BODY CODE PLATE (Continued)

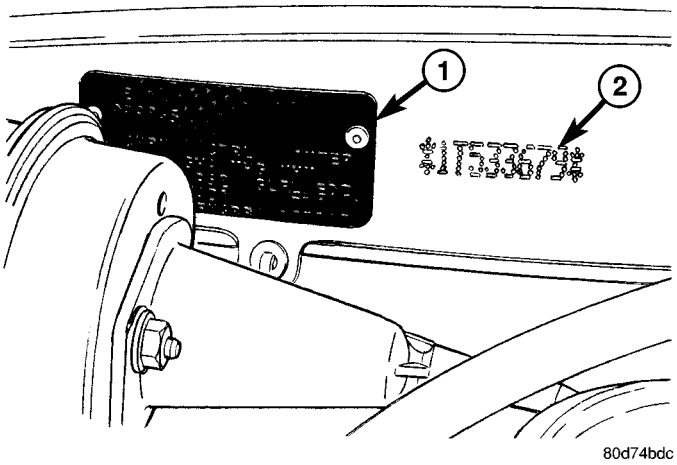


Fig. 2 BODY CODE PLATE 2

1 - BODY CODE PLATE
2 - BODY CODE EMBOSS

DIGITS 20, 21, AND 22

Engine Code

- EJD = 1.6L Four Cylinder 16 Valves SOHC Gasoline
- ECC = 2.0L Four Cylinder 16 Valves DOHC Gasoline
- EDJ = 2.2L Four Cylinder Turbo Diesel Engine
- EDZ = 2.4L Four Cylinder 16 Valves DOHC Gasoline
- EDV = 2.4L Four Cylinder 16 Valves DOHC H.O. Turbo Gasoline

DIGIT 23

Open Space

BODY CODE PLATE LINE 1

DIGITS 1, 2, AND 3

Transaxle Codes

- DGL = 41TE 4-Speed Electronic Automatic Transaxle
- DD5 = NV T350 5-Speed Manual Transaxle
- DDD = GETRAG 288 5-Speed Manual Transaxle

DIGIT 4

Open Space

DIGIT 5

Market Code

- C = Canada
- B = International
- M = Mexico
- U = United States

DIGIT 6

Open Space

DIGITS 7 THROUGH 23

Vehicle Identification Number

- (Refer to VEHICLE DATA/VEHICLE INFORMATION/VEHICLE IDENTIFICATION NUMBER - DESCRIPTION) for proper breakdown of VIN code.

IF TWO BODY CODE PLATES ARE REQUIRED

The last code shown on either plate will be followed by END. When two plates are required, the last code space on the first plate will indicate (CTD)

When a second plate is required, the first four spaces of each line will not be used due to overlap of the plates.

FASTENER IDENTIFICATION

DESCRIPTION

The SAE bolt strength grades range from grade 2 to grade 8. The higher the grade number, the greater the bolt strength. Identification is determined by the line marks on the top of each bolt head. The actual bolt strength grade corresponds to the number of line marks plus 2. The most commonly used metric bolt strength classes are 9.8 and 10.9. The metric strength class identification number is imprinted on the head of the bolt. The higher the class number, the greater the bolt strength. Some metric nuts are imprinted with a single-digit strength class on the nut face. Refer to the Fastener Identification and Fastener Strength Charts.

FRONT SUSPENSION (Continued)

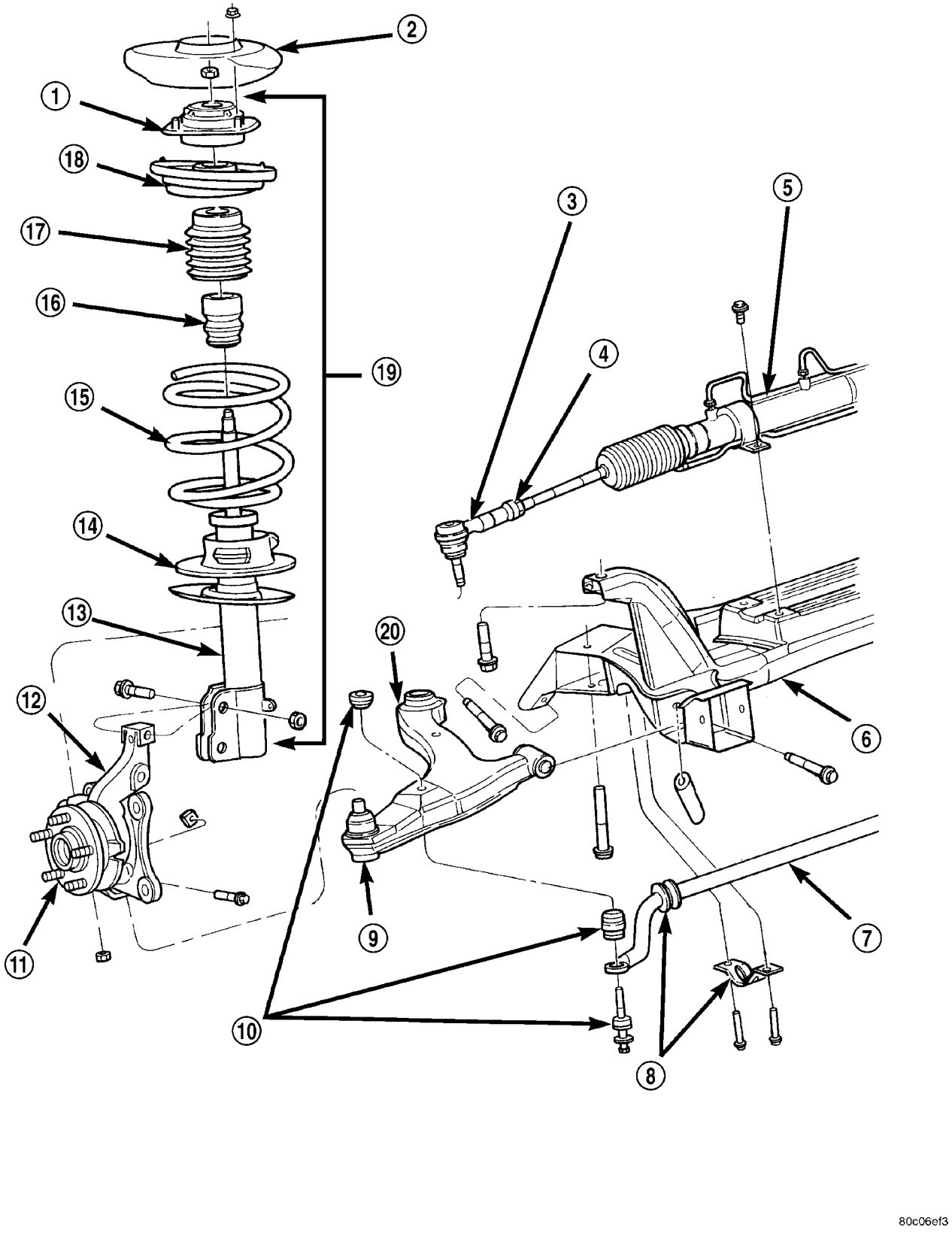
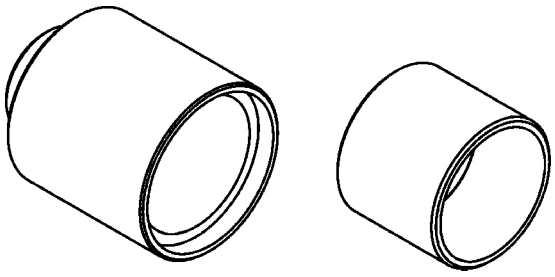


Fig. 1 Front Suspension System

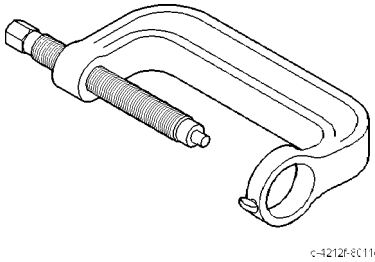
REAR SUSPENSION (Continued)

SPECIAL TOOLS

REAR SUSPENSION



Remover/Installer 8405



Press, Ball Joint C-4212F

AXLE - FRONT WHEEL DRIVE REAR

DESCRIPTION

The steel rear axle on this vehicle is a twist beam design (Fig. 1). It has a tubular torsion tube running through the center of its width. It also has two trailing arms, one extending from each end of the axle forward. Each trailing arm has a rubber pivot bushing pressed into it. Two coil spring perches are mounted to its top surface in line with the rear wheel center.

OPERATION

The rear axle pivots at the forward end of the trailing arms through the bushings. Coil springs mounted on top of the axle support the trailing end. As the rear wheels attached to each end of the axle (through spindles) move over bumps and dips, the axle moves with the wheels, pivoting at the front while exerting varying force against the coil springs.

The torsion tube running through the center of the axle's width acts as an integral tubular stabilizer bar. Jounce and rebound movements affecting one rear wheel are partially transferred to the opposite wheel to help stabilize body roll.

REMOVAL

WARNING: THE AUTOMATIC ADJUSTING FEATURE OF THIS PARKING BRAKE LEVER CONTAINS A CLOCKSPRING LOADED TO APPROXIMATELY 19 POUNDS. DO NOT RELEASE THE AUTOMATIC ADJUSTER LOCKOUT DEVICE UNLESS THE REAR PARKING BRAKE CABLES AND EQUALIZER ARE CONNECTED TO THE LEVER OUTPUT CABLE. KEEP HANDS OUT OF AUTOMATIC ADJUSTER SECTOR AND PAWL AREA. FAILURE TO OBSERVE CAUTION IN HANDLING THIS MECHANISM COULD LEAD TO SERIOUS INJURY.

WARNING: WHEN REPAIRS TO THE PARKING BRAKE LEVER OR CABLES ARE REQUIRED, THE AUTOMATIC ADJUSTER MUST BE LOADED AND LOCKED OUT TO AVOID POSSIBLE INJURY. THE LEVER ADJUSTMENT MECHANISM CAN BE LOADED AND LOCKED OUT AS OUTLINED IN THIS PROCEDURE.

WARNING: THE AIRBAG SYSTEM IS A COMPLEX ELECTROMECHANICAL UNIT. BEFORE ATTEMPTING TO SERVICE ANY COMPONENT NEAR THE OCCUPANT RESTRAINT CONTROLLER (ORC), FIRST DISCONNECT AND ISOLATE THE BATTERY NEGATIVE CABLE. ALLOW THE SYSTEM CAPACITOR TO DISCHARGE FOR TWO (2) MINUTES. FAILURE TO DO THIS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

NOTE: Before proceeding, (Refer to 2 - SUSPENSION/REAR - WARNING).

(1) Unclip the air cleaner cover (two clips) and move the cover aside.

(2) Disconnect and isolate the battery negative cable from its post on the battery.

(3) Block the tire and wheels so the vehicle does not move once the vehicle parking brake lever is released.

(4) Remove the transmission shift knob as necessary.

(5) Remove the screws attaching the center console, then remove the center console.

(6) Grasp the parking brake lever output cable by hand and pull upward. Continue pulling on the cable until an appropriate sized pin punch (drill bit or locking pin) can be inserted sufficiently through the hole in the left side of the lever mounting bracket (Fig. 3). This will lock the parking brake automatic adjustment mechanism in place and take tension off the parking brake cables. Slowly release the output cable. There should now be slack in the cables.

(7) Remove the rear parking brake cables from the parking brake cable equalizer (Fig. 4).

AXLE - FRONT WHEEL DRIVE REAR (Continued)

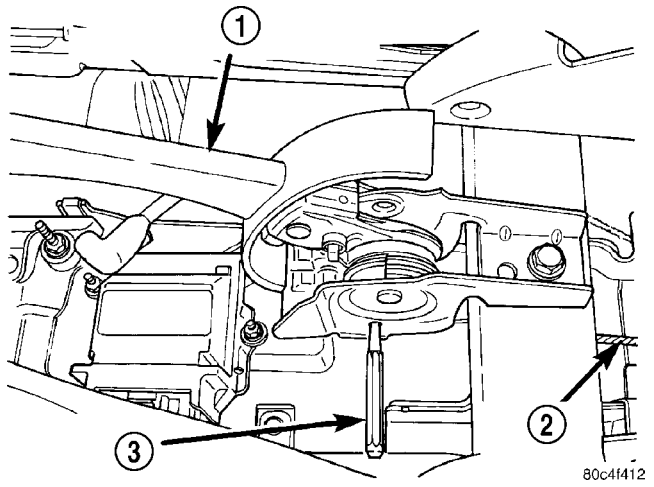


Fig. 3 Pin Punch Installed

1 - PARKING BRAKE LEVER
2 - OUTPUT CABLE
3 - PIN PUNCH

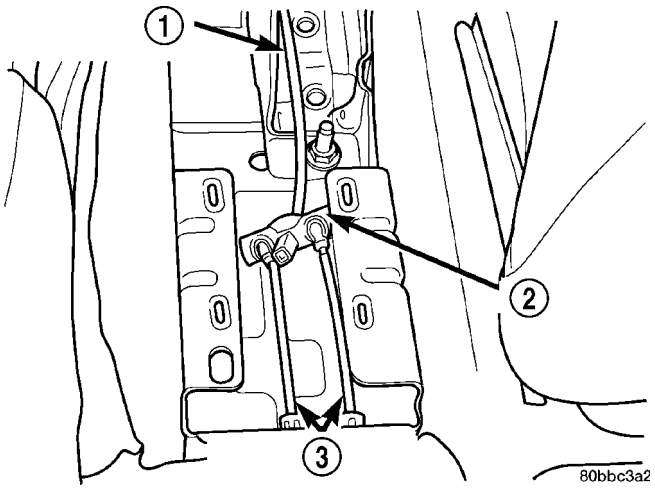


Fig. 4 Parking Brake Cables At Equalizer

1 - LEVER OUTPUT CABLE
2 - EQUALIZER
3 - REAR PARKING BRAKE CABLES

(8) Raise the vehicle. (Refer to LUBRICATION & MAINTENANCE/HOISTING - STANDARD PROCEDURE)

(9) Remove both rear tire and wheel assemblies from the vehicle.

(10) On vehicles equipped with rear drum brakes:

(a) Remove the bolts securing the drum brake flex hoses to the axle trailing arms.

(b) Remove the brake drum retaining clips, then the drums (Fig. 5).

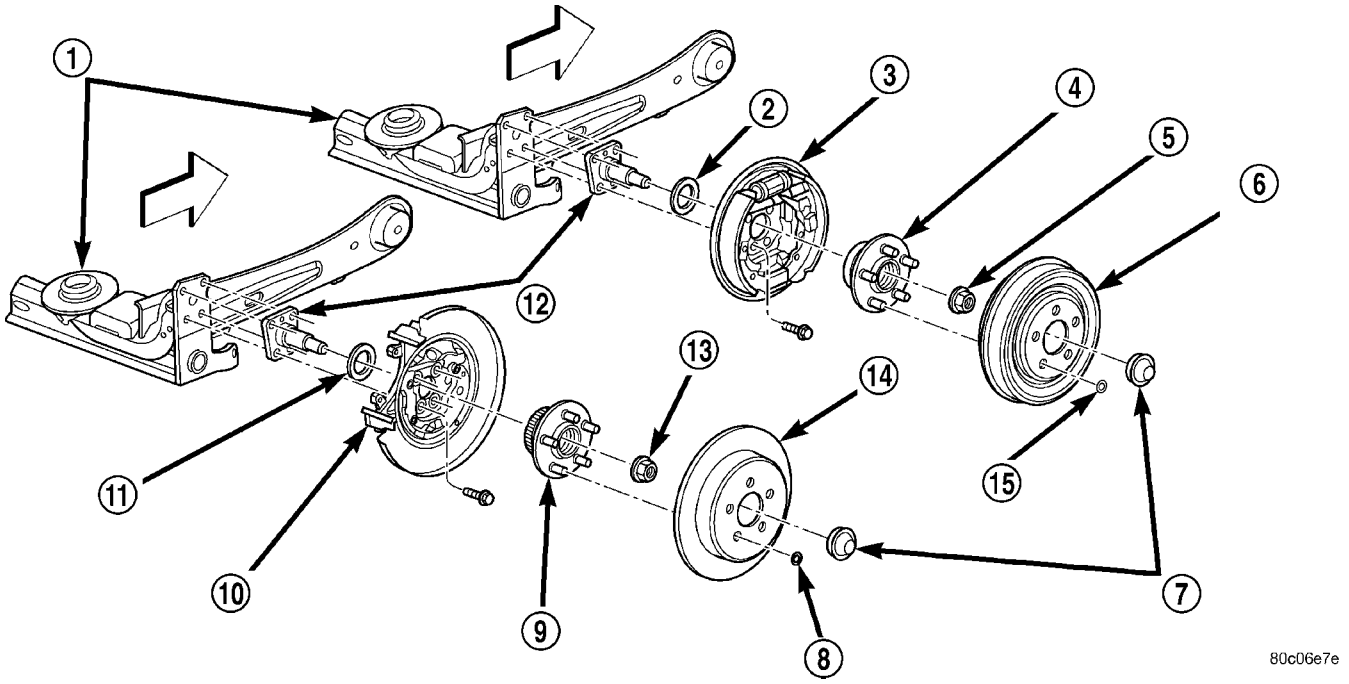


Fig. 5 Rear Brake Mounting To Axle

1 - AXLE
2 - SEAL
3 - DRUM BRAKE WITH SUPPORT PLATE
4 - HUB AND BEARING
5 - HUB NUT
6 - BRAKE DRUM
7 - DUST CAP
8 - RETAINER CLIP
9 - HUB AND BEARING
10 - DISC BRAKE ADAPTER
11 - SEAL
12 - SPINDLE
13 - HUB NUT
14 - BRAKE ROTOR
15 - RETAINER CLIP

CLUTCH (Continued)

(7) Close hydraulic bleed circuit. Insert hydraulic pipe fully into slave cylinder and depress retaining ring so both are closed, securing tube (Fig. 4). Remove drain hose. Pull outward to verify connection.

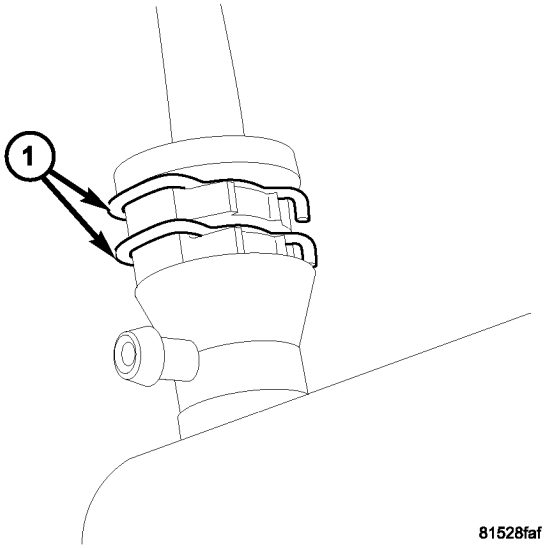


Fig. 4 Hydraulic Tube Retaining Clips

1 - RETAINER CLIPS

(8) From driver's seat, actuate clutch pedal 60–100 times.

(9) **Apply parking brake**. Start engine and verify clutch operation and pedal feel. If pedal feels fine and clutch operates as designed, stop here. If pedal still feels spongy or clutch does not fully disengage, excessive air is still trapped within the system.

(10) Verify fluid level in clutch master cylinder reservoir. Top off with DOT 3 brake fluid as necessary.

(11) Raise vehicle on hoist.

(12) Remove clutch slave cylinder assembly from the transaxle case (Fig. 5) (Fig. 6), **but do not disconnect from the system**. Allow the slave cylinder to hang, making it the lowest part of the system.

CAUTION: While slave cylinder is detached from the transaxle, DO NOT actuate the clutch master cylinder. Damage to the slave cylinder will result.

(13) Depress slave cylinder pushrod until it bottoms and then release. Repeat this at least 50 times, forcing trapped air upwards and out of the system.

(14) Re-install slave cylinder into position. **1.6L equipped models:** Torque slave cylinder to case bolt to 12 N·m (105 in. lbs.). **2.4L equipped models:** Torque slave cylinder to case bolt to 19 N·m (168 in. lbs.).

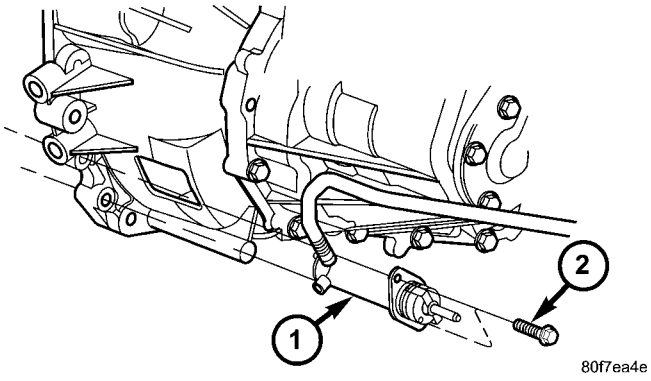


Fig. 5 Clutch Slave Cylinder at Transaxle- 1.6L Models

1 - SLAVE CYLINDER
2 - BOLT

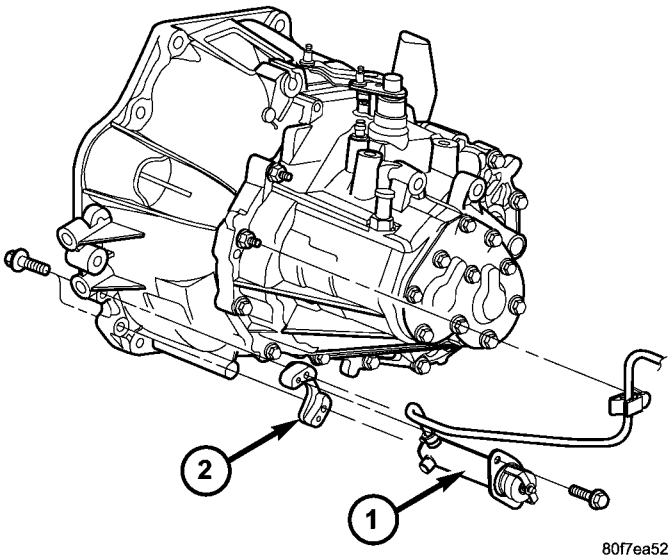


Fig. 6 Clutch Slave Cylinder at Transaxle- 2.4L

1 - SLAVE CYLINDER
2 - BRACKET

(15) Lower vehicle.

(16) Verify clutch operation. Repeat procedure if necessary.

(17) Top off brake master cylinder fluid level with DOT 3 brake fluid as necessary.

HORN (Continued)

REMOVAL

(1) Disconnect and isolate the battery negative cable.
(2) Remove the right front wheelhouse splash shield.
(3) Disconnect the harness connector.
(4) Remove the fastener securing the horn assembly to the vehicle (Fig. 1).

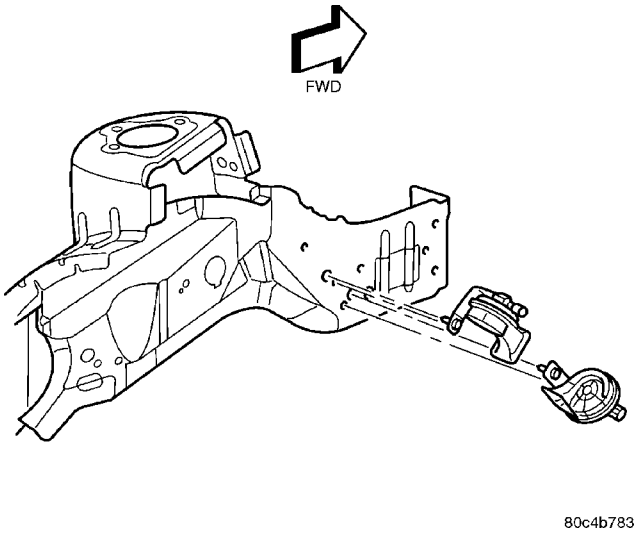


Fig. 1 HORN MOUNTING (EXPORT SHOWN)

INSTALLATION

(1) Install the fastener securing the horn assembly to the vehicle.
(2) Connect the harness connector.
(3) Install the right front wheelhouse splash shield.
(4) Connect the battery negative cable.

HORN RELAY

REMOVAL

(1) Disconnect and isolate the battery negative cable.
(2) Remove cover from Power Distribution Center (PDC).
(3) Using special tool C-4817, grip the relay by the sides and pull upward with an even effort (Fig. 2).

INSTALLATION

(1) Align relay with Power Distribution Center (PDC) and press into position.
(2) Install cover to PDC.
(3) Connect battery negative cable.

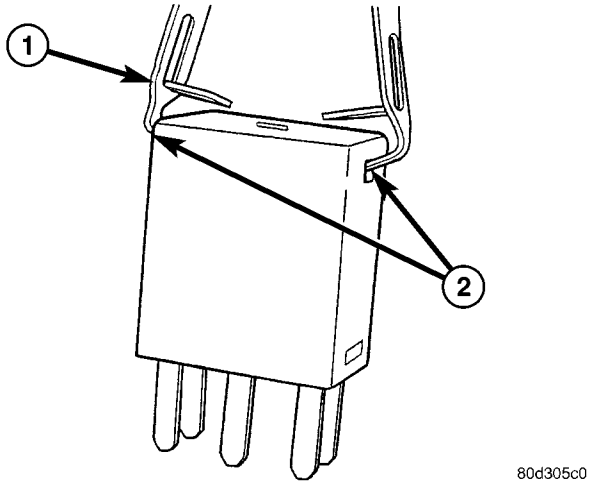


Fig. 2 RELAY REMOVAL

1 - SPECIAL TOOL C-4817
2 - RELAY

HORN SWITCH

DESCRIPTION

WARNING:
ON VEHICLES EQUIPPED WITH AN AIRBAG, REFER TO RESTRAINT SYSTEMS FOR WARNINGS AND CAUTIONS BEFORE SERVICING THE HORN SWITCH.

The horn switch is mounted inside the driver airbag. The horn switch is serviced with the driver airbag (Refer to 8 - ELECTRICAL/RESTRAINTS/ DRIVER AIRBAG - REMOVAL).

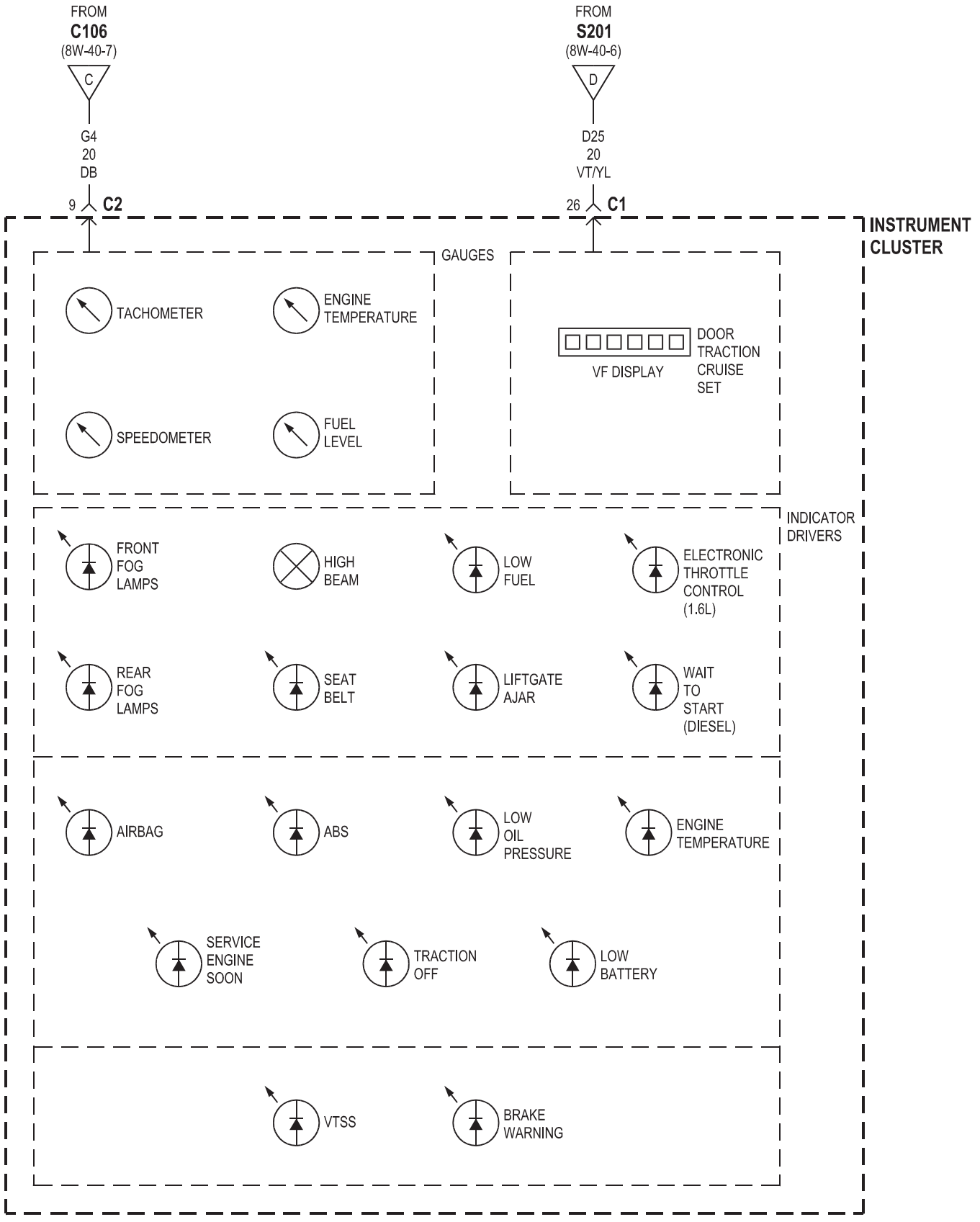
OPERATION

When the Driver Airbag Cover is pressed, the horn switch makes contact to ground. The ground signal is carried to the horn relay and the horn sounds. The horn switch grounds to the airbag housing.

REMOVAL

WARNING:
ON VEHICLES EQUIPPED WITH AN AIRBAG, REFER TO RESTRAINT SYSTEMS FOR WARNINGS AND CAUTIONS BEFORE SERVICING THE HORN SWITCH.

The horn switch is serviced with the driver airbag (Refer to 8 - ELECTRICAL/RESTRAINTS/DRIVER AIRBAG - REMOVAL).


FROM
C106
(8W-40-7)
C
G4
20
DB
9
C2
FROM
S201
(8W-40-6)
D
D25
20
VT/YL
26
C1
INSTRUMENT CLUSTER
GAUGES
TACHOMETER
ENGINE TEMPERATURE
SPEEDOMETER
FUEL LEVEL
VF DISPLAY
DOOR
TRACTION
CRUISE
SET
INDICATOR DRIVERS
FRONT FOG LAMPS
HIGH BEAM
LOW FUEL
ELECTRONIC THROTTLE CONTROL (1.6L)
REAR FOG LAMPS
SEAT BELT
LIFTGATE AJAR
WAIT TO START (DIESEL)
AIRBAG
ABS
LOW OIL PRESSURE
ENGINE TEMPERATURE
SERVICE ENGINE SOON
TRACTION OFF
LOW BATTERY
VTSS
BRAKE WARNING

CYLINDER HEAD (Continued)

(31) Remove cylinder head plugs. Remove fasteners holding timing chain guides to cylinder head. Remove timing chain guides (Fig. 19).

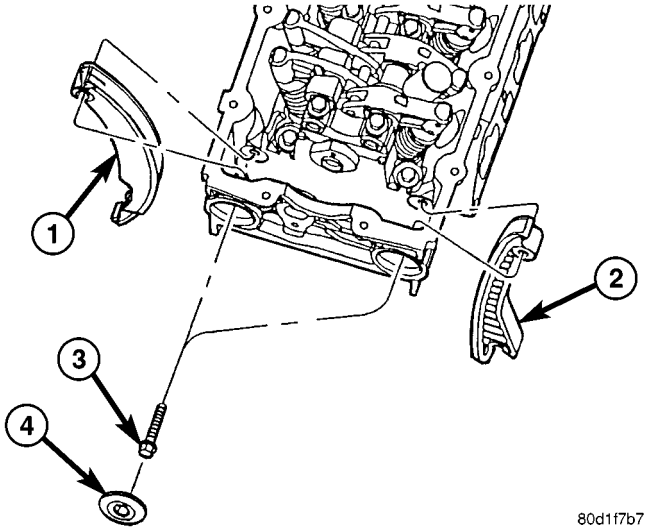


Fig. 19 Timing Chain Guide Mounting

1 - RIGHT TIMING CHAIN GUIDE (MOVABLE)
2 - LEFT TIMING CHAIN GUIDE (FIXED)
3 - FASTENER(S)
4 - CYLINDER HEAD PLUG(S)

CAUTION: Avoid damaging spark plug tubes when removing cylinder head bolts.

(32) Remove cylinder head bolts (Fig. 20).
(33) Remove cylinder head and gasket.

CLEANING

To ensure engine gasket sealing, proper surface preparation must be performed, especially with the use of aluminum engine components and multi-layer steel cylinder head gaskets.

NOTE: Multi-Layer Steel (MLS) head gaskets require a scratch free sealing surface.

Remove all gasket material from cylinder head and block (Refer to 9 - ENGINE - STANDARD PROCEDURE). Be careful not to gouge or scratch the aluminum head sealing surface.

Clean all engine oil passages.

INSPECTION

(1) Cylinder head must be flat within 0.1 mm (0.004 in.) (Fig. 21).
(2) Inspect camshaft bearing journals for scoring.
(3) Remove carbon and varnish deposits from inside of valve guides with a reliable guide cleaner.

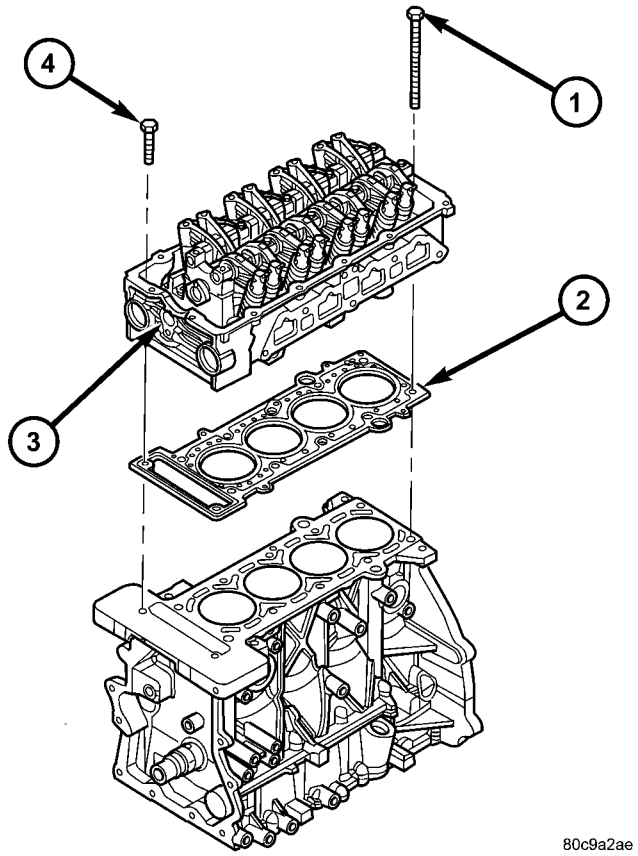


Fig. 20 Cylinder Head and Gasket

1 - M10 CYLINDER HEAD BOLT (QTY 10)
2 - CYLINDER HEAD GASKET
3 - CYLINDER HEAD
4 - M8 CYLINDER HEAD BOLT (QTY 2)

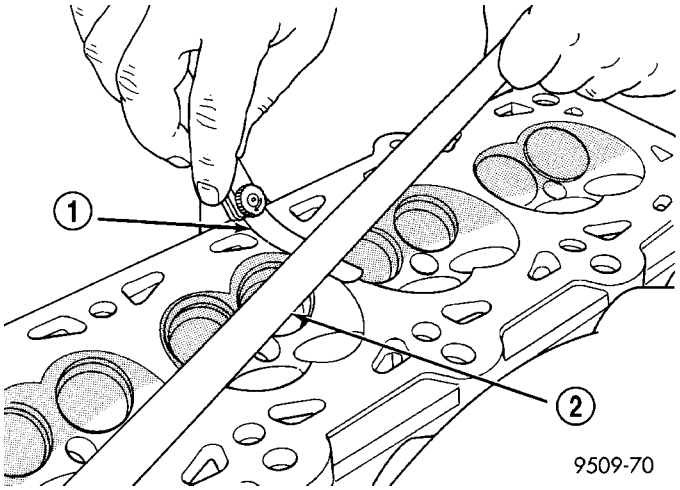


Fig. 21 Checking Cylinder Head Flatness

1 - FEELER GAUGE
2 - STRAIGHT EDGE

TIMING BELT TENSIONER & PULLEY (Continued)

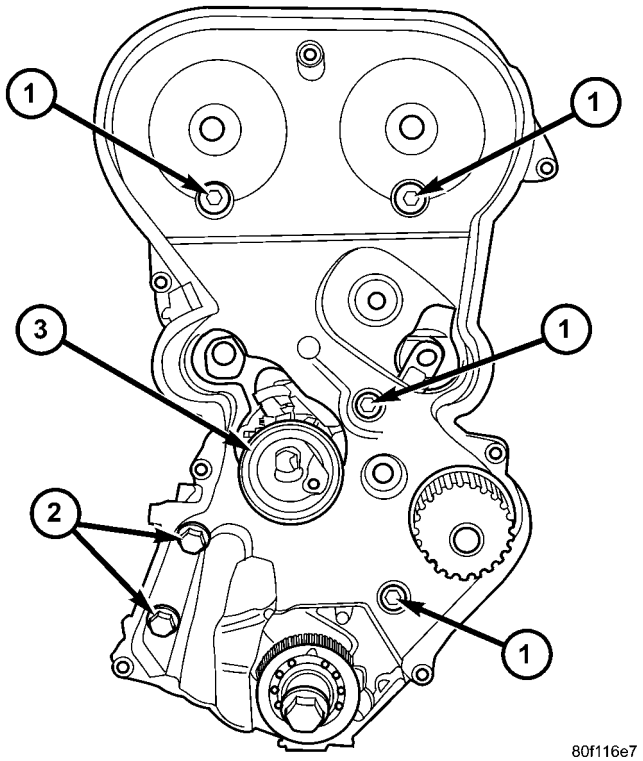


Fig. 177 Rear Timing Belt Cover Fasteners

1 - M6 BOLTS - 12 N·m (105 in. lbs.)
2 - M8 BOLTS - 28 N·m (250 in. lbs.)
3 - TIMING BELT TENSIONER

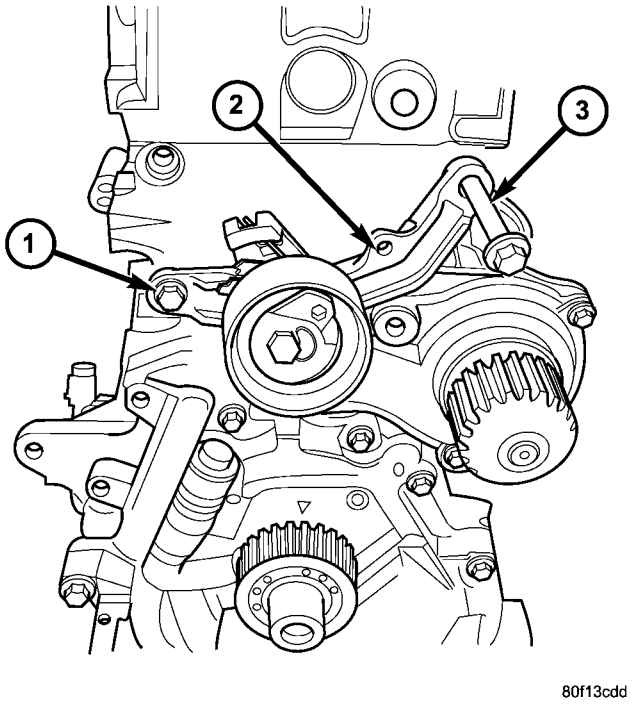


Fig. 178 Timing Belt Tensioner/Bracket Assembly

1 - BOLT
2 - TENSIONER ASSEMBLY
3 - BOLT-INSTALL FOR PROPER ALIGNMENT

(4) Remove rear timing belt cover fasteners and remove cover from engine (Fig. 177).

(5) Remove lower bolt attaching timing belt tensioner assembly to engine and remove tensioner **as an assembly** (Fig. 178).

INSTALLATION

(1) Align timing belt tensioner assembly to engine and install lower mounting bolt **but do not tighten** (Fig. 178). To properly align tensioner assembly to engine; temporarily install one of the engine bracket mounting bolts (M10) 5–7 turns into the tensioner assembly upper mounting location (Fig. 178).

(2) Torque the tensioner's lower mounting bolt to 61 N·m (45 ft. lbs.). Remove the upper bolt used for tensioner alignment.

(3) Install rear timing belt cover and fasteners (Fig. 177).

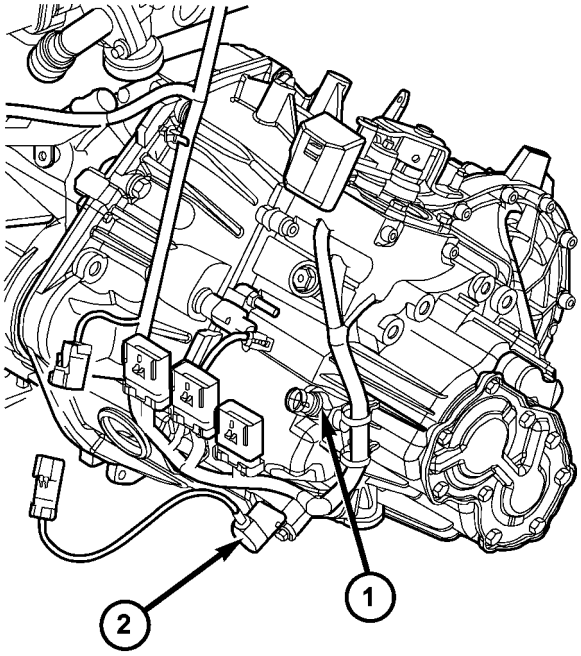
(4) Install timing belt idler pulley and torque mounting bolt to 61 N·m (45 ft. lbs.).

CAUTION: Do not use an impact wrench to tighten camshaft sprocket bolts. Damage to the camshaft-to-sprocket locating dowel pin may occur.

(5) Install camshaft sprockets. Use Special Tool 6847 to hold sprockets (Fig. 176) and tighten bolts to 115 N·m (85 ft. lbs.).

(6) Install timing belt (Refer to 9 - ENGINE/ VALVE TIMING/TIMING BELT AND SPROCKETS - INSTALLATION).

G288 MANUAL TRANSAXLE (Continued)



80e563d1

Fig. 107 VSS and Back-Up Lamp Switches

1 - BACK-UP LAMP SWITCH
2 - VEHICLE SPEED SENSOR (VSS)

(18) Install gearshift crossover and selector cables to transaxle shift mechanism. Secure to cable bracket with NEW retainer clips (Fig. 108).

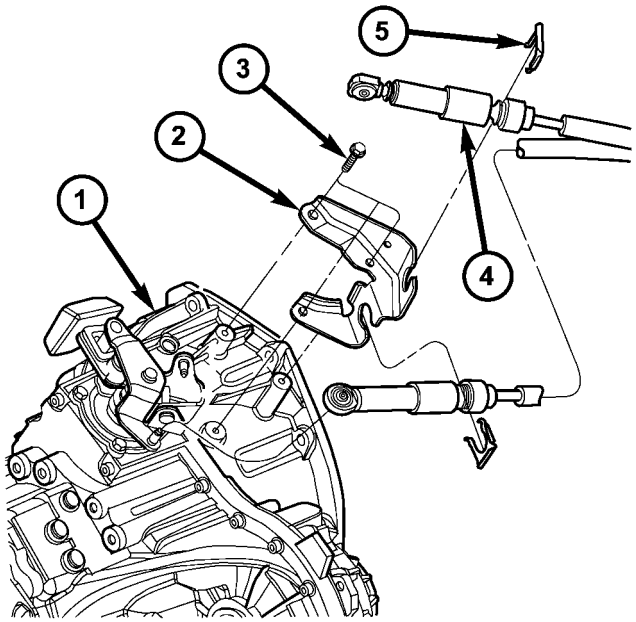


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Fig. 108 Gear Shift Cables and Bracket at Transaxle

1 - TRANSAXLE
2 - GEAR SHIFT CABLE BRACKET
3 - BOLT (3)
4 - CABLE ASSEMBLY
5 - RETAINER (2)

(19) Install PDC/air cleaner assembly bracket (Fig. 109).

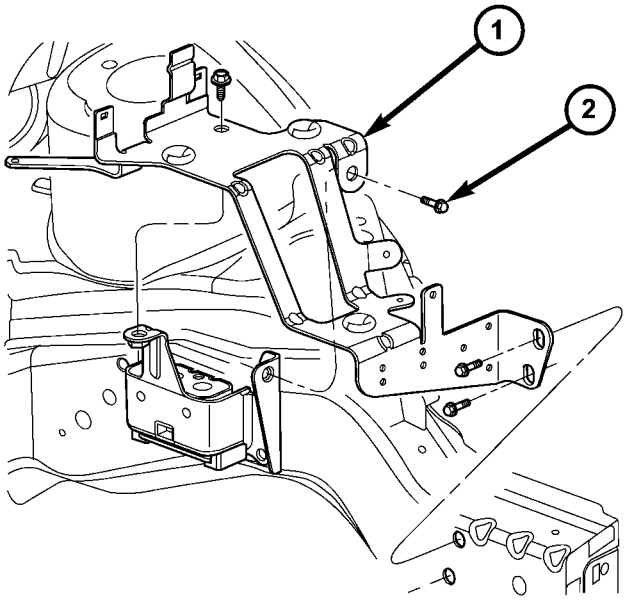

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Fig. 109 Air Cleaner/PDC Bracket

1 - BRACKET
2 - BOLT (4)

(20) Install PDC into position.
(21) Install air cleaner assembly (Fig. 110).

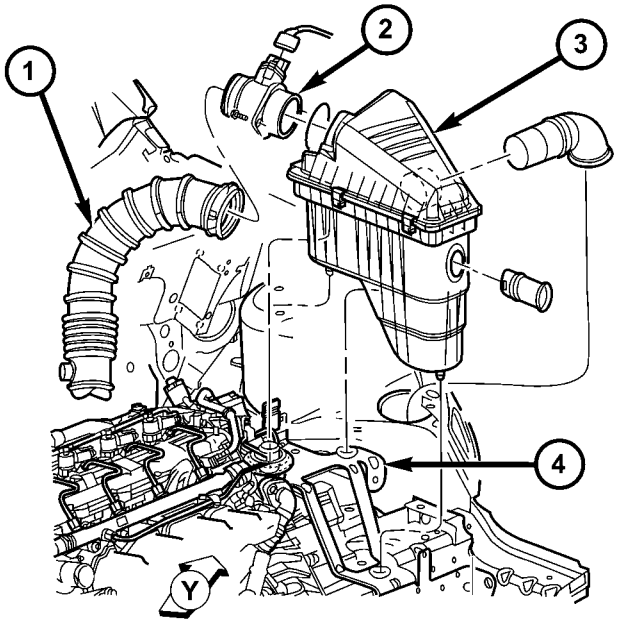

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Fig. 110 Air Cleaner Assembly

1 - DUCT
2 - MASS AIR FLOW SENSOR
3 - AIR CLEANER ASSEMBLY
4 - BRACKET

(22) Connect battery negative cable.

AXLE SEAL

REMOVAL

(1) Remove axle shaft. (Refer to 3 - DIFFERENTIAL & DRIVELINE/HALF SHAFT - REMOVAL)

(2) Insert a flat–blade pry tool at outer edge of axle shaft seal (Fig. 67).

(3) Tap on the pry tool with a small hammer and remove axle shaft seal.

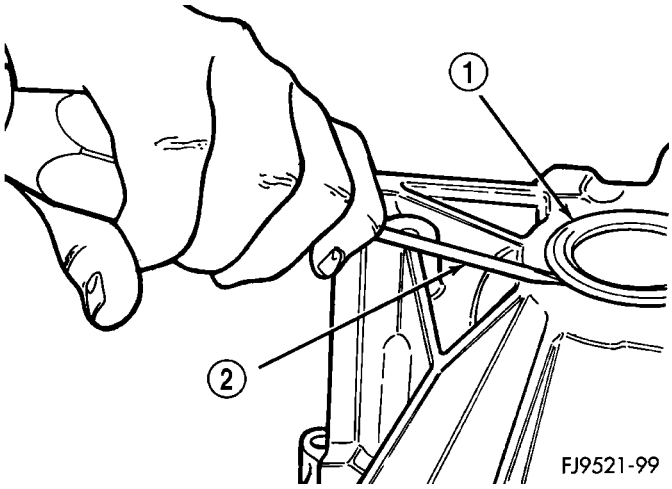

Fig. 67 Axle Shaft Seal Removal

1 - AXLE SEAL
2 - PRY TOOL

INSTALLATION

(1) Clean axle shaft seal bore of any excess sealant.

(2) Align axle shaft seal with axle shaft seal bore.

(3) Install axle seal on Tool #6709 and C-4171 and insert into axle shaft seal bore.

(4) Tap seal into position until seated against transaxle case.

(5) Install axle shaft. (Refer to 3 - DIFFERENTIAL & DRIVELINE/HALF SHAFT - INSTALLATION)

(6) Check transaxle fluid level and adjust as necessary.

BACK-UP LAMP SWITCH

REMOVAL

(1) Lift vehicle on hoist.

(2) From bottom side of vehicle, disconnect back-up lamp switch connector (Fig. 68).

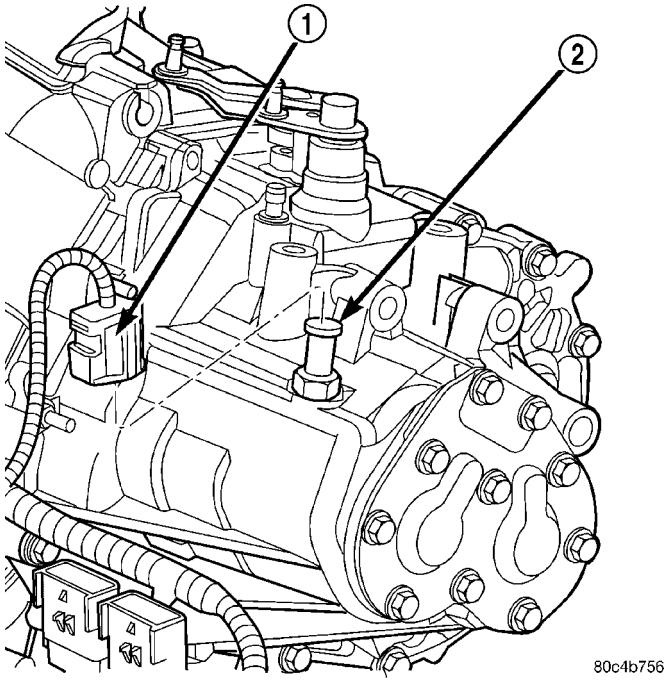

Fig. 68 BACK-UP LAMP SWITCH

1 - CONNECTOR
2 - BACK UP LAMP SWITCH

(3) Unscrew switch from transaxle.

INSTALLATION

(1) Install back-up lamp switch. Teflon tape or equivalent must be used on switch threads. Tighten switch to 24 N·m (18 ft. lbs.) torque.

CAUTION: Do not overtighten switch.

(2) Connect back-up lamp switch connector (Fig. 68).

(3) Lower vehicle.

(4) Verify back-up lamp operation.

40TE AUTOMATIC TRANSAXLE (Continued)

DIAGNOSIS AND TESTING - CLUTCH AIR PRESSURE TESTS

Inoperative clutches can be located using a series of tests by substituting air pressure for fluid pressure (Fig. 5) (Fig. 6). The clutches may be tested by applying air pressure to their respective passages. The valve body must be removed and Tool 6056 installed. To make air pressure tests, proceed as follows:

NOTE: The compressed air supply must be free of all dirt and moisture. Use a pressure of 30 psi.

Remove oil pan and valve body. See Valve body removal.

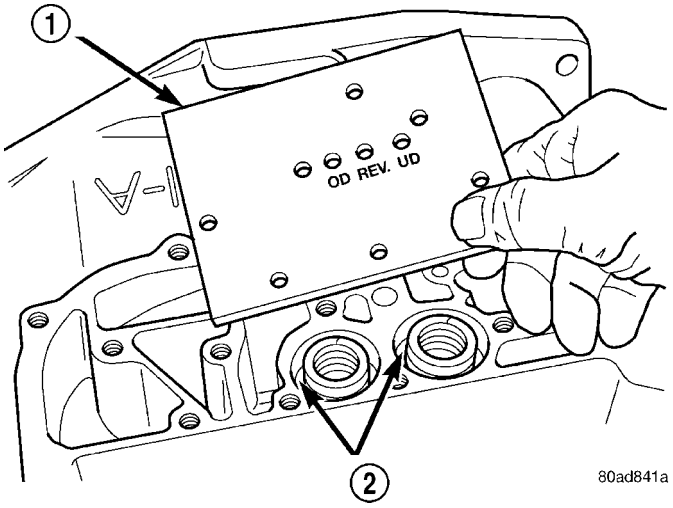

Fig. 5 Air Pressure Test Plate

1 - TOOL 6056
2 - ACCUMULATORS

OVERDRIVE CLUTCH

Apply air pressure to the overdrive clutch apply passage and watch for the push/pull piston to move forward. The piston should return to its starting position when the air pressure is removed.

REVERSE CLUTCH

Apply air pressure to the reverse clutch apply passage and watch for the push/pull piston to move rearward. The piston should return to its starting position when the air pressure is removed.

2/4 CLUTCH

Apply air pressure to the feed hole located on the 2/4 clutch retainer. Look in the area where the 2/4 piston contacts the first separator plate and watch carefully for the 2/4 piston to move rearward. The piston should return to its original position after the air pressure is removed.

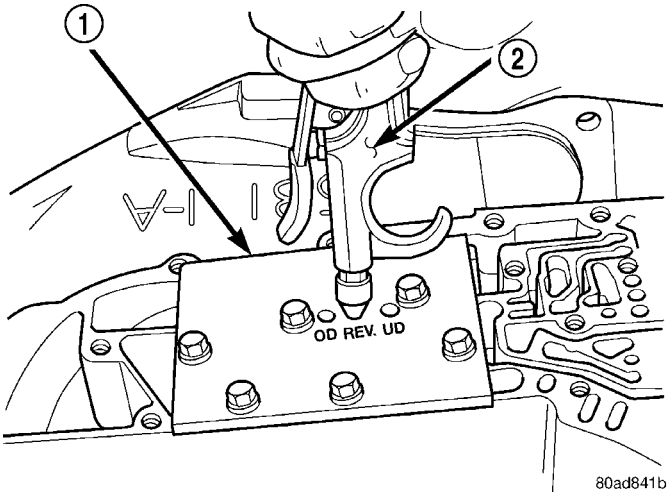

Fig. 6 Testing Reverse Clutch

1 - TOOL 6056
2 - AIR NOZZLE

LOW/REVERSE CLUTCH

Apply air pressure to the low/reverse clutch feed hole (rear of case, between 2 bolt holes). Then, look in the area where the low/reverse piston contacts the first separator plate. Watch carefully for the piston to move forward. The piston should return to its original position after the air pressure is removed.

UNDERDRIVE CLUTCH

Because this clutch piston cannot be seen, its operation is checked by function. Air pressure is applied to the low/reverse and the 2/4 clutches. This locks the output shaft. Use a piece of rubber hose wrapped around the input shaft and a pair of clamp-on pliers to turn the input shaft. Next apply air pressure to the underdrive clutch. The input shaft should not rotate with hand torque. Release the air pressure and confirm that the input shaft will rotate.

40TE AUTOMATIC TRANSAXLE (Continued)

(41) Remove transfer gear bearing cone using setup shown in (Fig. 62).

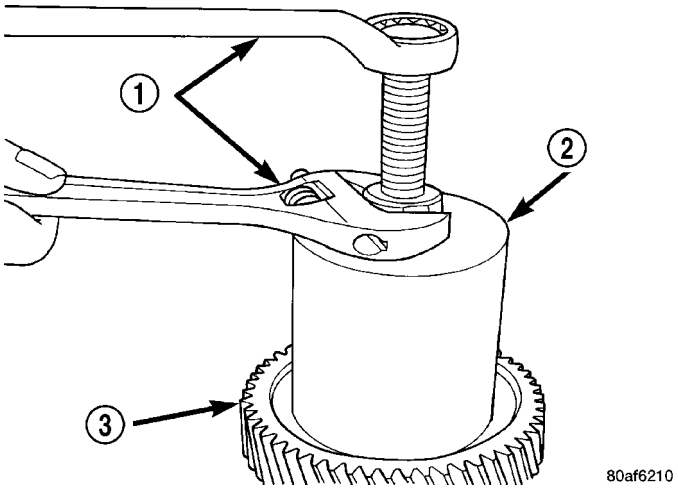

Fig. 62 Remove Transfer Gear Bearing Cone

1 - WRENCHES
2 - TOOL 5048 WITH JAWS TOOL 5048–4 AND BUTTON TOOL L-4539–2
3 - TRANSFER SHAFT GEAR

(42) Remove transfer shaft bearing cup from retainer using Tool 6062 (Fig. 63).

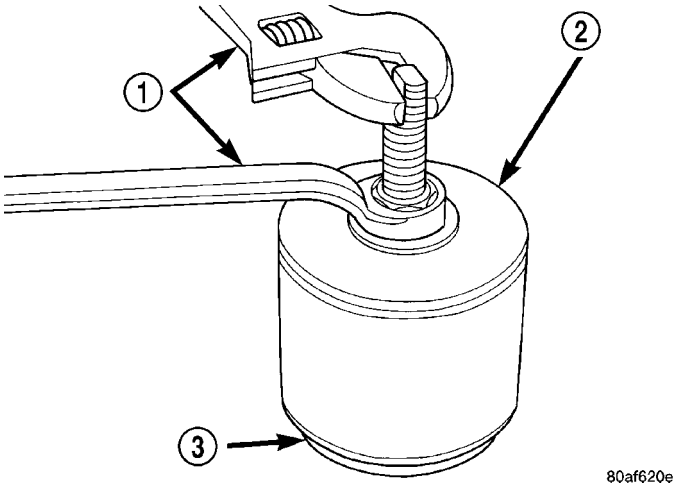

Fig. 63 Remove Transfer Shaft Bearing Cup

1 - WRENCHES
2 - TOOL 6062
3 - TRANSFER SHAFT BEARING CUP RETAINER

(43) Using Tool 6051, remove transfer shaft bearing snap ring (Fig. 64).

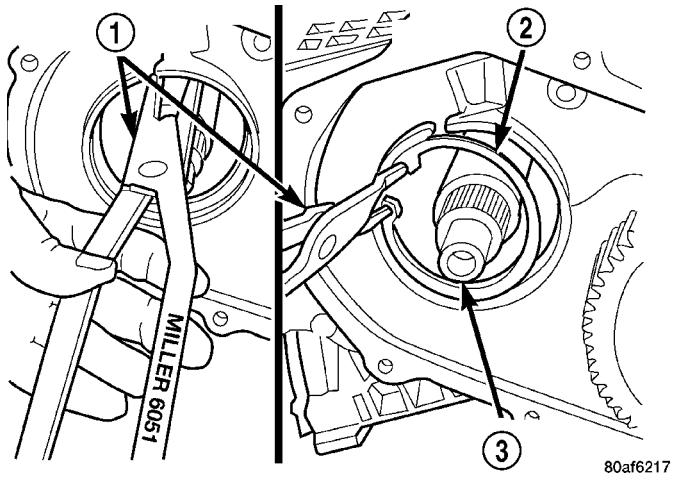

Fig. 64 Remove Transfer Shaft Bearing Snap Ring

1 - SNAP RING PLIERS TOOL 6051
2 - TRANSFER SHAFT BEARING SNAP RING
3 - TRANSFER SHAFT

(44) Using tool 5049A, remove transfer shaft from transaxle (Fig. 65).

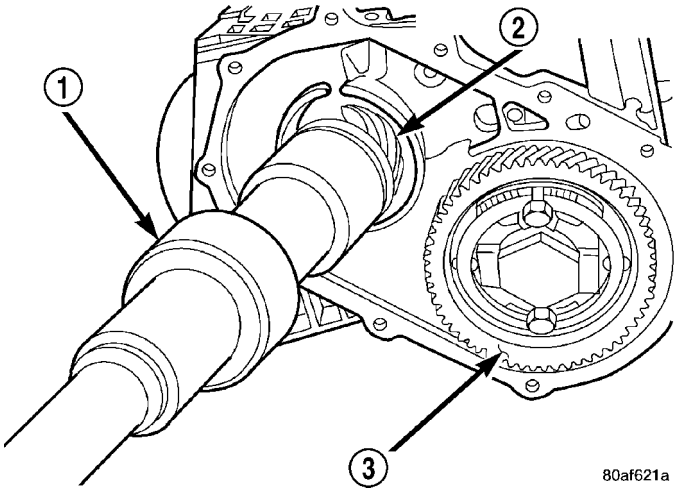

Fig. 65 Remove Transfer Shaft

1 - SPECIAL TOOL 5049–A
2 - TRANSFER SHAFT
3 - OUTPUT GEAR

INPUT CLUTCH ASSEMBLY (Continued)

(10) Install the UD clutch pack. Leave out upper disc, until snap ring is installed (Fig. 258).

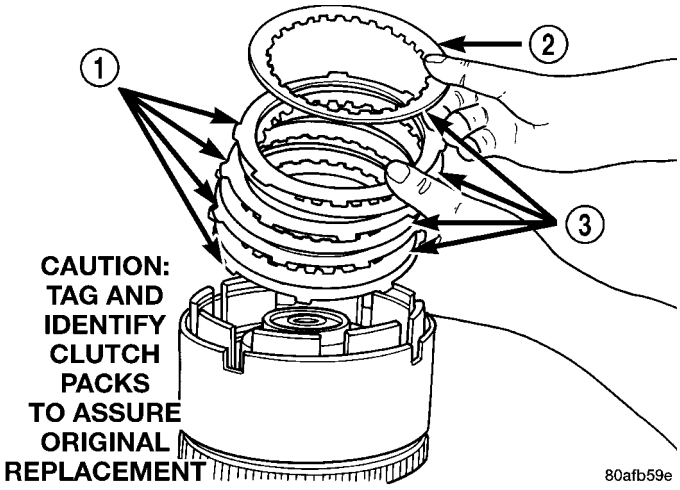

Fig. 258 Underdrive Clutch Pack

1 - CLUTCH PLATE
2 - ONE UD CLUTCH DISC
3 - CLUTCH DISC

(11) Install the UD clutch flat snap ring (Fig. 259).

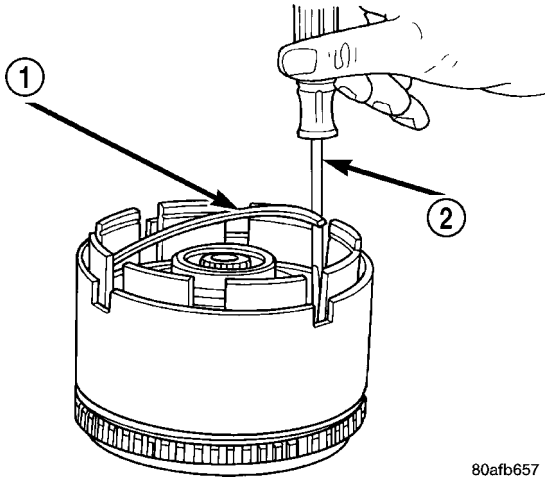

Fig. 259 UD Clutch Flat Snap Ring

1 - UNDERDRIVE CLUTCH REACTION PLATE FLAT SNAP RING
2 - SCREWDRIVER

(12) Install the last UD clutch disc (Fig. 260).

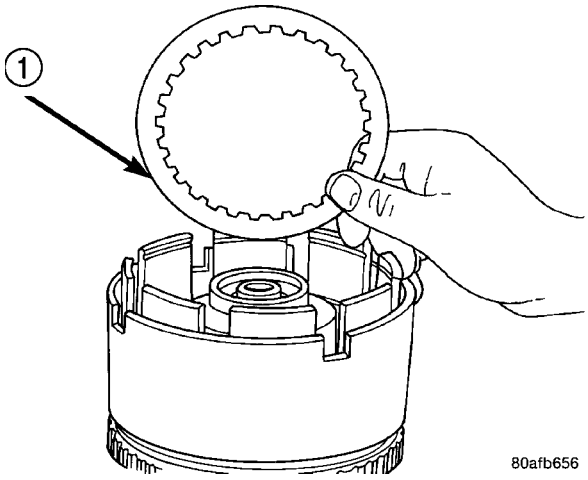

Fig. 260 Install Last UD Clutch Disc

1 - ONE UNDERDRIVE CLUTCH DISC

(13) Install the OD/UD clutch reaction plate and snap ring (Fig. 261) (Fig. 262). The OD/UD clutches reaction plate has a step on both sides. Install the OD/UD clutches reaction plate tapered step side up.

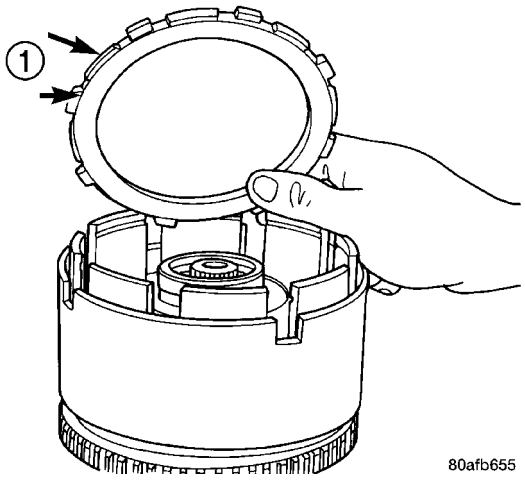

Fig. 261 OD/UD Reaction Plate

1 - OD/UD CLUTCH REACTION PLATE (TAPERED STEP SIDE UP)

REAR SEAT BOLSTER - PT-27 (Continued)

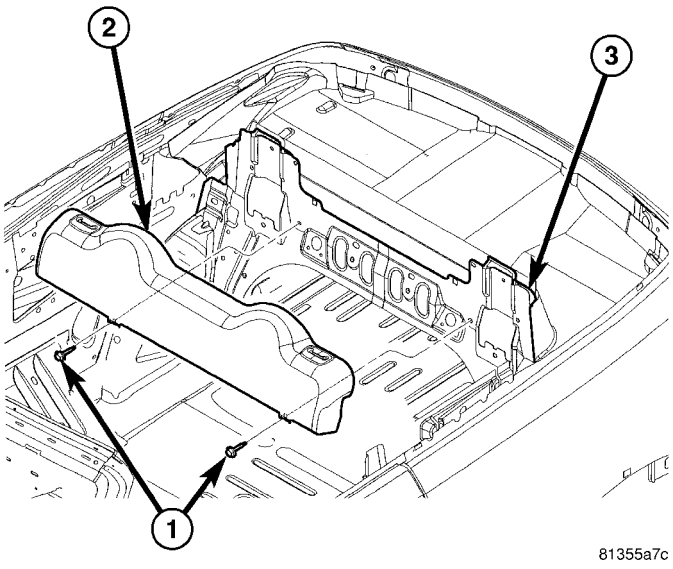

Fig. 247 REAR SEAT BOLSTER

1 - REAR SEAT BOLSTER ATTACHING SCREW(S)
2 - REAR SEAT BOLSTER
3 - REAR SEAT BACK PANEL

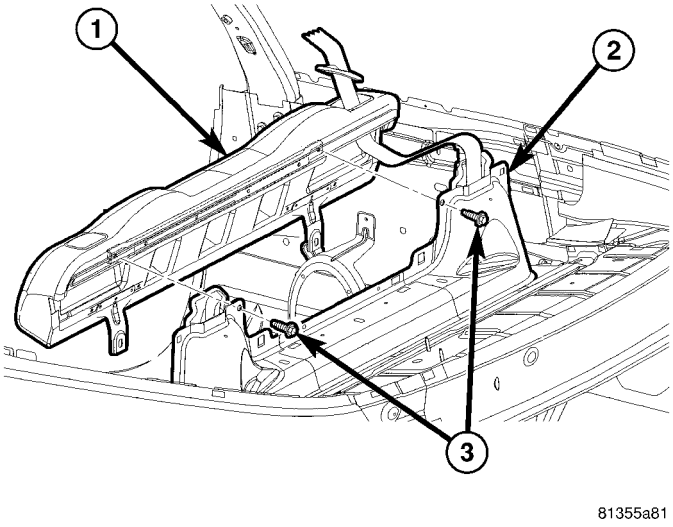

Fig. 248 REAR SEAT BOLSTER REAR ATTACHING SCREWS

1 - REAR SEAT BOLSTER
2 - REAR SEAT BACK PANEL
3 - ATTACHING SCREW(S)

INSTALLATION

(1) Place bolster into vehicle.

(2) Install right and left seat belt through bolster assembly.

(3) Install both bezels at seat belt through holes in headrest assembly.

(4) Install two screws from the rear attaching upper bolster assembly to rear seat back panel (Fig. 249).

(5) Install two screws from front side upper bolster assembly to rear seat back panel (Fig. 250).

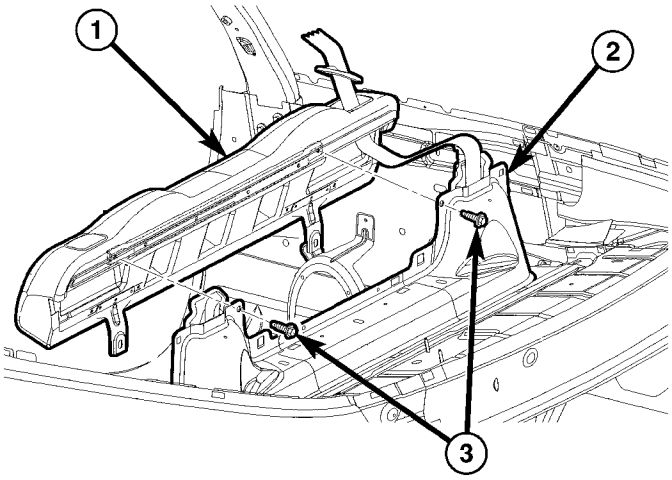

Fig. 249 REAR SEAT BOLSTER REAR ATTACHING SCREWS

1 - REAR SEAT BOLSTER
2 - REAR SEAT BACK PANEL
3 - ATTACHING SCREW(S)

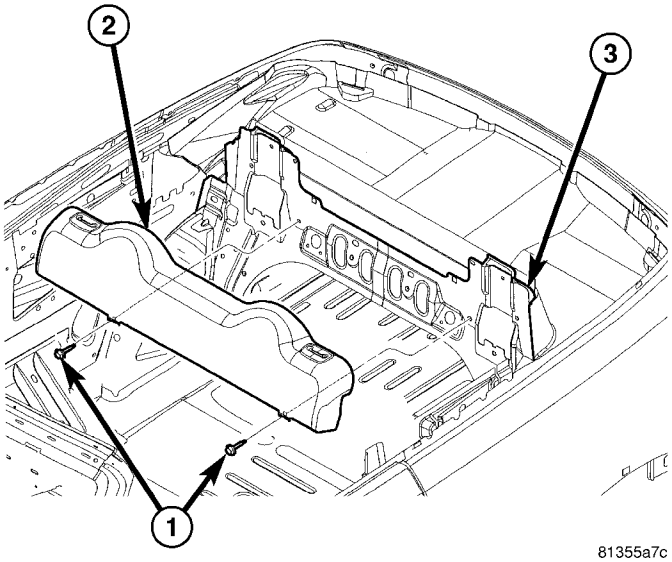

Fig. 250 REAR SEAT BOLSTER

1 - REAR SEAT BOLSTER ATTACHING SCREW(S)
2 - REAR SEAT BOLSTER
3 - REAR SEAT BACK PANEL

(6) Install push pin fasteners attaching molding upper seat belt to top well.

(7) Install right rear seat belt lower anchor.

(8) Install left rear seat belt lower anchor.

(9) Place rear seats in the upright position.

(10) Raise convertible top.