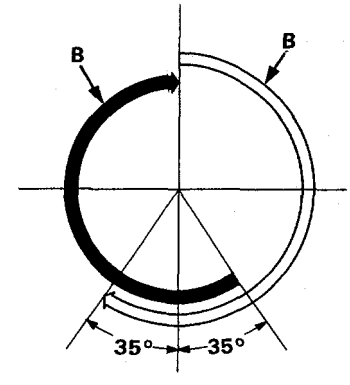




Automatic Transmission



Low-speed valve timing



High-speed valve timing

(cont'd)

35. Remove the rear beam rod assembly.

36. Remove the front beam. Remove the A/C compressor, then reinstall the front beam and retorque the two nuts to the front beam.

NOTE:
- Do not remove the compressor hoses.
- Hang the A/C compressor with wire or rope as shown. Do not let it hang from hoses.

37. Remove the left and right parking brake cables.

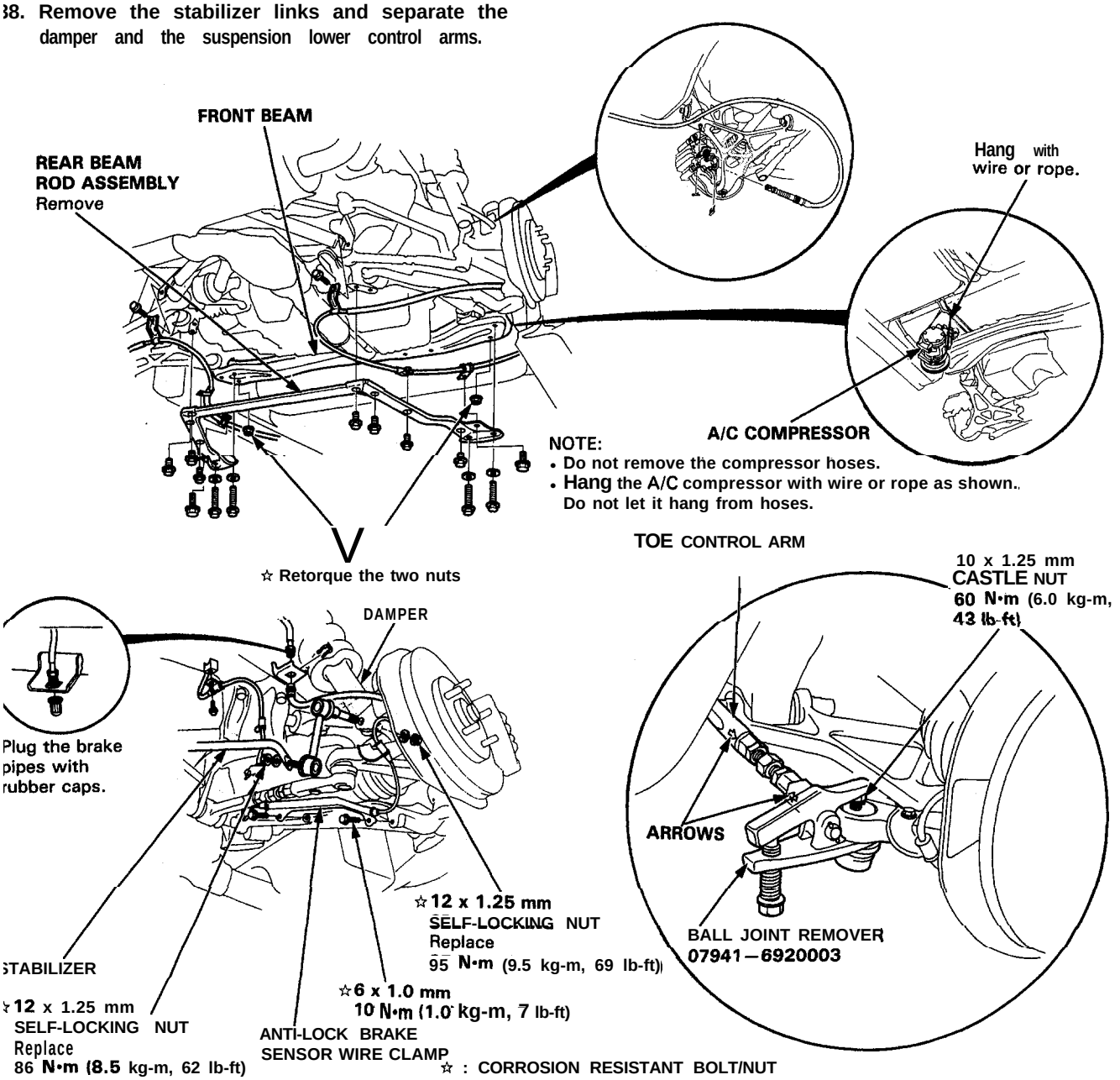
38. Remove the stabilizer links and separate the damper and the suspension lower control arms.

39. Remove the rear brake hoses. Plug the brake pipes with rubber caps.

40. Remove the anti-lock brake sensor wire clamps.

41. Remove the ball joints from the suspension lower control arms (use ball joint remover 07MAC—SL00100), and the toe control arms (use ball joint remover 07941-6920003).

CAUTION: Make sure that the reference marks on the control arm are aligned.



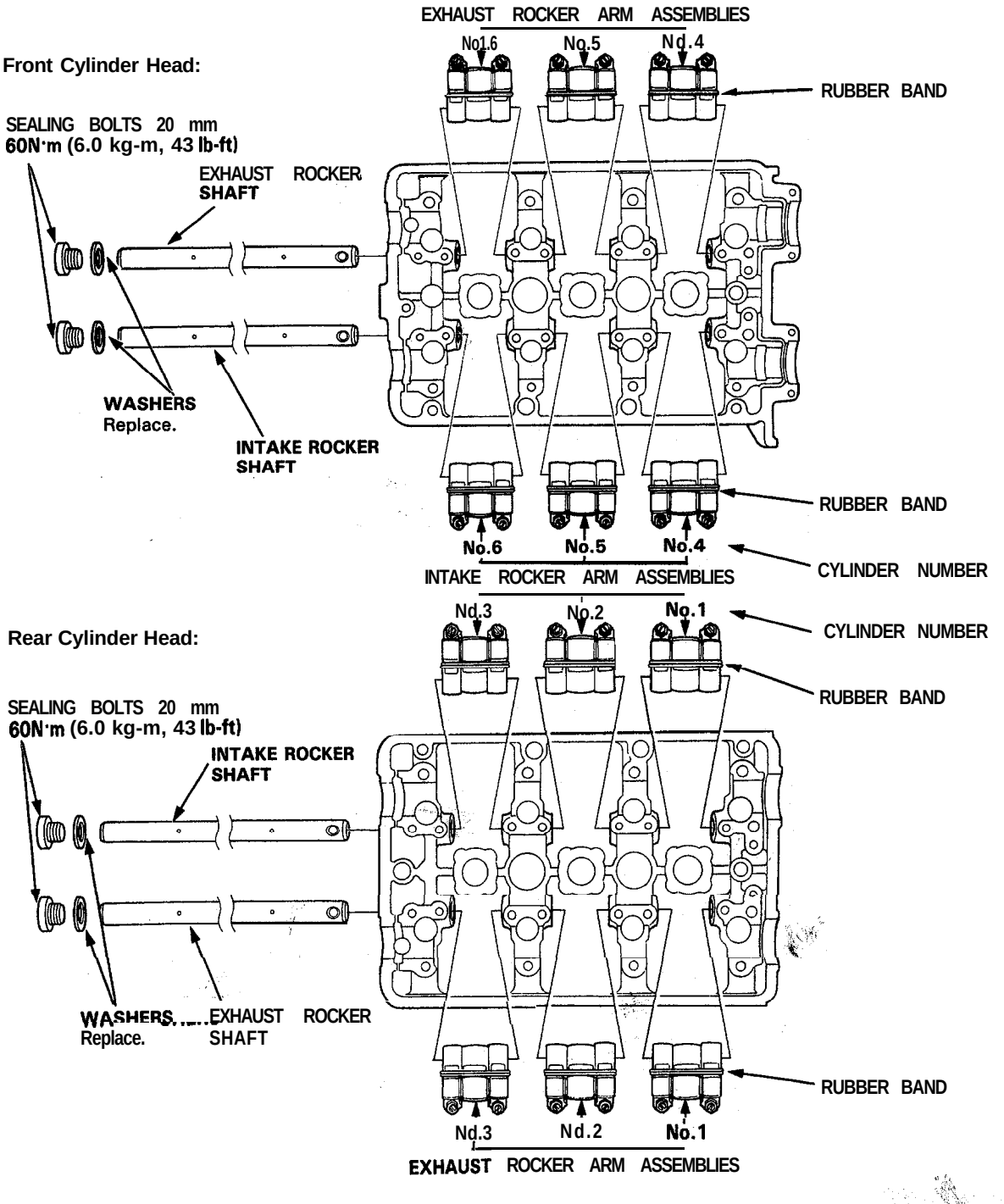
Locations

CAUTION: After installing the locker shaft orifice, try to turn the locker shaft to make sure that the orifice has been inserted in the hole of lockershaft correctly. If the orifice is in place, it should not turn.

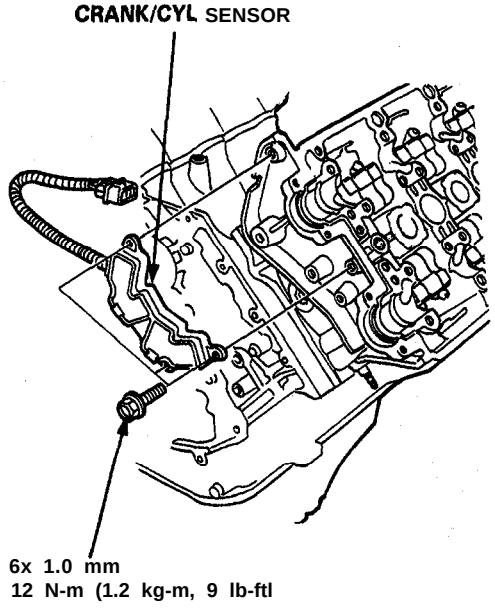
NOTE:

- Identify parts as they are removed to ensure reinstallation in original locations.
- **Inspect rocker shafts and rocker arms (pages 6-l 3 and 141.**
- **Rocker arms must be installed in the same position if reused.**
- **Install the rocker arms after torquing the cylinder head bolts.**

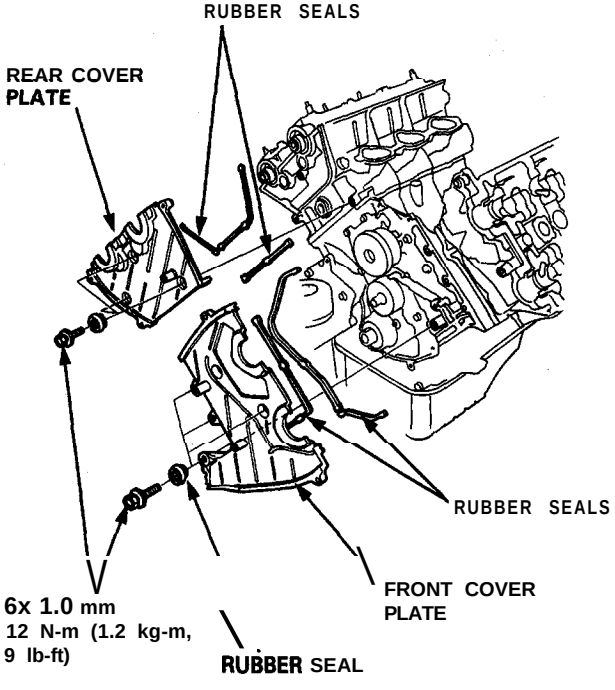
Prior to reinstalling, clean all the parts in solvent, dry them and apply lubricant to any contact surfaces.



10. *Install* the CRANK/CYL *sensor on* the front cylinder head.

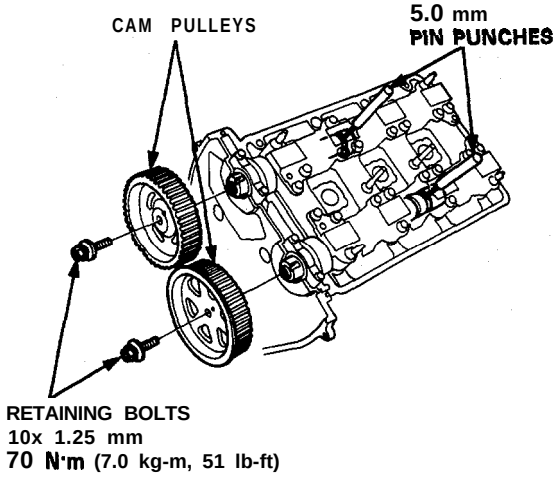


11. install the front and rear timing cover plates.



12. Insert the dowel pins in the camshaft *pulleys.*

13. Install the cam pulleys then tighten the retaining bolts to the torque specified.
NOTE: To set the camshafts at TDC, algin the camshaft holes with the camholder pipe holes and insert 5.0 mm pin punches as shown.



14. install the timing belt (page 6-25).

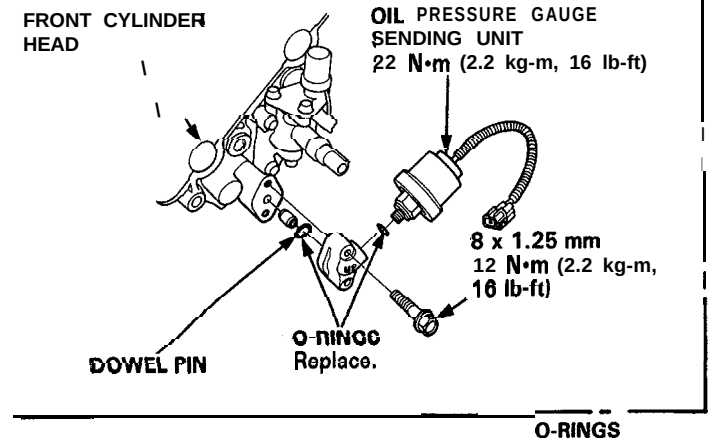
15. Adjust the valve clearance (6-54).

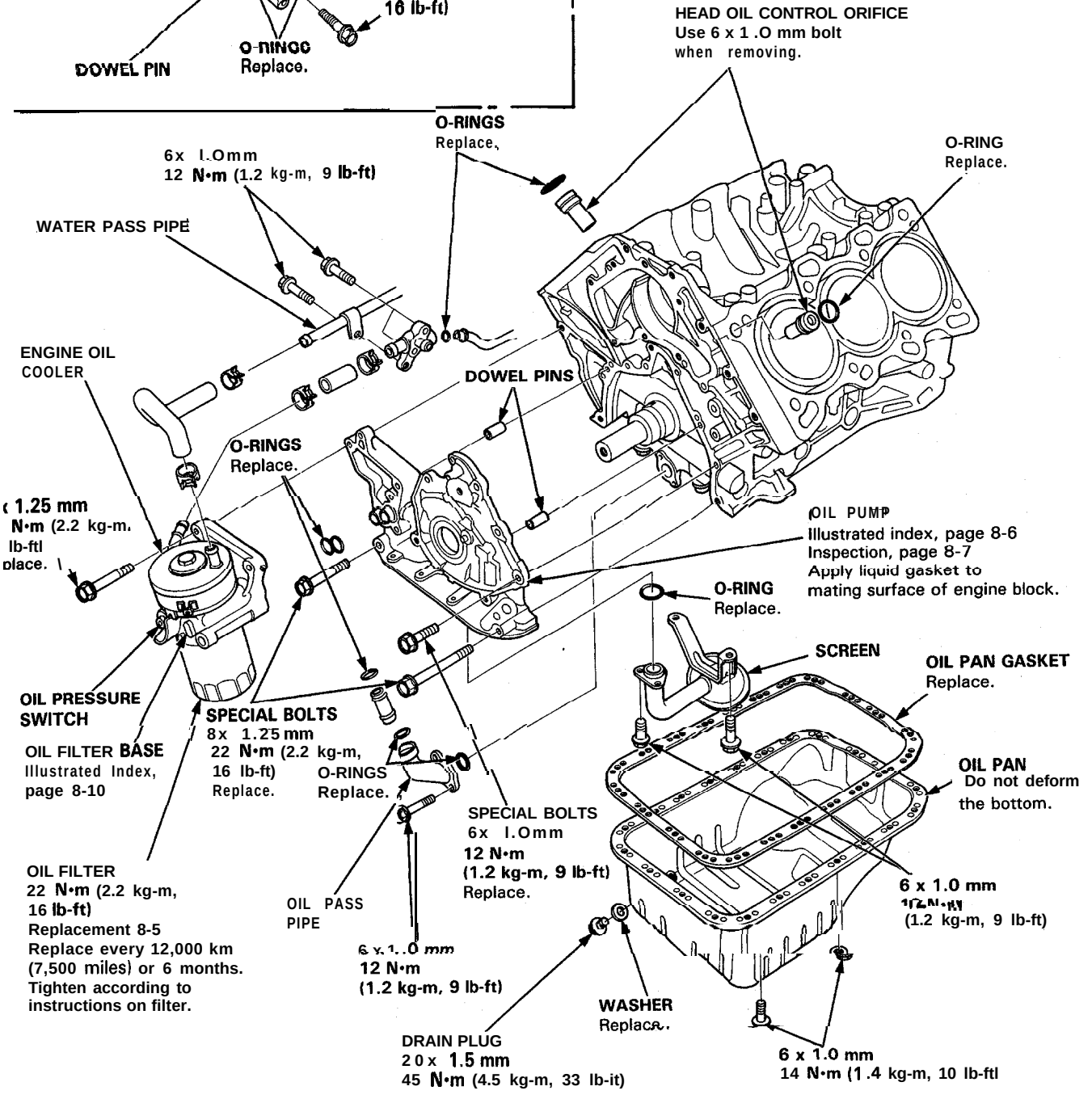
16. Inspect the rocker arms (pages 6-36, and 6-52 thru 6-541.

17. After installation, check that hoses and connectors are installed correctly.

NOTE:
- Prior to installing the cylinder head cover, apply a thin layer of liquid gasket to the mating surface of the cylinder head cover and rubber seals to prevent the rubber seal from falling off.
- After installation, fill the engine with oil up to the specified level, run the engine for more than 3 minutes, then check for oil leakage.

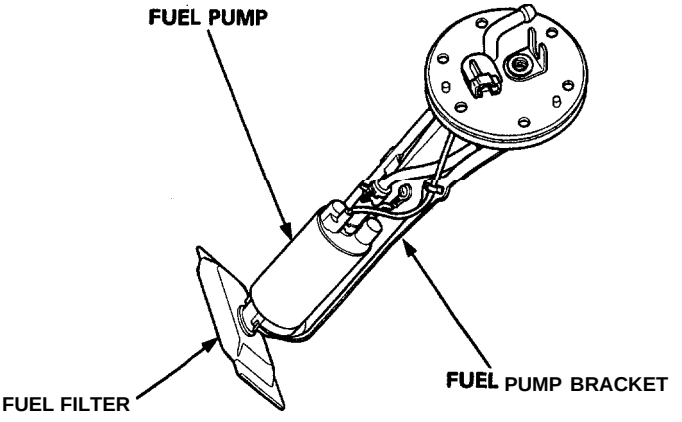
NOTE:
- Use new O-rings when reassembling.
- Apply oil to O-rings befere installation.
- Use liquid gasket, Part No. 08718—550000 OE.
- If the bottom of the oil pan is deformed, it should be repaired or the oil pan should be replaced with a new one so as to retain proper clearance between the screen and the bottom.

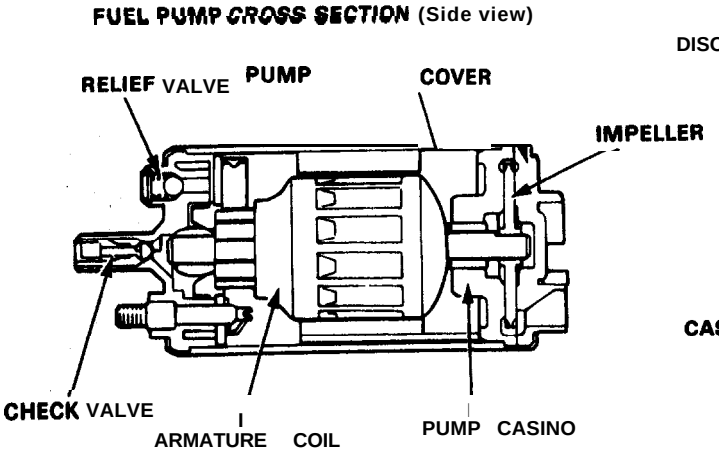


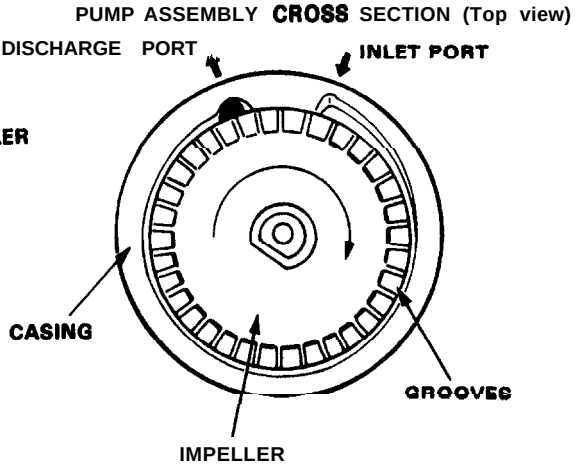


Description

Because of its compact impeller design, the fuel pump is installed inside the fuel tank, thereby saving space and simplifying the fuel line system.







The fuel pump is comprised of a DC motor, a circumference flow pump, a relief valve for protecting the fuel line systems, a check valve for retaining residual pressure, an inlet port, and a discharge port. The pump assembly consists of the impeller (driven by the motor), the pump casing (which forms the pumping chamber), and the pump cover.

OPERATION

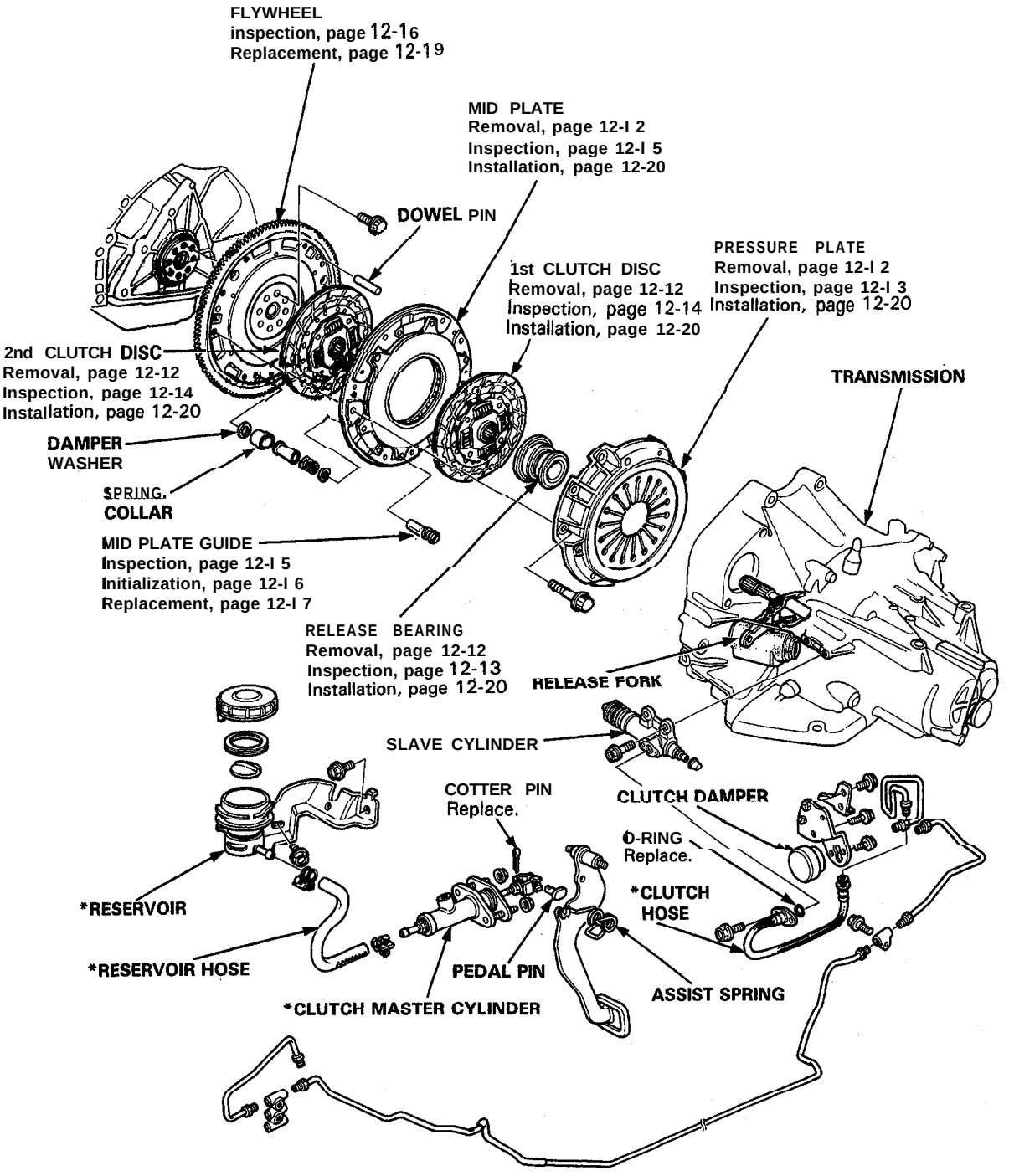
(1) When the engine is started, the main relay actuates the pump, and the motor turns together with the impeller. Differential pressure is generated by the numerous grooves around the impeller.

(2) Fuel entering the inlet port flows inside the motor from the pumping chamber and is forced through the discharge port via the check valve.
If fuel flow is obstructed at the discharge side of the fuel line, the relief valve will open to bypass the fuel to the inlet port and prevent excessive fuel pressure.

(3) When the engine stops, the pump stops automatically. However, a check valve closes by spring action to retain the residual pressure in the line, helping the engine to restart more easily.

NOTE:

- Whenever the transmission is removed, clean and grease the release bearing sliding surface.
- If the parts marked * are removed, the clutch hydraulic system must be bled.

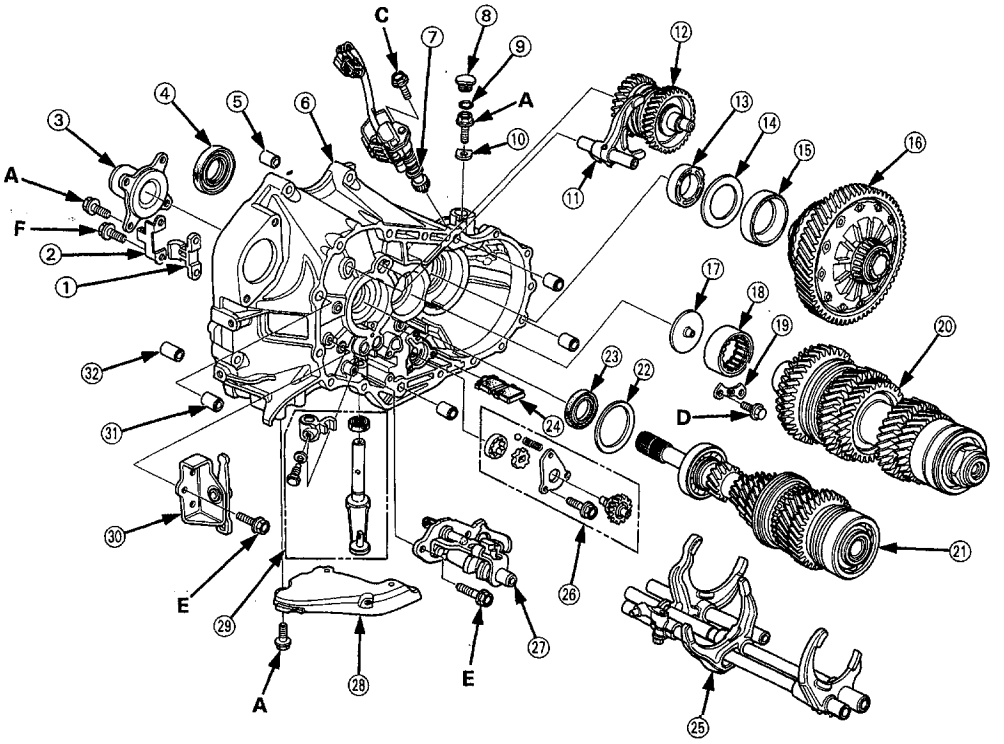


Clean all parts thoroughly in solvent and dry with compressed air.

Lubricate all parts with oil before reassembly.

NOTE:

- **This transmission uses no gaskets between the major housings; use P/N 08718-550000 OE sealant.** Assemble the housings within 20 minutes after applying the sealant and allow it to cure at least 30 minutes after assembly before filling the transmission with oil.
- Always clean the magnet ㉔ whenever the transmission housing is disassembled.

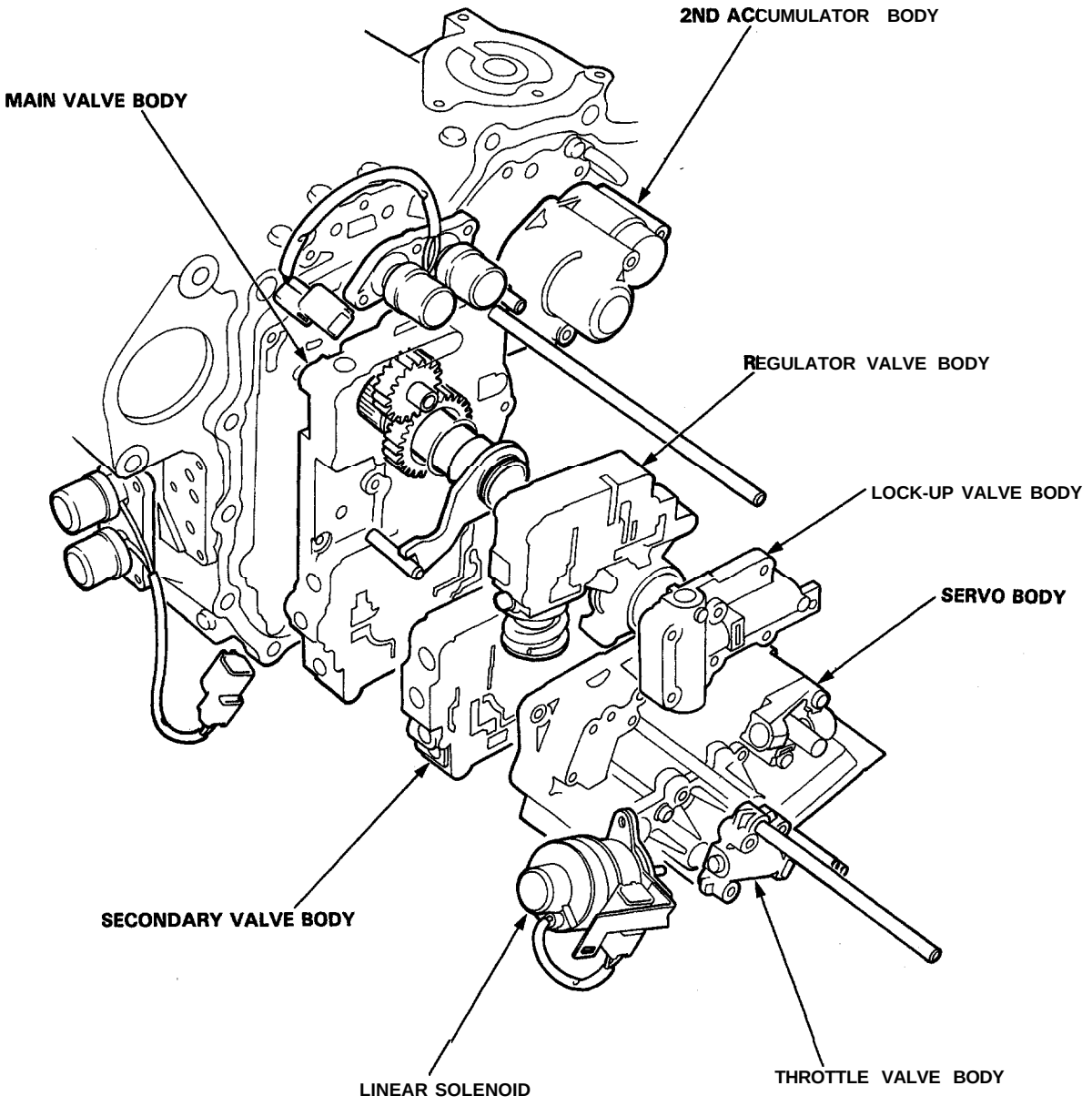


① CLUTCH RELEASE HANGER
② RELEASE HANGER SPRING
③ RELEASE BEARING GUIDE
④ 40 x 68 x 12.5 mm OIL SEAL
Replace.
⑤ 10 x 20 mm DOWL PIN
⑥ CLUTCH HOUSING
⑦ SPEED SENSOR
⑧ SENSOR DUMMY COVER
⑨ O-RING
Replace.
⑩ HOLDER PLATE
⑪ REVERSE SHIFT FORK ASSEMBLY
. Disassembly/Reassembly, page 13-16
⑫ REVERSE IDLE GEAR SHAFT ASSEMBLY
. Disassembly/Reassembly, page 13-15
⑬ OIL GUIDE RING
⑭ 90 mm WASHER
⑮ BEARING OUTER RACE
⑯ DIFFERENTIAL ASSEMBLY
. See Section 15
⑰ OIL GUIDE PLATE
⑱ 44 x 72 x 23 mm NEEDLE BEARING
⑲ BEARING RETAINING PLATE
⑳ COUNTERSHAFT ASSEMBLY
. Index, page 13-29
㉑ MAINSHAFT ASSEMBLY
. Index, page 13-23
㉒ 75 mm SPRING WASHER
㉓ 32 x 46 x 7 mm OIL SEAL
Replace.
㉔ TRANSMISSION MAGNET
㉕ SHIFT FORK ASSEMBLY
. Disassembly/Reassembly. page 13-22
㉖ OIL PUMP ASSEMBLY
. Disassembly/Reassembly, page 13-37
㉗ CHANGE HOLDER ASSEMBLY
. Disassembly/Reassembly, page 13-19
㉘ UPPER COVER
㉙ SELECT LEVER ASSEMBLY
. Removel, page 13-17
. Installation, page 13-43
㉚ REVERSE SHIFT ARM
㉛ 14 x 20 mm DOWEL PINS
㉜ 14 x 20 mm DOWEL PIN

Hydraulic Control

The valve bodies include the main valve body, regulator valve body, lock-up valve body, secondary valve body, servo body, throttle valve body and 2nd accumulator body.

The oil pump is driven by splines on the left end of the torque converter which is attached to the engine. Oil flows through the regulator valve to maintain specified pressure through the main valve body to the manual valve, and the servo body, directing pressure to each of the clutches.



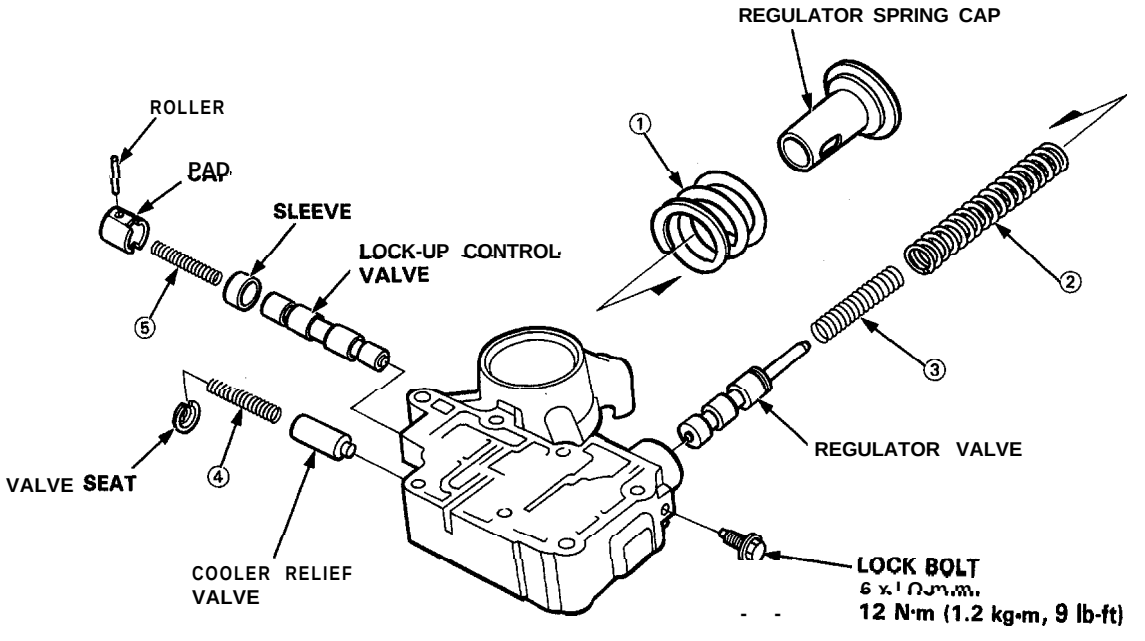
NOTE:
- Clean all parts thoroughly in solvent or carburetor cleaner, and dry with compressed air.
- Blow out all passages.
- Replace valve body as assembly if any parts are worn or damaged.
- Check all valves for free movement. If any fail to slide freely, see Valve Body Repair on page 14-110.

1. Hold the regulator spring cap in place while removing the lock bolt. Once the bolt is removed, release the spring cap slowly.

   CAUTION: The regulator spring cap can pop out when the lock bolt is removed.

2. Reassembly is in the reverse order of disassembly.

   NOTE:
   - Coat all parts with ATF.
   - Align the hole in the regulator cap with the hole in the valve body, press the spring cap into the body and tighter the lock bolt.



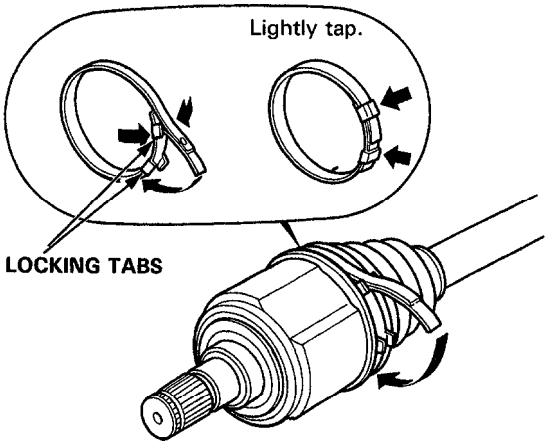
SPRING SPECIFICATIONS

Unit of length: mm (in

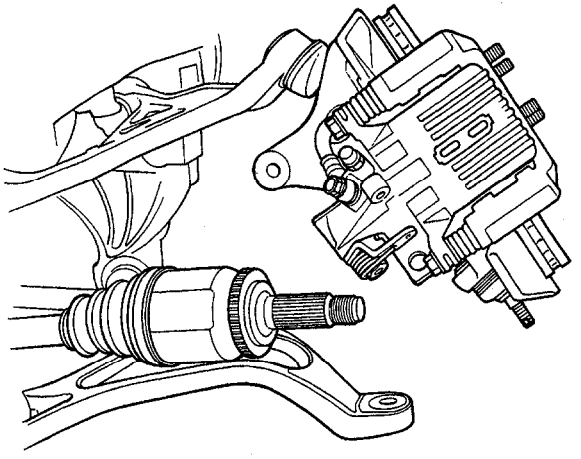
No.	Spring	Standard (New)			
		Wire Dia.	O.D.	Free Length	No. of Coils
①	Stator reaction spring	6.0 (0.236)	38.4 (1.512)	30.3 (1.193)	2.0
②	Regulator valve spring A	1.58 x 2.0 (0.062 x 0.079)	14.7 (0.579)	88.6 (3.488)	20.9
③	Regulator valve spring B	1.8 (0.071)	9.6 (0.378)	44.0 (1.732)	14.7
④	Cooler relief valve spring	1.2 (0.047)	8.4 (0.331)	35.7 (1.406)	16.5
⑤	L/C control spring	0.8 (0.031)	6.6 (0.260)	38.3 (I.5081	25.0

17. Install new boot bands on the boots and bend both sets of locking tabs.

18. Lightly tap on the doubled-over portions to reduce their height.



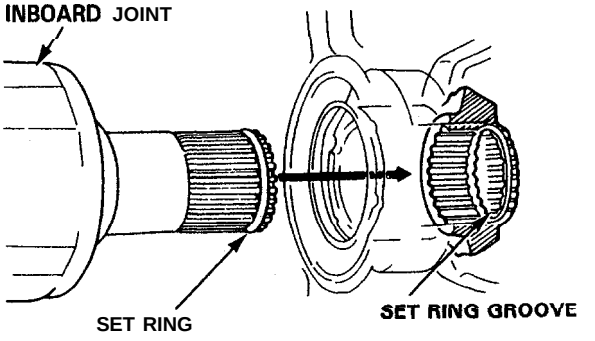
NOTE: Install the outboard joint in the knuckle before installing the driveshaft into the differential or intermediate shaft. Loosely install the spindle nut this time.

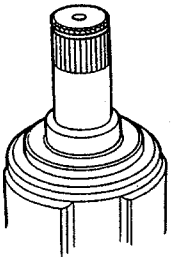


19. Install the new set rings in the driveshaft groove and intermediate shaft groove.

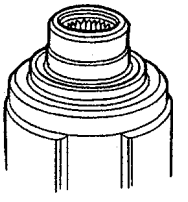
20. Install the inboard end of the driveshaft into differential or intermediate shaft.

CAUTION:
- Always use a new set ring whenever the driveshaft is being installed.
- Make sure the L. driveshaft locks in the differential side gear groove, and the CV joint subaxle bottoms in the differential.
- Insert the R. driveshaft CV joint subaxle into the intermediate shaft until the intermediate shaft set ring locks in the groove in the R. driveshaft.



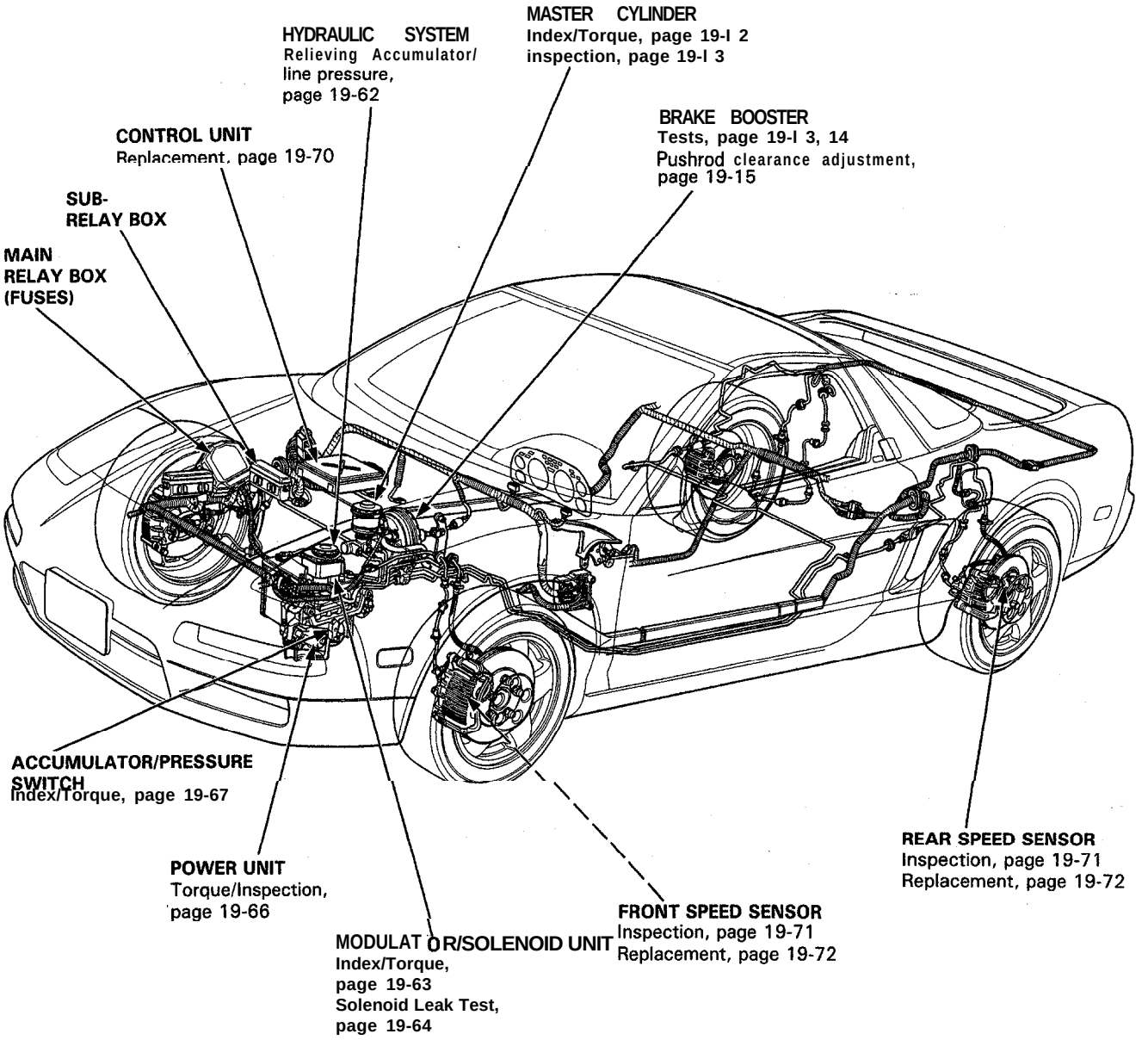


L. Driveshaft inboard end



R. Driveshaft inboard end (Intermediate shaft side)

⚠ WARNING **The accumlator contains high-pressure nitrogen gas, do not puncture, expose to flame or attempt to disassemble the accumlator or it may explode; severe personal injury may result.**



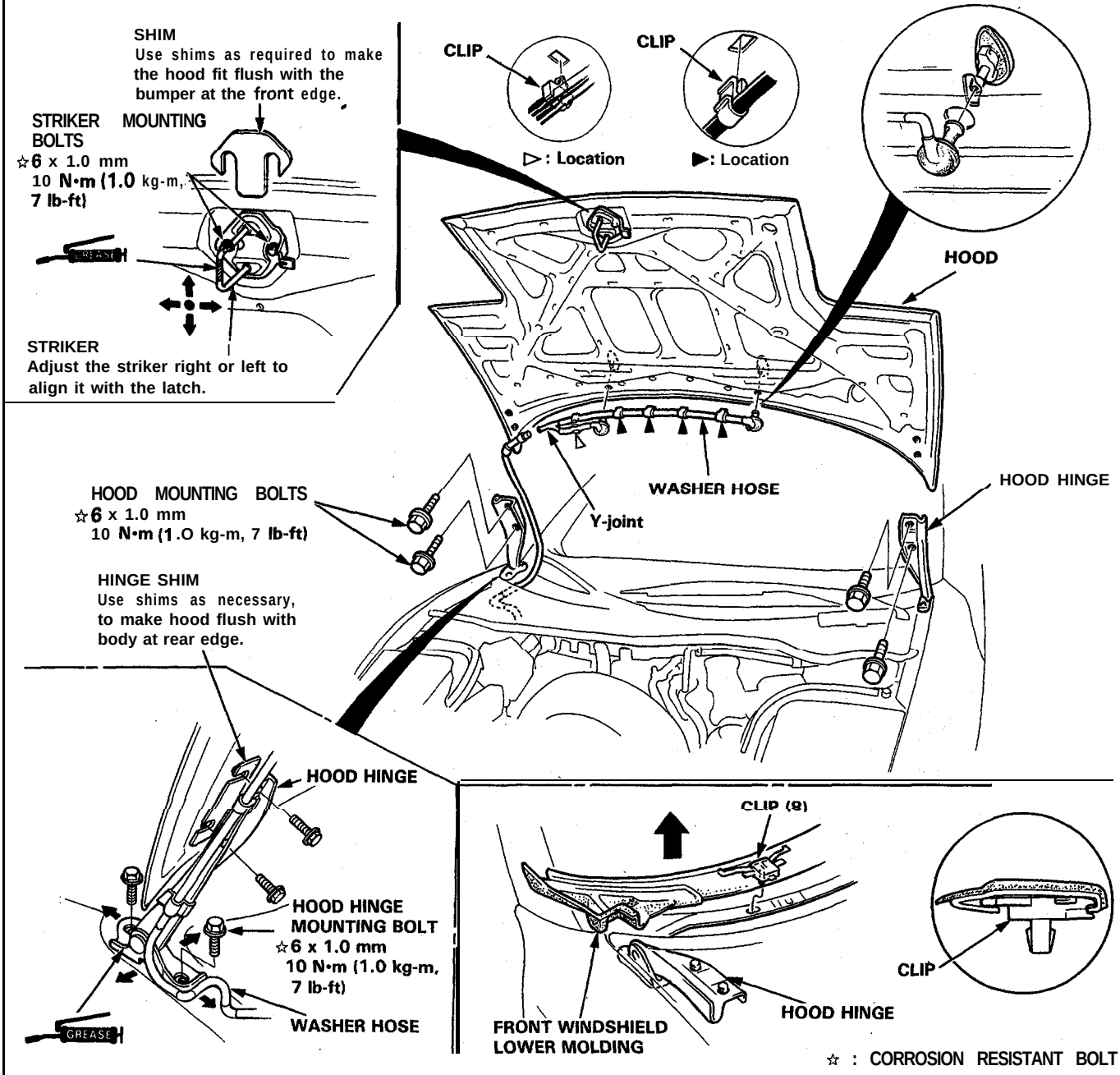
- Replacement/Adjustment

1. Disconnect the windshield washer hose at the Y-joint, then pull it out of the hood.
2. Remove the hood by removing the 2 hood mounting bolts on each side.
3. To remove the hood hinges, remove the front windshield lower molding.

ALIGNMENT

- The hinges can be adjusted right and left as well as fore and aft by using the elongated holes.
- The hinges should be shimmed to adjust the height of the hood at the rear edge.
- Adjust the hood latch to obtain the proper height at the forward edge (page 20-52).

4. Install the new hood. After installing, adjust the hood fit to the opening.



☆ : CORROSION RESISTANT BOLT

- Rear Bulkhead