UNITL THE DATE OF 26.06.2003

VIN IDENTIFICATION NUMBER

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Positionn	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Code	U	U	1	R	5	A	7	1	5	3	*	*	*	*	*	*	*

POSITION	CHARACTERS EXPLANATION
1 - 3	– manufacturer world identification, **UU1** – AUTOMOBILE DACIA SA. ROMANIA,
4	– vehicle destination, **R** – vehicle for persons transportation,
5	– power train unit location, **5** – transversal front engine and front drive,
6	–carriage body type, **A** – Hatchback (two volumes sedan) – restyled I,
7	– payload location, **7** – 5 places: 2 front places + 3 rear fix bench places,
8	– gearbox type, **1** – gearbox with 5 + 1 steps,
9	– engine code and vehicle driving post location, **5** – spark ignition engine (cylinder capacity 1400 cm^3), E7J 262 EURO 2, left hand drive, **6** – spark ignition engine (cylinder capacity 1400 cm^3), E7J 262 EURO 3, left hand drive,
10	– year model code - **3** - 2003,
11 - 17	– carriage body manufacturing number.

RINGS

Thickness (mm):

- compression ring	1.5
- sealing ring	1.75
- oiling ring	3

CONNECTING RODS

Connecting rod end side clearance: **0.310 to 0.572 mm.**

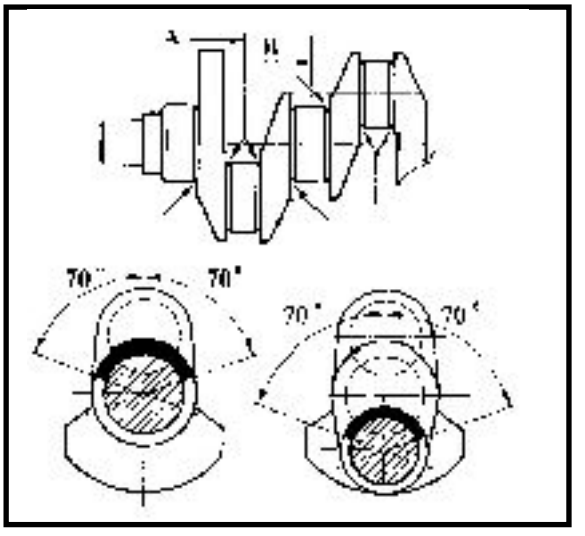
ATTENTION!
It is forbidden the use of punches for marking due to the risk of primer cracks A permanent marker is to be used.

CRANKSHAFT

Number of bearings	5
Bearings diameter (mm)	- nominal: 54.795 ± 0.01 - reparation: 54.550 ± 0.005
Crankpin diameter (mm)	- nominal: $43.98\ ^{0}_{-0,02}$ - reparation: $43.73\ ^{0}_{-0,02}$
Axial clearance (mm)	- 0.045 - 0.852 with wear - 0.045 - 0.252 without wear

In case of rectifying, rolling must remain at least on **140°** of the crankpins and bearings circumference.

These areas are defined in sections **A** and **B** as per joint drawing



REPARATION CONFIRMATION

Check by means of the CLIP tester, the bellow states, which must have the following configuration:

- ET103: Catalyst diagnostic taken into consideration ---------- ACTIVE
- ET107: Catalyst diagnostic performed ---------- ACTIVE
- no functional failure of the catalyst is detected by the CLIP tester.

The purpose of the oxygen sensor diagnostic is to detect a disturbance leading to exceeding the OBD step, caused by the HC polluting emissions. Diagnostic is performed by measuring and comparing the oscillating periods of the values red by the oxygen sensors.

The possible degradations of the oxygen sensors, are of two types:

- mechanical degradation of the electric component (case, wire broke) which is to be defined as electric failure.
- chemical degradation f the component, leading to a retardation of the sensor responding time, consequently an increase of the minimal/maximal oscillating period.

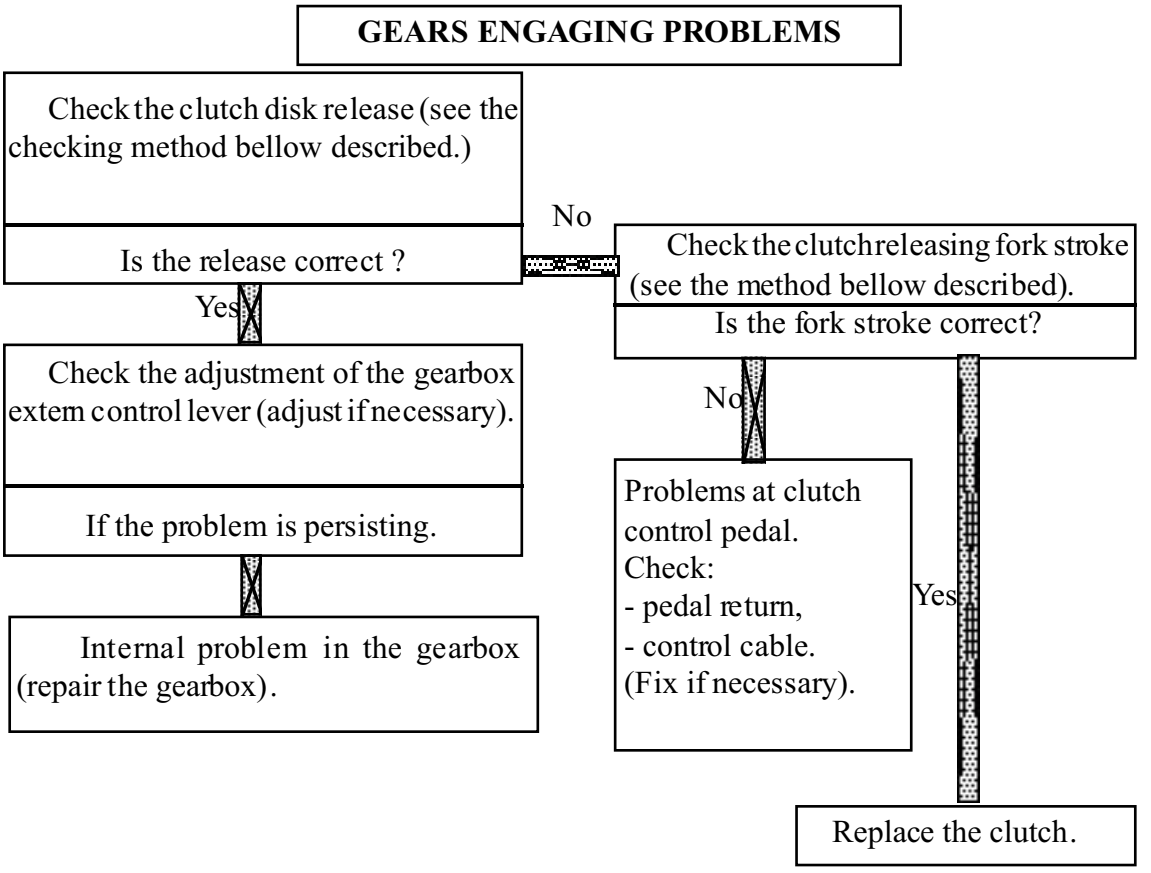
When the test conditions are accomplished, perform the average of the periods pointed out by the sensor, retrieving the parasite effects, which are compared with an OBD step average period.

TEST PERFORMING CONDITIONS

Diagnostic of the oxygen sensor can be not performed but after a certain engine running time and in some specific established operation conditions and if the preliminary conditions, achieved when setting the contact n, are achieved and preserved:

- no electric failure
- correct performing of the "learnings" by the UCE injection and of the cylinders recognition.
- no detected combustion misfire.
- Non-performing of the oxygen sensor diagnostic after contact setting on.
- water temperature to be over 75°C

Engine	Speed (Km/h)	Regime (rot/min)	Manifold pressure (mbar)	Stabilization period (sec)	Time before authorization (min)
E7J	63-130	1792-3712	299-799	5	14



CHECKING METHOD
" DISK RELEASE "

The checking is to be performed at idling, with warm engine.

- release the clutch,
- wait for three seconds,
- engage the reverse driving (engagement must be performed without noise).

CHECKING METHOD
" CLUTCH RELEASING FORK STROKE "

By means of a lineal perform the following operations:

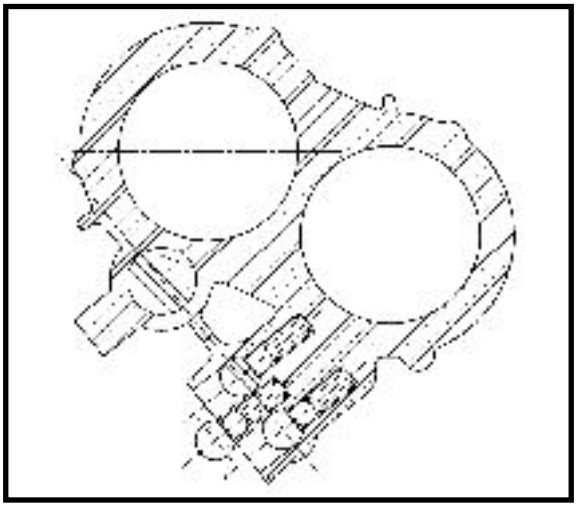
- measure the distance between the fork upper part and the clutch cable support, in the clutched position;
- measure the distance between the fork upper part and clutch cable support, in the clutch releasing position;
- calculate the difference between the two values (the fork active stroke) and compare it with the reference value (**29 mm).**

INTERNAL CONTROLS

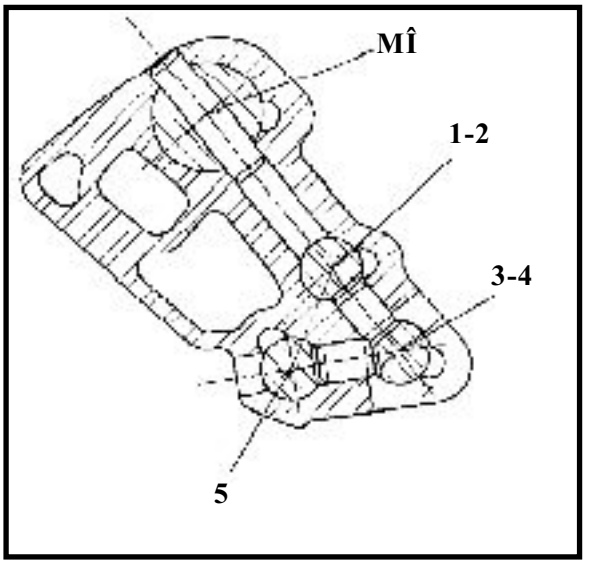
The internal control axles must not show any deformations or wear on the milling for locking balls, and their sliding on bearings must be done freely, without excessive clearance.

The contact surfaces of the forks with collar of the rocking must not show either deformations nor wear.

Ensuring of the control forks axles is performed by means of the balls and springs placed in the holes made in the mechanisms crankcase.



The locking of the control axles is done by means of some cylindrical rolls mounted inside the clutch–differential crankcase.



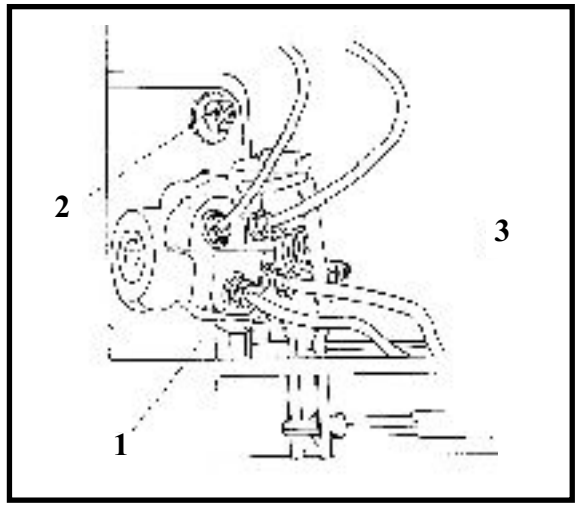
Brake pressure controller

REMARK :
Brake pressure controller is not to be repaired.

TIGHTENING MOMENTS (daNm)	
Attachment nut of the pressure controller assembly on the carriage body	**1**
Connection screws of the rigid pipe on the pressure controller	**1.5**

DISMOUNTING

Drain of fluid, the braking circuit.
Lift the vehicle by means of a two-column elevator.
Dismount the connection screws (**1**) of the rigid piping on the pressure controller.
Dismount the attachment nuts (**2**) of the pressure controller support on the carriage body.
Remove the support together with the pressure controller from the carriage body.
Dismount the pressure controller off the support.



REMOUNTING

Remount:
- pressure controller attachment screws on the support;
- attachment nuts of the pressure controller assembly on the carriage body;
- connection screws of the rigid piping on the pressure controller, observing the required tightening moments.

Purge the braking circuit.
Adjust the pressure controller.

WINDSCREEN AND HATCHBACK GLASS REPLACEMENT

The replacement of these glasses is performed in case they are broken, when they are not according to the required overall dimensions or when they have manufacturing defects (image distortions, cracks, etc).

REPLACEMENT HATCHBACK GLASS

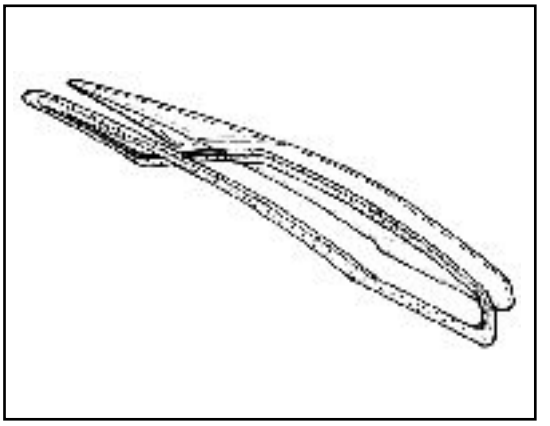
Disconnect:

- battery
- supply and mass connectors of the hatchback defrosting.

Remove the glass together with the gasket, by pushing it from the inside of the vehicle.

Clean the gasket and place the glass in its new gasket.

The mounting of the hatchback glass – gasket assembly, is performed in the same way with the windscreen mounting.



Remove the access cover of the fuse box.

Dismount the three attachment screws **(14)** of the fuse box.

Remove the access cover to the fuse box.

Swing over the little caps from the dashboard lower part and dismount the attachment screws **(15)** on the driving post cross member.

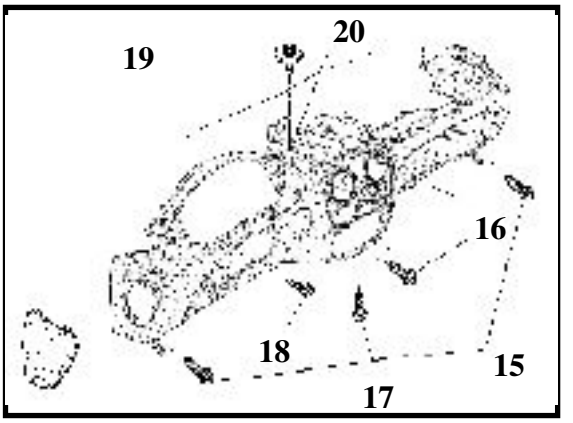
Dismount:

- attachment screws **(16)** of the climate maintenance panel on the lower part dashboard;
- attachment screw **(17)** of the lower part dashboard on the vent-AC distributor (RACV);
- attachment screws **(18)** of the lower part dashboard on the driving post cross member;
- upper attachment screws **(19)** of the lower part dashboard on the driving post cross member.

Extract:

- headlamps adjustment knob;
- cigarette lighter.

Detach from clips the connectors:



- hazard;
- rear window defrosting.

Disconnect the connectors:

- cigarette lighter;
- rear window defrosting.

Dismount the attachment nut **(21)** of the headlamps adjustment control.

Disconnect the connectors:

- hazard;
- climate maintenance control.

Detach from clips the left and right side aeration ducts.

Take out the dashboard from cockpit.

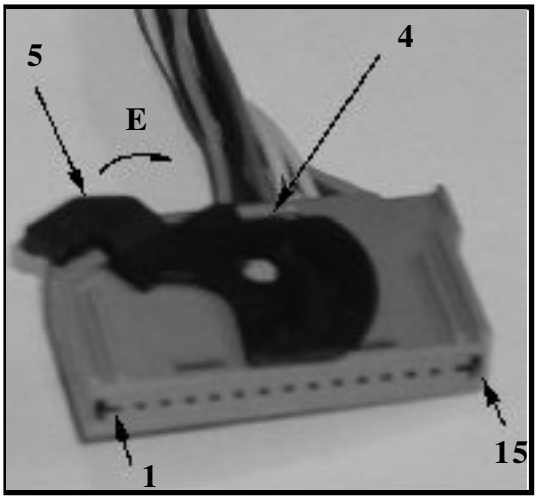
Connector (**3**)

Pin	Denomination
1	Free
2	Free
3	Free
4	Free
5	Free
6	Free
7	+ parking lights
8	Free
9	Mass
10	Free
11	Free
12	Free
13	Free
14	Free
15	Free

Disconnect the connector (**3**), carefully push the lever (**4**) and rotate the lever (**5**) in the direction of (**E**) arrow.

REMOUNTING

Perform the dismounting operations in the reverse order.
Check the operation of the control panel.



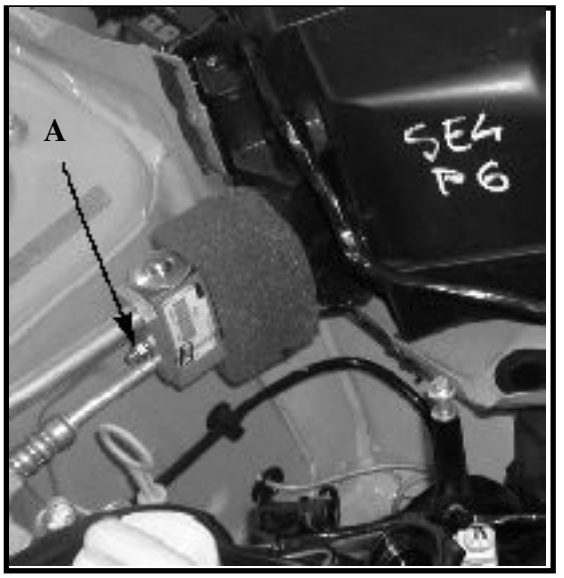
Its function is to reduce the refrigerant fluid pressure at the evaporator entrance, to a default value. In this way, the fluid passing through the evaporator may be suction by the compressor in a complete gaseous condition.

DISMOUNTING

Drain the refrigerant circuit by means of the charging station

Dismount :

- attachment nut (**A**) of the connection pipes;
- two attachment screws (**B**) of the expansion valve (**C**) on evaporator.



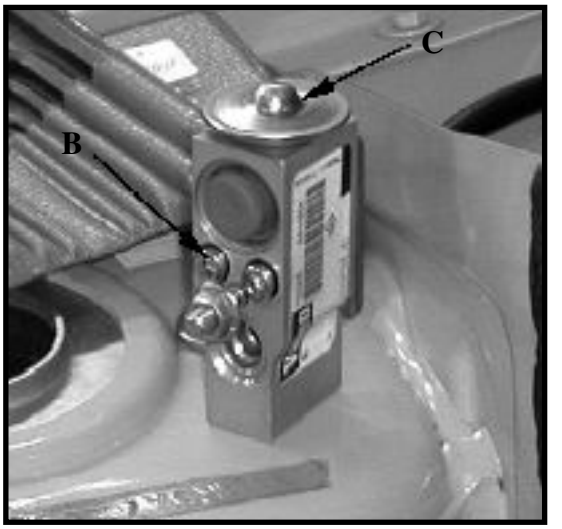
REMOUNTING

When remounting, replace the pipes sealing gaskets.

The required tightening moment for **B** screws is of **0,8 daNm**.

The required tightening moment for **A** pipes attachment nut is of **0,57 daNm**

Vacuum the unit then perform its filling with refrigerant fluid by means of the charging station.

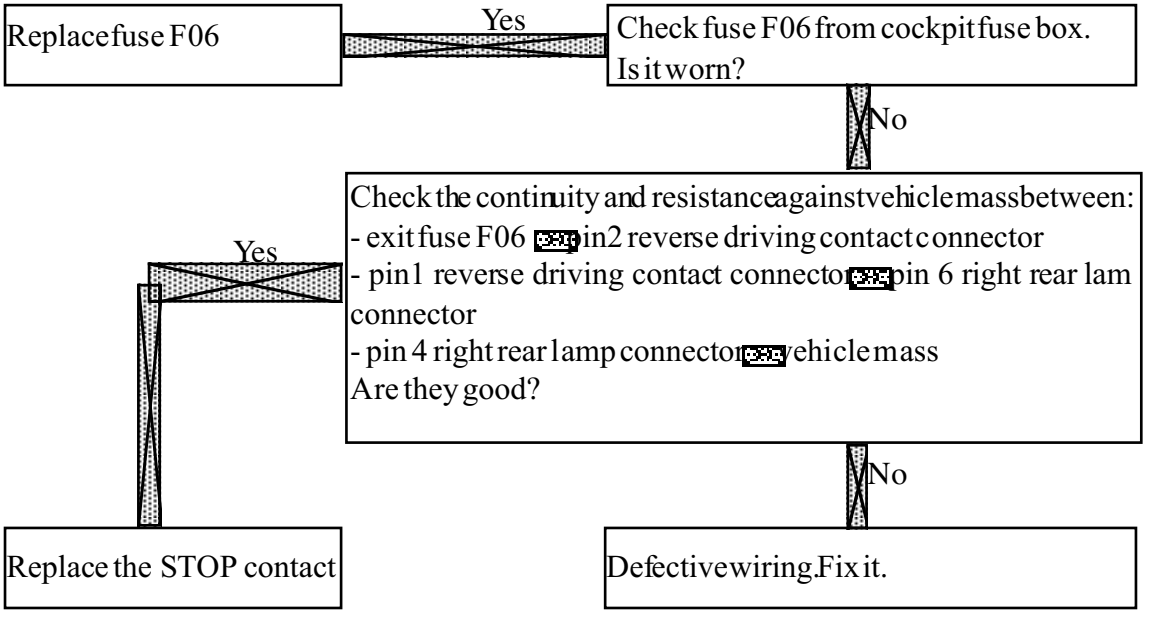


REMARK:

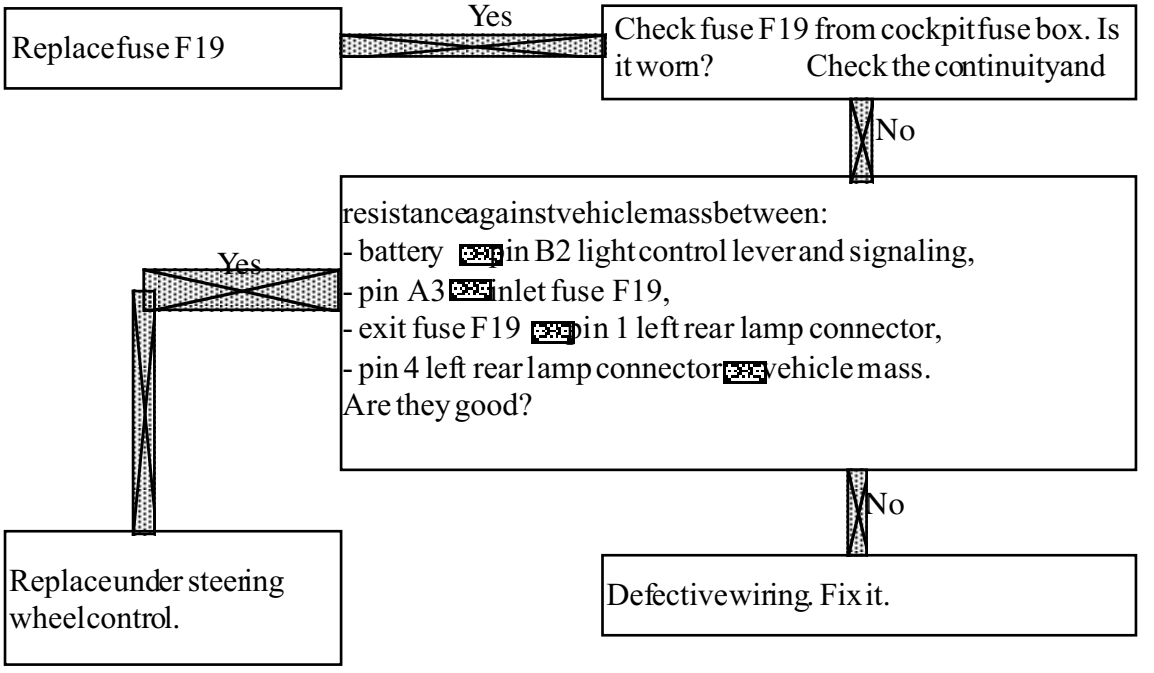
Adjustments of the expansion valve spring are to be performed only by the manufacturer.

The expansion valve is not to be repaired and not adjustable.

REAR DRIVING LAMP NOT WORKING

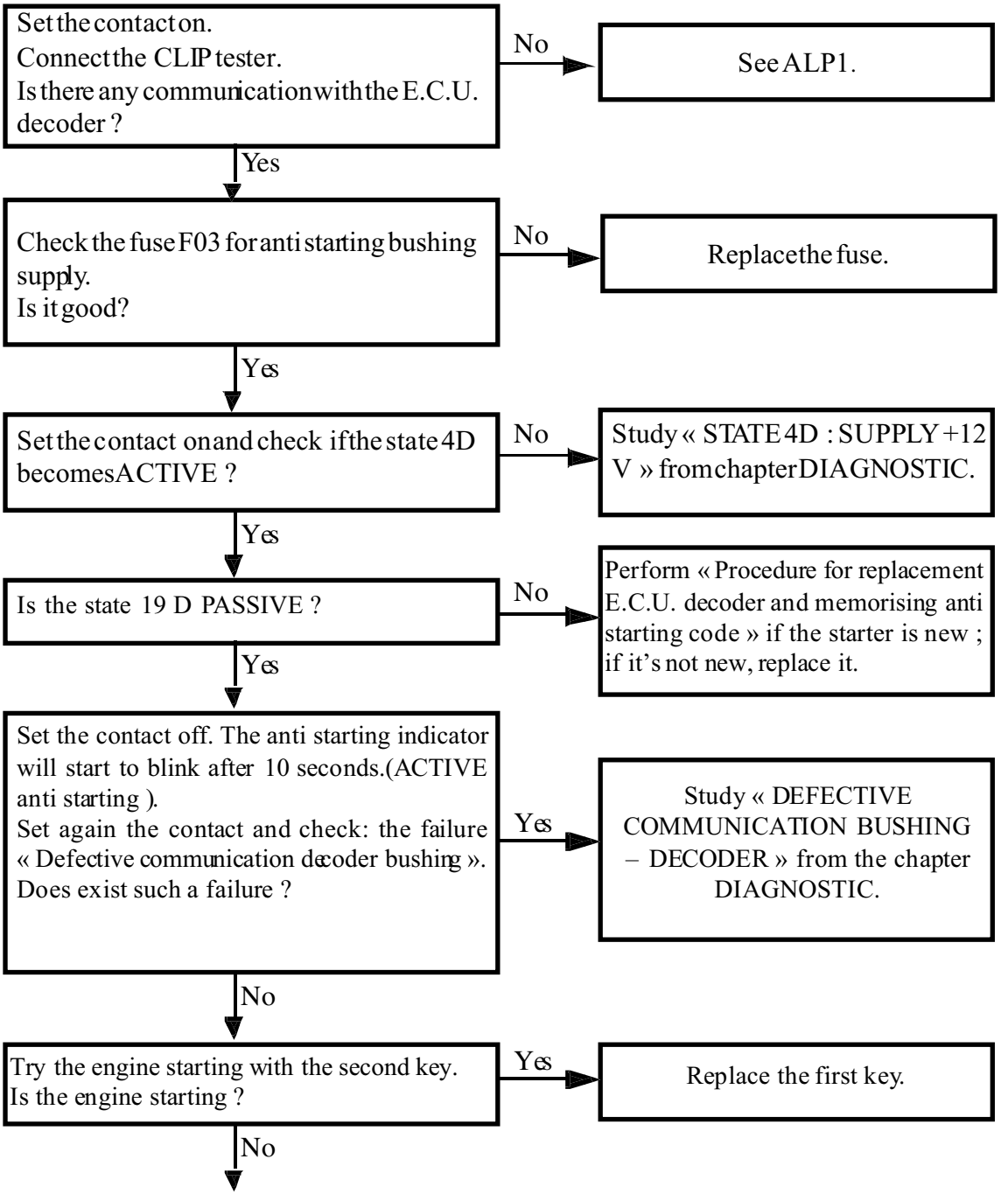


FOG LAMP NOT WORKING



ALP2. CONTACT SET ON THE ANTI STARTING INDICATOR BLINKS (THE ENGINE IS NOT STARTING)

RECOMMENDATION	-



Electric lighter

DISMOUNTING

Disconnect the battery (-) terminal.

Dismount the upper part dashboard.

Disconnect connectors (**1**), (**2**) and (**3**). Mark identification of their mounting position.

Holding with one hand the fix part (**4**) dismount the lighter attachment clamp (**5**) on the lower part dashboard.

Extract the lighter fix body (part).

REMOUNTING

Position the lighter fix body in the dashboard lower part. Holding with one hand the fix body, mount the lighter attachment clamp. The required tightening moment is **1.5 Nm** applied to the fix body (**4**).

Connect the lighter connectors, observing their mounting position existent prior to dismounting.

Mount the upper part dashboard.

Reconnect the battery (-) terminal.

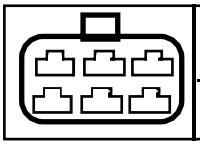
Check the operation of the electric lighter.

REMARK:

In order to replace the bulb, dismount the lighter, dismount the bulb holder (6) from the clamp (5) and replace the bulb.

Connectors

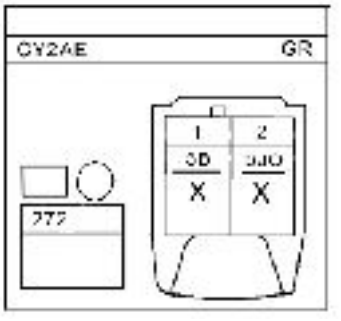
Connector	Denomination
1	Mass
2	Supply + after contact
3	Supply + parking



ENGINE WIRING	X412 03
E7J262	

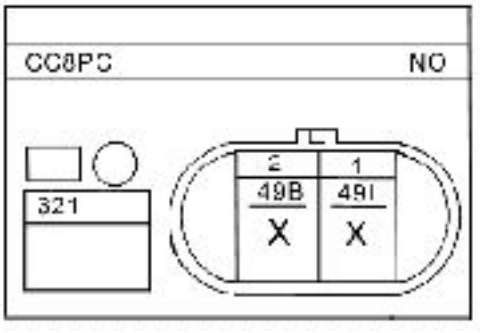
AIR TEMPERATURE INJECTION SENSOR

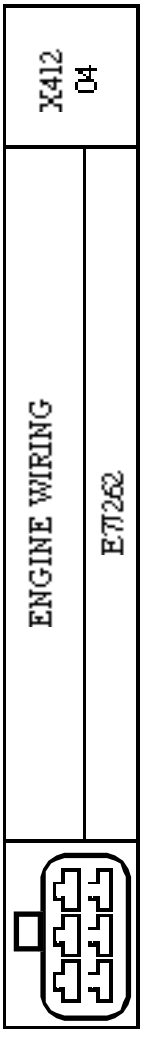
Position	Section		Destination
1	0.60	3B	SIGNAL+AIR TEMPERATURE SENSOR
2	0.60	3JQ	MASSAIR TEMPERATURE SENSOR



ENGINE COOLING FAN RESISTANCE
(for vehicleswithair conditioning)

Position	Section		Destination
1	3.0	49L	CONTROL+ LOWSPEED COOLING FANRESISTANCE
2	3.0	49B	CONTROL+ COOLINGFAN





U.C.E. INJECTION
(for vehicles with air conditioning)