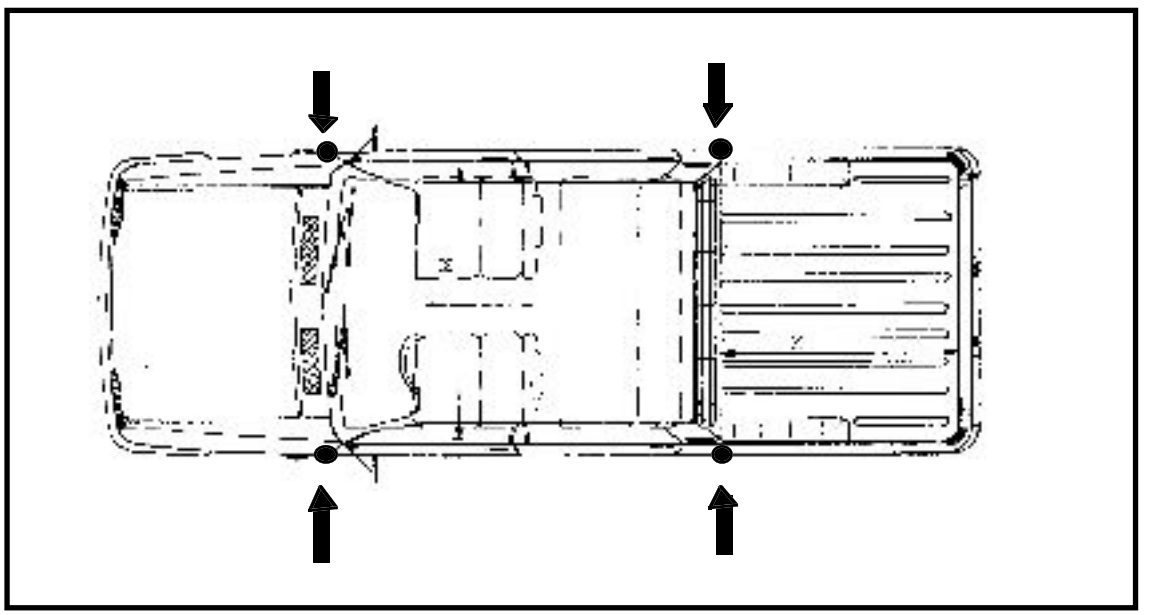
VEHICLE		ENGINE		CLUTCH	GEARBOX
TYPE	CODE	TYPE	CYLINDER CAPACITY (cmc)		
1304 Pick-Up	D 26119 D 46169	106 -02 106 -10	1557 1557	200 GR 200 DBR	50 C 51 C
1304 Drop-Side	D 27119 D 47169	106 -02 106 -10	1557 1557	200 GR 200 DBR	50 C 51 C
1304 King-Cab	D 2S119 D 4S169	106 -02 106 -10	1557 1557	200 GR 200 DBR	50 C 51 C
1305 Pick-Up	D 16119	106 -02 106 -10	1557 1557	200 GR 200 DBR	365
1305 Drop-Side	D 17119	102 -14 106 -02 106 -10	1397 1557 1557	200 GR 200 DBR	365
1305 King-Cab	D 1S119	106 -02 106 -10	1557 1557	200 GR 200 DBR	365
1307	D 2F719 D 1F119 D 4F769	106 -02 106 -10	1557 1557	200 GR 200 DBR	50 C 365 51 C

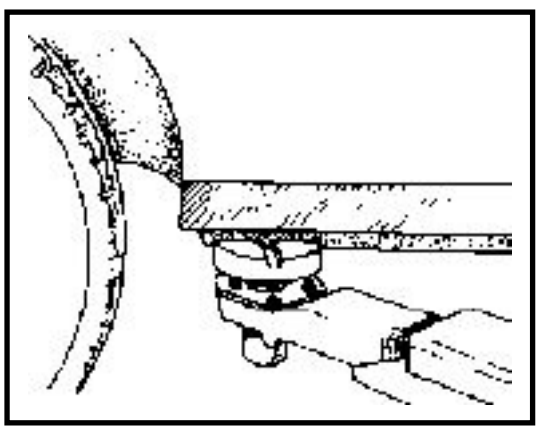
LIFTING

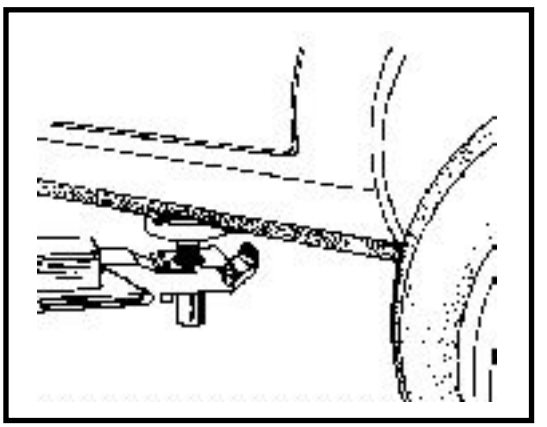
ELEVATOR POSITIONED UNDER THE CARRIAGE BODY

For lifting, place the elevator buffers on the same points where the car jack of the vehicle is usually placed.

The edge of the threshold shall be placed correctly in the buffer channel.



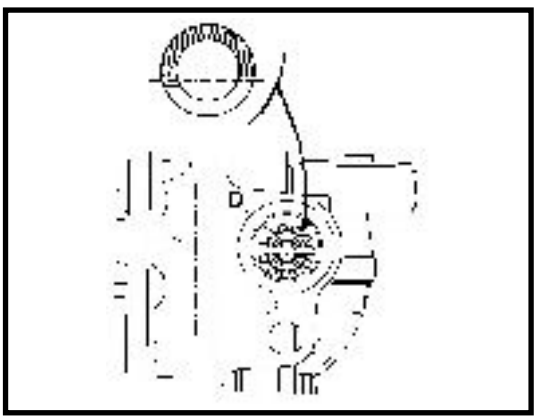




Mount the control pinion of the breaker distributor.

The control pinion is positioned as follows:

- place the no. **1** cylinder at the upper dead point, on ignition;
- mount the pinion with a cylinder head attachement screw so that the slots are perpendicular on the engine longitudinal axle and the larger part (**D**) is oriented towards the flywheel.



Re mount the pushers lubricated with fresh oil, the cylinder head , the tilters shafts.

Adjust the tilters (thermal clearance) at cold :

- inlet - **0,15 mm** ;
- outlet - **0,20 mm**.

Mount the tilters cap.

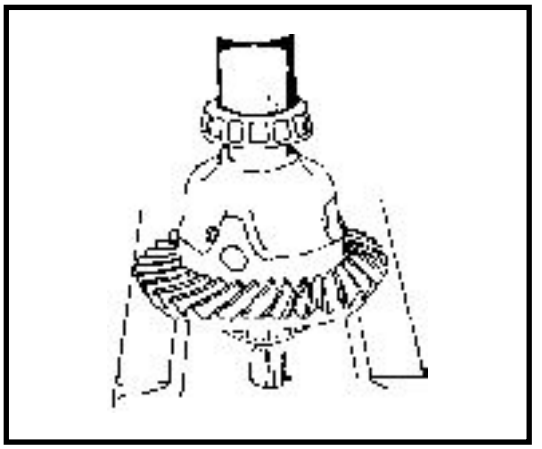
Mount the fuel pump, the breaker-distributor.

Re mount the radiator , the front grill , the air filter.

Mount the alternator belt and adjust its tightening.

Perform: oil filling of the engine, filling and aeration of the cooling system, engine checking and adjustement (ignition, carburation).

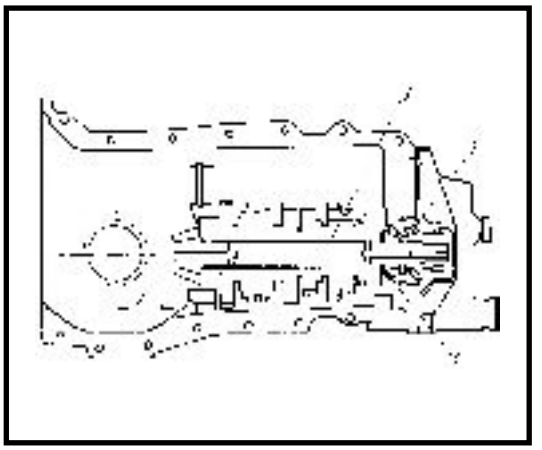
Mount the differential bearings on a press.



ADJUSTMENT OF THE CONICAL DISTANCE (G.B.365 AND 51 C)

The differential drive pinion is in the correct position, when its front is at distance **A=59 mm** from the toothed crown axis.

This position is obtained by mounting a washer (**1**) of the adequate thickness between the biconical bearing (**2**) and the differential drive pinion shoulder (**3**)

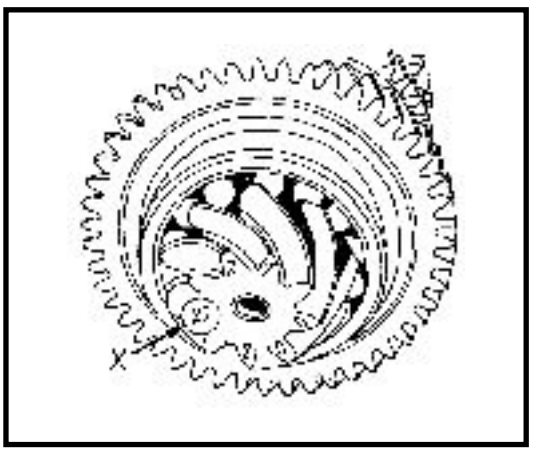


CAS EXCEPTIONEL

There may be situations when the value **A=59 mm** is not correct value for the pinion positioning.

The difference (**X**) between the actual value and the value **A=59 mm** is marked on the front side of the pinion near the number marked for pairing with the toothed crown.

The value is given in hundredths of mm.



EXAMPLE : X = 20 (0,2 mm)

In this situation ,the distance between the conical mechanisms shall be **A + X**. In a.m. case: **A + X = 59 + 0,2 = 59,2 mm**

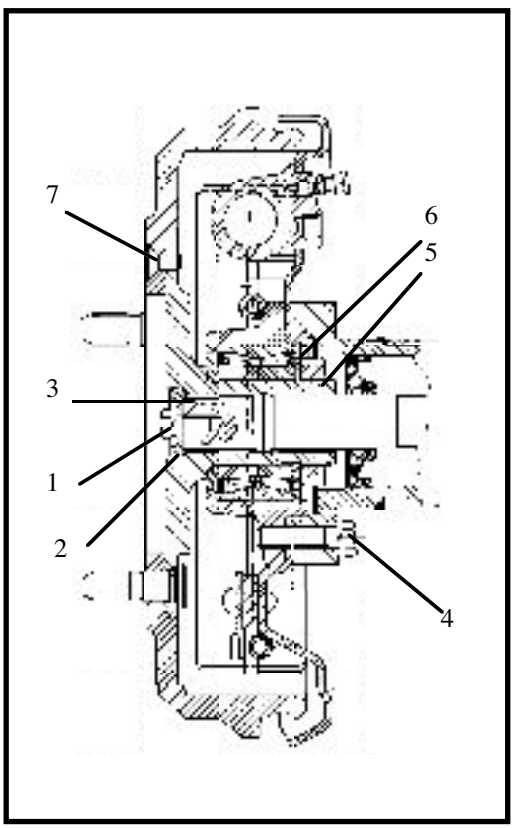
The two rear brake drums must have the same diameter, the rectifying of one drum implying the same operation for the other one.

SPECIAL TOOLS

Depress bearing closing assemble device PS 65.

TIGHTENING MOMENTS

- Wheels nuts .....**9 daN.m**
- Slotted nut .....**24 daN.m**
- The attachment screws of the assembly " drum – axle brake plate " .....**6,3 daN.m**
- The connecting screw propeller shaft – drum hub assembly .....**1,54 daN.m**



SETTING OF THE ADJUSTMENT WASHERS THICKNESS

The thickness of the adjustment washers shall be measured for the lowest point of the rack, so that a pre compression of the washer is obtained:

E = (D + 0,06 mm) - H

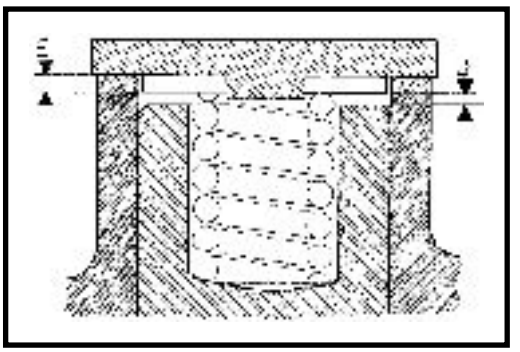
E - washers thickness;

D - the distance above the pusher;

H - the free height of the elastic washer;

0,06 - pre compression of the washer.

In order to obtain an adequate thickness which may be obtained from the existing washers, diminish the calculated value by **0,04 mm**.



On remounting, place the elastic washer (**2**) in contact with the pusher (**5**) and the adjustment washers (**4**), in contact with the cap (**1**).

Observe the mounting sense of the elastic washer.

Place the set of washers, established by measurement above the pusher.

CHECKING

Place the set of the washers, established by measurement, above the pusher.

Measure the distance between the pusher and the adjustment washers; this distance should be equal to the free height of the elastic washer, minus **0.02-0.06mm**.

If this value is not obtained, measure again.

Dismount the comparator support.

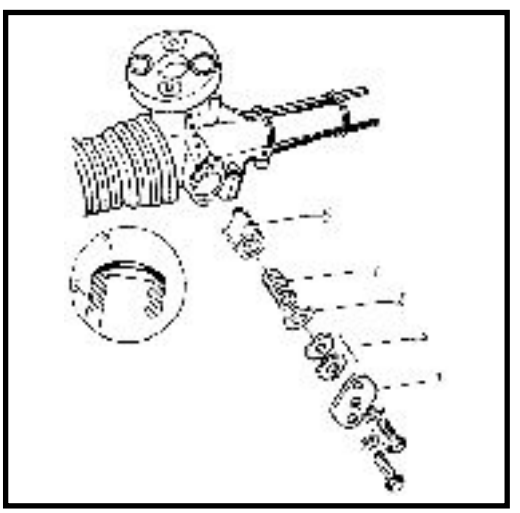
Remove the adjustment washers.

Put special grease, containing **MoS2**, in the seat.

Remount:

- the elastic washer;
- the adjustment washers;
- the cap.

Tighten the cap attachment screws at the required moment.



DISMOUNTING

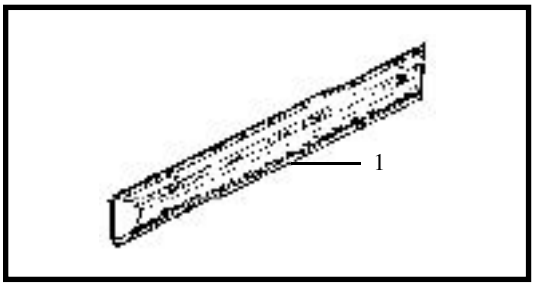
Dismount the elements which are in contact with the front lower panel .

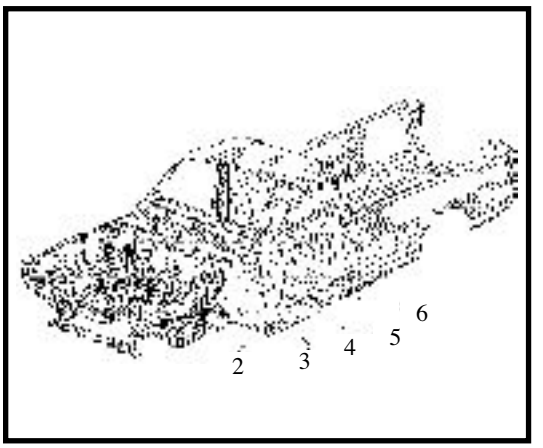
Detach the welding points of the front lower panel (**1**) which are in connection with :

- floor closing plate in the area (**2**);
- front pillar in the (**3**) area;
- in the length of the area (**4**) with floor closing plate;
- side panel in the area (**5**);
- central pillar in the area (**6**).

Straighten the areas resulted by dismounting.

Grind the areas resulted by dismounting.





REMOUNTING

Position and center the new element .

Check the correct positioning of the front lower panel .

Weld the front lower panel (**1**) following the assembling outliners **2**, **3**, **4**,**5**,**6**.

Straighten with the autogenous welding the (**3**) area with the front pillar, the (**6**) area with the central pillar and the (**5**) area with side panel.

Leave open the water evacuation holes from the front lower panel.

CONDENSER

Condenser has the purpose to achieve the second heat exchange, where the refrigerant fluid by condensation, is transmitting outside the abstracted heat. When coming out from the condenser, the refrigerant fluid is liquid, at high pressure.

The condenser is made of aluminum, Harrison type, with parallel flows.

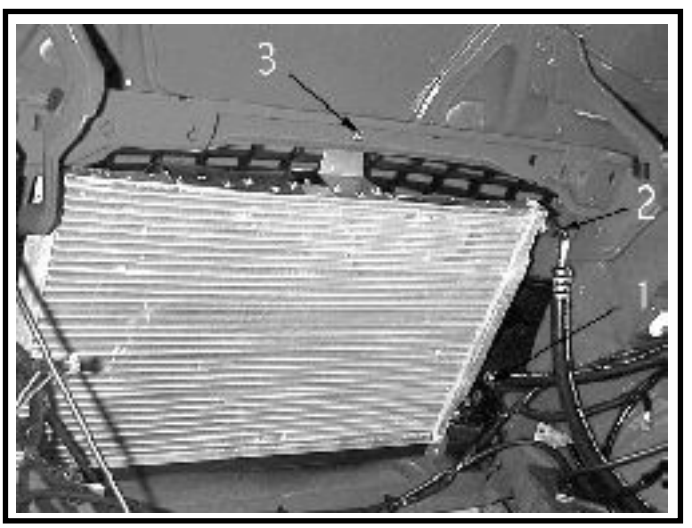
It is mounted in front of the vehicle's radiator in the front part of the vehicle and is ensuring the abstraction of heat of the refrigerant fluid.

In order to grant the optimum condenser operation, its outside surfaces must be always clean and air penetration not to be stopped. Also, the condenser pipes must not show deformations.

DISMOUNTING

Disconnect the battery.
Drain the cooling circuit.
Dismount the radiator.
Drain the refrigerant circuit
Dismount the pipes (**1**) and (**2**) connected to the condenser.
Disconnect the electric connector of the cooling GMV.
Dismount the condenser attachments crew (**3**) on the upper crossbar.
Detach the condenser.
Separate the GMV from the condenser.

ATTENTION : Avoid the possible deformation of the ducts and finned plates.



REMOUNTING

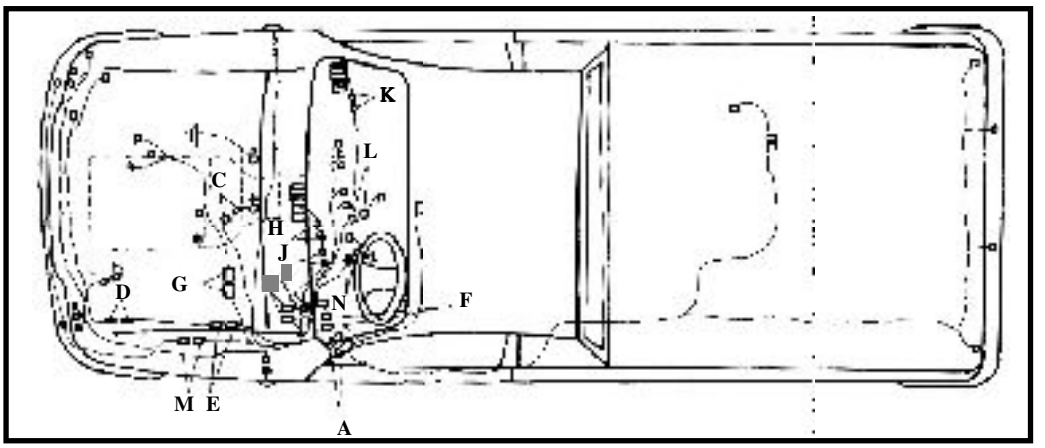
Perform the dismounting operations in the reverse order.

Tighten at the required moment (**1,6 daNm**) the refrigerant fluid pipes attached at the condenser.

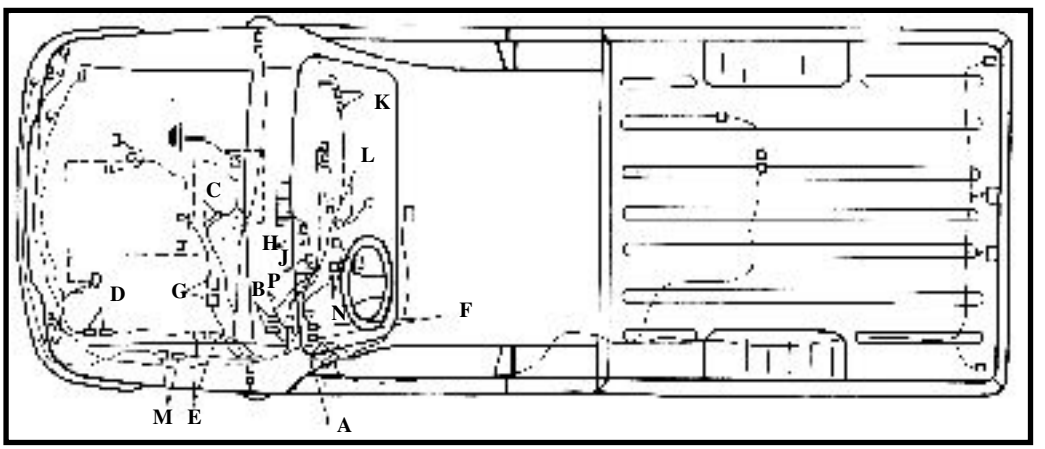
Tighten at the required moment (**1,1 daNm**) the condenser attachment screw on the upper crossbar.

LOCATION OF ELECTRIC COUPLING ON THE VEHICLE

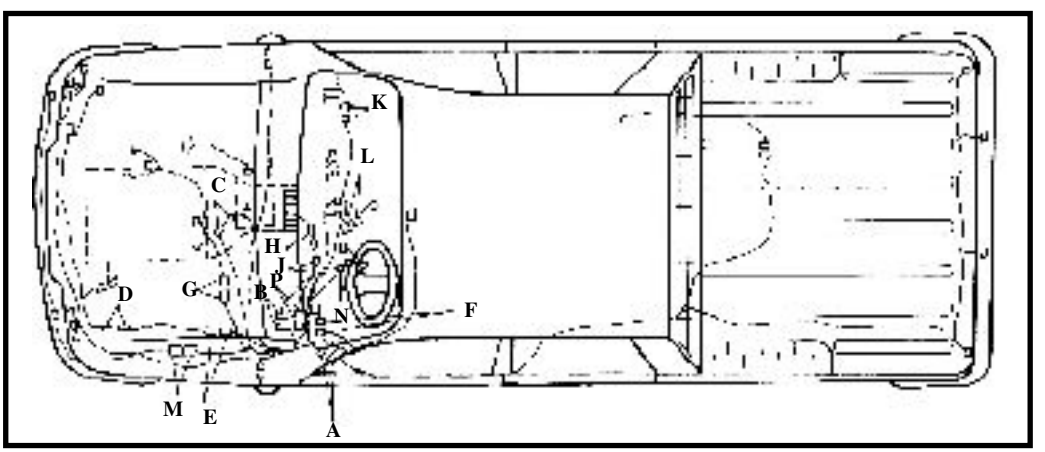
A. for U75 (Pick-up)**, M75** (King Cab)

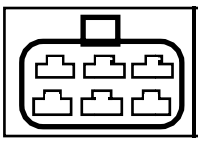


B. for E75 (Drop -Side)



C. for H75 (Double Cab)



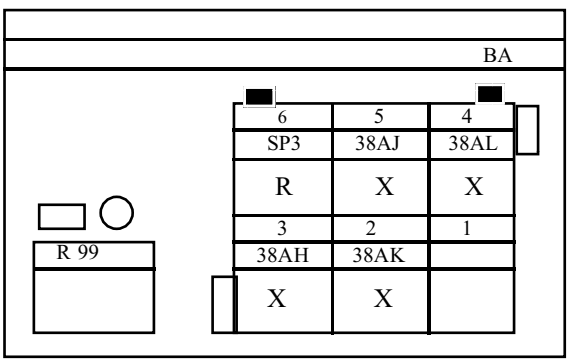


COUPLINGS	X75 03

CLIMATE CONTROL SWITCH WIRES COUPLING/ GMV CLIMATE CONTROL

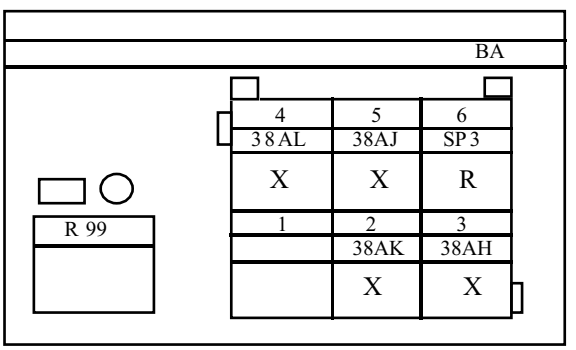
CLIMATE CONTROL SWITCH WIRES COUPLING

Position	Sectioning		Destination
2	1,0	38AK	CONTROL + GMV CLIMATE CONTROL SPEED 3
3	0,6	38AH	CONTROL + GMV CLIMATE CONTROL SPEED 1
4	1,5	38AL	CONTROL + GMV CLIMATE CONTROL SPEED 4
5	1,0	38AJ	CONTROL + GMV CLIMATE CONTROL SPEED 2
6	1,5	SP3	+ PROTECTED ACCESSORIES > CLIMATE CONTROL



GMV CLIMATE CONTROL WIRES COUPLING

Position	Sectioning		Destination
2	1,0	38AK	CONTROL + GMV CLIMATE CONTROL SPEED 3
3	0,6	38AH	CONTROL + GMV CLIMATE CONTROL SPEED 1
4	1,5	38AL	CONTROL + GMV CLIMATE CONTROL SPEED 4
5	1,0	38AJ	CONTROL + GMV CLIMATE CONTROL SPEED 2
6	1,5	SP3	+ PROTECTED ACCESSORIES > CLIMATE CONTROL



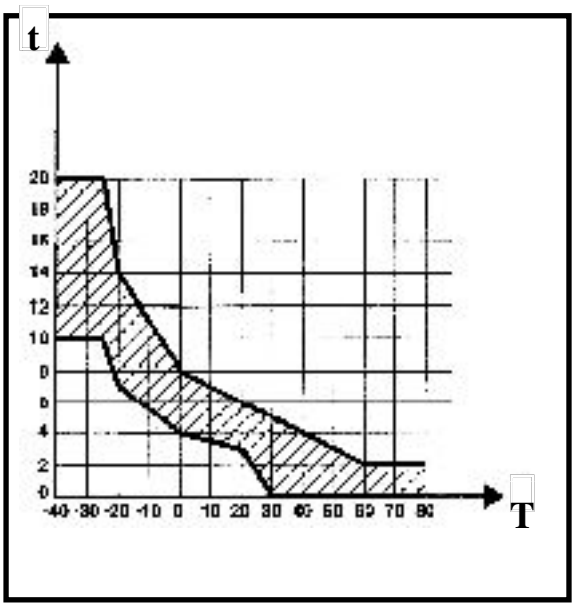
The pre / post-heating function is controlled by means of the pre-heating relay.

PRE / POST-HEATING OPERATION PRINCIPLE

1. Putting the contact – "Pre-heating"

a. Variable pre-heating

The indicator lighting time and the plugs supplying one depends upon the cooling fluid temperature and the atmospheric pressure.



The injection indicator lighting time is never to overcome **15 seconds** in any case.

b. Fixed pre-heating

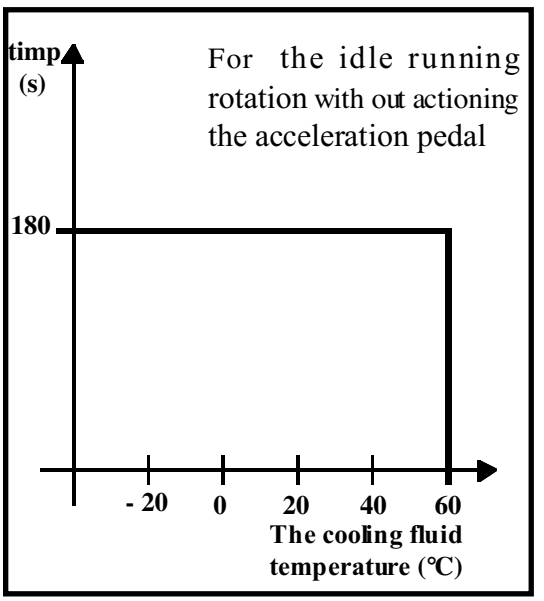
The plugs remain under supplying for a fixed while of **15** seconds, after the engine stopping.

2. Starting (Starting-up)

The plugs are supplied during the start-up (starter operation).

3. Started engine – "Pre-heating"

The plugs are continuously supplied during this step, according to the cooling fluid temperature and the flow slide position.

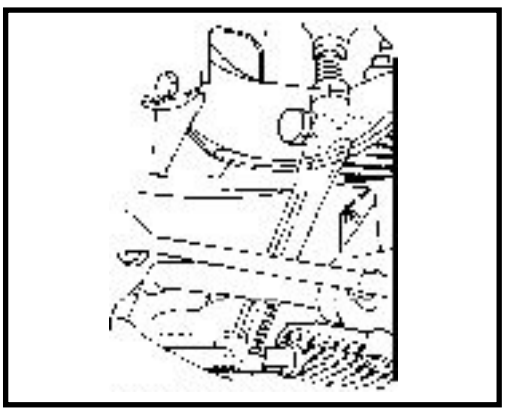


FRONT SHOCK ABSORBER
REPLACEMENT BY MEANS OF THE SUS 478 - 01 DEVICE

The front shock absorber may be dismounted as follows:
- single, using the **SUS 478 – 01** device;
- together with the spring, using the **SUS 478** device.

DISMOUNTING

Mount the **PF 509** support crossbar between the shock absorber lower attachment shaft and the suspension lower arm shaft.



Lift the engine by means of a 2 columns elevator.

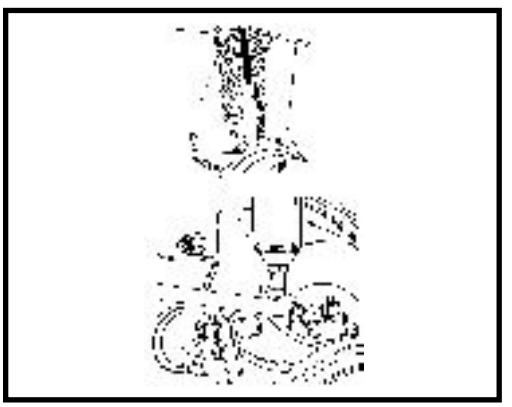
Remove the plastic shutter mounted on the shock absorber column.

Dismount the wheel.

Mount the **SUS 478 – 01** device on the wing double lining reinforcement.

Place the threaded rod and compress the spring.

Loosen the stabilizer rod shaft nut.



Unscrew:

- the shock absorber upper lock nut and nut;
- the shock absorber lower lock nut.

Rotate the shock absorber and remove it from the lower joint.

Push the rod, tilt the shock absorber and take it out.

FRONT PILLAR LINING

DISMOUNTING

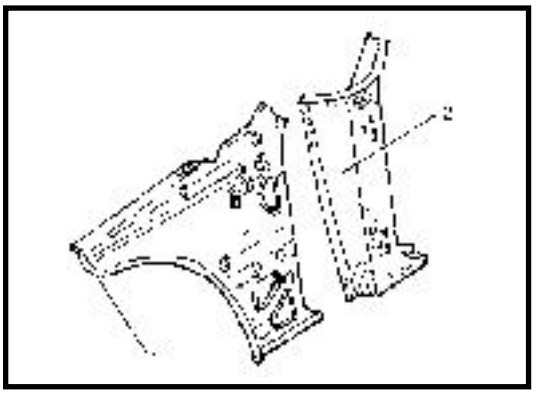
Dismount the elements which are in contact with the front pillar lining.

Detach the welding points of the front pillar lining (**1**) which are in connection with:

- front pillar in the area (**4**) and (**5**);
- floor closing plate in the area (**8**);
- windscreen lower cross bar in the area (**9**);
- front wing lining upper edge in the area (**10**);
- climate control box end in the area (**11**);
- iron plate in the area (**12**).

Straighten the areas resulted by dismounting.

Grind the areas resulted by dismounting.



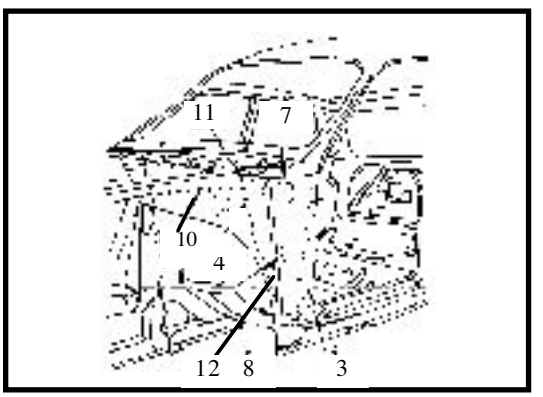
REMOUNTING

Position and center the new element.

Check the correct positioning of the front pillar lining.

Weld the front pillar lining (**1**) following the assembling outlines **4,5,8,9,10,11,12**.

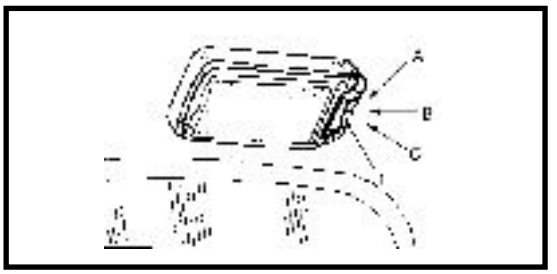
Protect the new element with a corrosion preventing and noise absorbent product.



The ceiling dome light is activated subject to the position of its switch (**1**)

- position A the ceiling lights permanently
- position B the ceiling turned off
- position C ceiling dome light; this will light for 10 seconds after a door closing.

This timing turns out in the moment of setting the contact.



ANTI STARTING INDICATOR

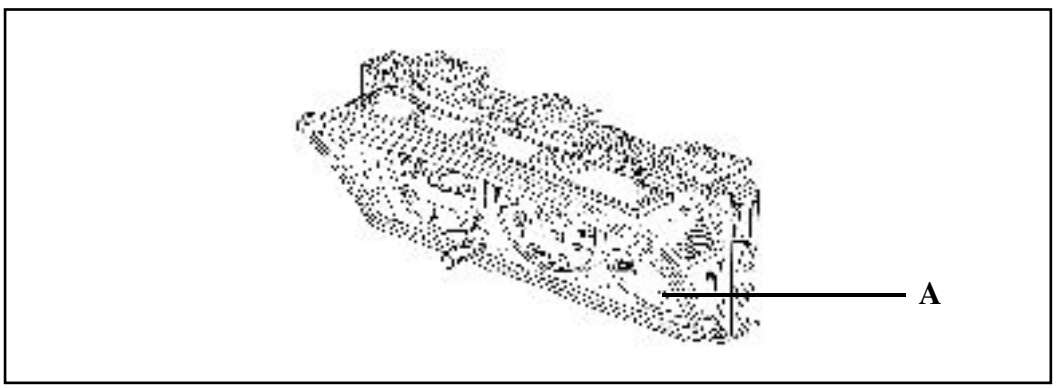
It is located on the instrument panel and has the following functions:

- signals the activation of the anti starting system
- signals the case of non identifying the key head

When the contact is off and the anti starting system is activated, without any existing failure, the anti starting indicator (**A**) must blink slowly (a blink per second).

After setting the contact on, the anti starting indicator must light for 3 seconds and then turn off.

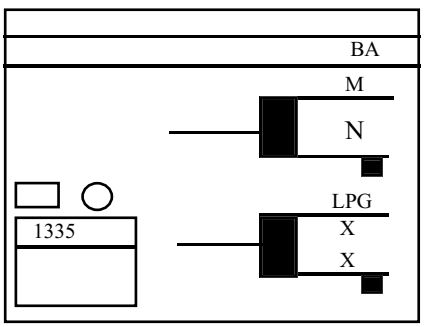
If after setting the contact on, the anti starting system doesn't work properly, then the anti starting indicator will blink rapidly (2 blinks per second).



	DASHBOARD WIRING	U75 02

FRONT ASHTRAY LIGHTING

Position	Sectioning		Destination
1	0,35	M	MASS
2	0,35	LPG	+ PARKING LIGHTS > FUSE OUTLET F06
2	0,35	LPG	+ PARKING LIGHTS > 4X4 CONTACT



BRICHETÃ ELECTRICÃ

Position	Sectioning		Destination
1	1,4	M	MASS
1	0,35	M	MASS > ASHTRAY MASS
2	0,35	LPG	+ PARKING LIGHTS > FUSE OUTLET F06
2	0,35	LPG	+ PARKING LIGHTS > ASHTRAY LIGHTING
3	1,4	BP12	+ PROTECTED BATTERY > FUSE OUTLET F07