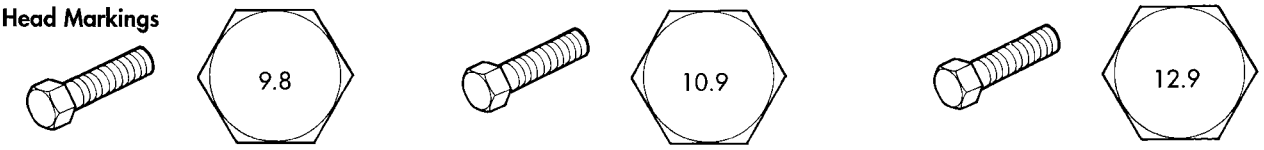
FASTENER IDENTIFICATION (Continued)

Bolt Markings and Torque - Metric

Commercial Steel Class

Bolt Head Markings

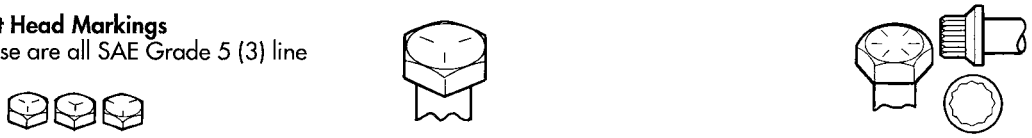


Body Size	Torque				Torque				Torque			
Diam.	Cast Iron		Aluminum		Cast Iron		Aluminum		Cast Iron		Aluminum	
mm	N•m	ft-lb	N•m	ft-lb	N•m	ft-lb	N•m	ft-lb	N•m	ft-lb	N•m	ft-lb
6	9	5	7	4	14	9	11	7	14	9	11	7
7	14	9	11	7	18	14	14	11	23	18	18	14
8	25	18	18	14	32	23	25	18	36	27	28	21
10	40	30	30	25	60	45	45	35	70	50	55	40
12	70	55	55	40	105	75	80	60	125	95	100	75
14	115	85	90	65	160	120	125	95	195	145	150	110
16	180	130	140	100	240	175	190	135	290	210	220	165
18	230	170	180	135	320	240	250	185	400	290	310	230

Bolt Markings and Torque Values - U.S. Customary

SAE Grade Number 5 8

Bolt Head Markings
These are all SAE Grade 5 (3) line



Body Size	Bolt Torque - Grade 5 Bolt				Bolt Torque - Grade 8 Bolt			
	Cast Iron		Aluminum		Cast Iron		Aluminum	
	N•m	ft-lb	N•m	ft-lb	N•m	ft-lb	N•m	ft-lb
1/4 - 20	9	7	8	6	15	11	12	9
- 28	12	9	9	7	18	13	14	10
5/16 - 18	20	15	16	12	30	22	24	18
- 24	23	17	19	14	33	24	25	19
3/8 - 16	40	30	25	20	55	40	40	30
- 24	40	30	35	25	60	45	45	35
7/16 - 14	60	45	45	35	90	65	65	50
- 20	65	50	55	40	95	70	75	55
1/2 - 13	95	70	75	55	130	95	100	75
- 20	100	75	80	60	150	110	120	90
9/16 - 12	135	100	110	80	190	140	150	110
- 18	150	110	115	85	210	155	170	125
5/8 - 11	180	135	150	110	255	190	205	150
- 18	210	155	160	120	290	215	230	170
3/4 - 10	325	240	255	190	460	340	365	270
- 16	365	270	285	210	515	380	410	300
7/8 - 9	490	360	380	280	745	550	600	440
- 14	530	390	420	310	825	610	660	490
1 - 8	720	530	570	420	1100	820	890	660
- 14	800	590	650	480	1200	890	960	710

80bdbd8c

Fig. 1 FASTENER IDENTIFICATION

MAINTENANCE SCHEDULES (Continued)

WARNING:
You can be badly injured working on or around a motor vehicle. Do only that service work for which you have the knowledge and the right equipment. If you have any doubt about your ability to perform a service job, take your vehicle to a competent mechanic.

DESCRIPTION - EXPORT

There are two maintenance schedules that show the **required** service for your vehicle.

First is Schedule **"A"**. It is for vehicles that are not operated under any of the conditions listed under Schedule ″B″.

Most vehicles are operated under the conditions listed for Schedule ″B″.

Second is Schedule **"B"**. It is for vehicles that are operated under the conditions that are listed below and at the beginning of the schedule.

- Day or night temperatures are below 0° C (32° F).
- Stop and go driving.
- Extensive engine idling.
- Driving in dusty conditions.
- Short trips of less than 16 km (10 miles).
- More than 50% of your driving is at sustained high speeds during hot weather, above 32° C (90° F).
- Trailer towing.† ◇
- Taxi, police, or delivery service (commercial service).† ◇
- Off-road or desert operation.
- **If equipped for and operating with E-85 (ethanol) fuel.**

NOTE: If ANY of these apply to you then change your engine oil every 5 000 km (3,000 miles) or 3 months, whichever comes first and follow schedule "B" of the ″Maintenance Schedules″ section of this manual.

Use the schedule that best describes your driving conditions. Where time and mileage are listed, follow the interval that occurs first.

CAUTION: Failure to perform the required maintenance items may result in damage to the vehicle.

At Each Stop for Fuel

- Check the engine oil level, add as required.
- Check the windshield washer solvent and add if required.

Once a Month

- Check the tire pressure and look for unusual wear or damage.
- Inspect the battery and clean and tighten the terminals as required.
- Check the fluid levels of coolant reservoir, brake master cylinder and transaxle and add as needed.
- Check all lights and all other electrical items for correct operation.
- Check rubber seals on each side of the radiator for proper fit.

At Each Oil Change

- Replace the engine oil filter at each oil change.
- Inspect the exhaust system.
- Inspect brake linings, hoses and calipers.
- Inspect the CV joints and front suspension components.
- Check the coolant level, hoses, and clamps.
- Rotate the tires at each oil change interval shown on Schedule "A" 12 000 km (7,500 miles) or every other interval shown on Schedule "B" 10 000 km (6,000 miles).

SCHEDULE A - EXPORT ONLY

Kilometers **(Miles)** **[Months]**	**12 000** **(7,500)** **[6]**	**24 000** **(15,000)** **[12]**	**36 000** **(22,500)** **[18]**	**48 000** **(30,000)** **[24]**	**60 000** **(37,500)** **[30]**
Change engine oil and engine oil filter.	X	X	X	X	X
Inspect the front brake pads and rear brake linings and rotors.			X		
Replace **air cleaner element (filter)**.				X	
Inspect the tie rod ends and boot seals.				X	
Adjust the generator drive belt.				X	
Replace the **make-up air filter** (located inside the air cleaner).				X	
Replace the **spark plugs**.				X	

LOWER CONTROL ARM (Continued)

Press screw-drive until the Remover contacts the outer circumference of the bushing (Fig. 45). Make sure the Remover contacts the bushing circumference evenly all the way around.

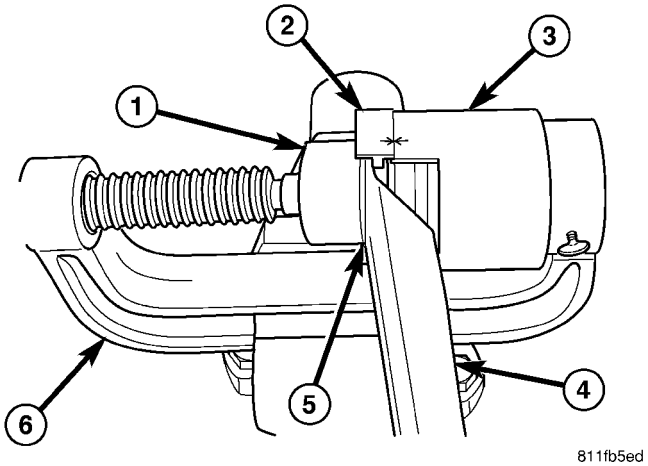


Fig. 45 Tools Positioned For Bushing Removal

1 - REMOVER 9356-2
2 - REACTION PLATE 9356-3
3 - RECEIVER CUP 9356-4
4 - LOWER CONTROL ARM
5 - BUSHING
6 - PRESS C-4212F

(5) Continue to tighten the screw-drive until the bushing is pressed completely out of the lower control arm.

(6) Back off the screw-drive and remove the lower control arm and isolator bushing. Remove the Reaction Plate from the arm.

ASSEMBLY

ASSEMBLY - LOWER CONTROL ARM (BALL JOINT)

CAUTION: When installing a ball joint in its mounting hole in the lower control arm, position the ball joint so the notch in the ball joint stud is facing the lower control arm front isolator bushing (Fig. 46). This will ease assembly of the ball joint to the steering knuckle when the installation of the pinch bolt is attempted.

(1) By hand, position ball joint into it's bore on the lower control arm (Fig. 46). To avoid binding upon installation, be sure the ball joint is not cocked in the bore.

(2) Position the Installer, Special Tool 6758, on a hydraulic press to support the lower control arm (Fig. 47). Place the control arm on top of Tool 6758 in the upside-down position, aligning the ball joint stud squarely with the Installer's cup.

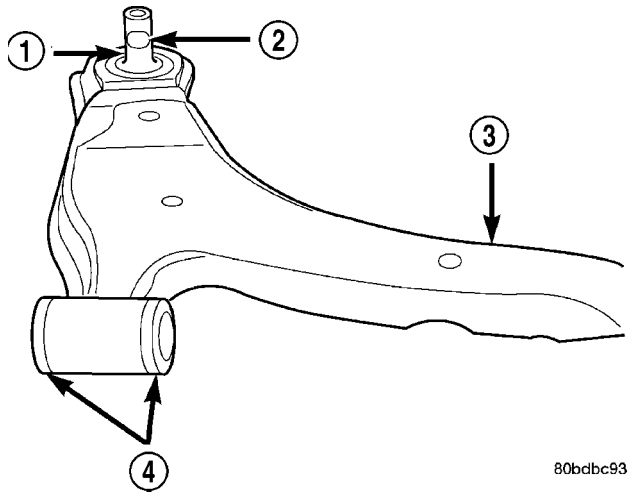


Fig. 46 Ball Joint Alignment

1 - BALL JOINT STUD
2 - NOTCH
3 - LOWER CONTROL ARM
4 - FRONT ISOLATOR BUSHING

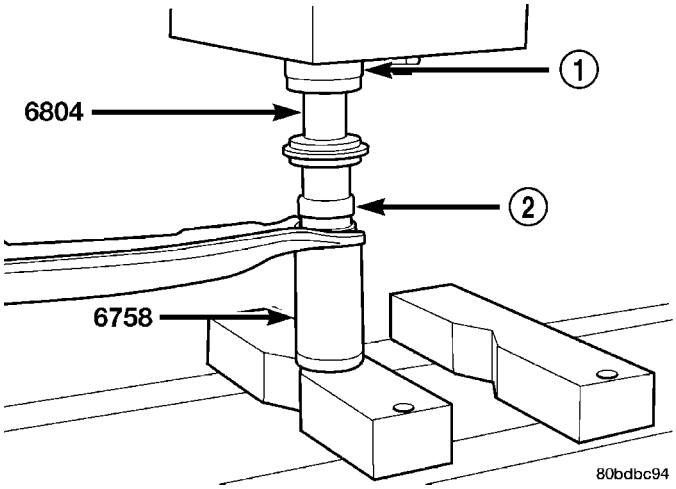


Fig. 47 Ball Joint Installation

1 - PRESS
2 - BALL JOINT

(3) Place the larger end of the Adapter, Special Tool 6804, on top of the ball joint as shown (Fig. 47).

(4) Using the hydraulic press, press the ball joint into the lower control arm until the shoulder on the ball joint bottoms against the lower control arm ball joint bore. Do not apply excessive pressure against ball joint and lower control arm once the ball joint bottoms.

(5) Remove the tools and arm from the hydraulic press.

HALF SHAFT (Continued)

joint from transaxle by hand. If snap ring is fully engaged with side gear, tripod joint will not be removable by hand.

(4) Clean all debris and moisture out of steering knuckle (Fig. 18).

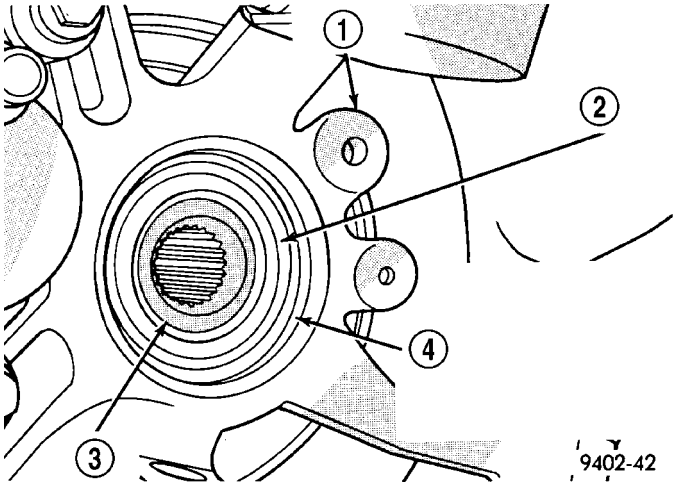


Fig. 18 Steering Knuckle to C/V Joint

1 - STEERING KNUCKLE
2 - WHEEL BEARING
3 - FRONT HUB
4 - THIS AREA OF THE STEERING KNUCKLE IS TO BE FREE OF ALL DEBRIS AND MOISTURE BEFORE INSTALLING DRIVE SHAFT IN STEERING KNUCKLE

(5) Ensure that front of outer C/V joint, which fits into steering knuckle (Fig. 19), is free of debris and moisture before assembling into steering knuckle.

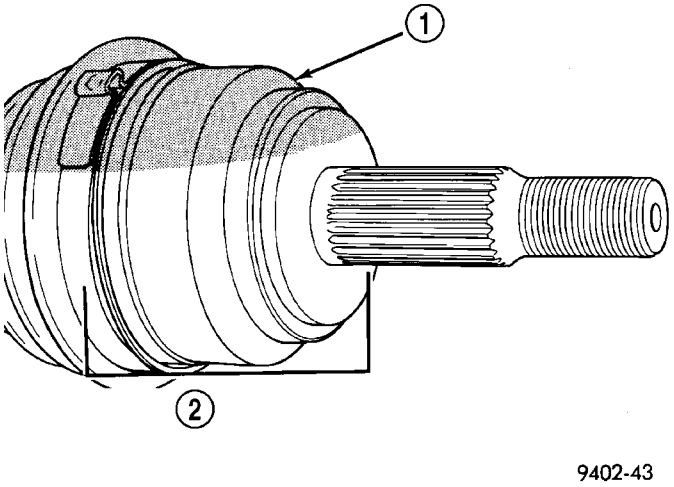


Fig. 19 Outer C/V Joint Inspection

1 - OUTER C/V JOINT
2 - THIS AREA OF OUTER C/V JOINT MUST BE FREE OF ALL DEBRIS AND MOISTURE, BEFORE INSTALLATION INTO STEERING KNUCKLE.

(6) Slide halfshaft back into front hub. Install steering knuckle onto the ball joint stud (Fig. 20).

NOTE: At this point, the outer joint will not seat completely into the front hub. The outer joint will be pulled into hub and seated when the hub nut is installed and torqued.

(7) Install a **NEW** steering knuckle to ball joint stud bolt and nut (Fig. 20). Tighten the nut and bolt to 95 N·m (70 ft. lbs.).

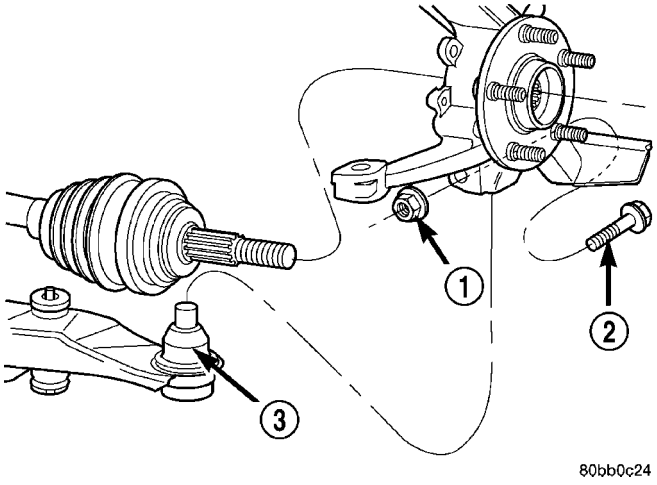


Fig. 20 Driveshaft Installation Into Hub And Steering Knuckle

1 - NUT
2 - BOLT
3 - BALL JOINT

(8) Clean all foreign matter from threads of halfshaft outer stub axle. Install hub nut onto the threads of the stub axle and tighten nut to 244 N·m (180 ft. lbs.) (Fig. 21).

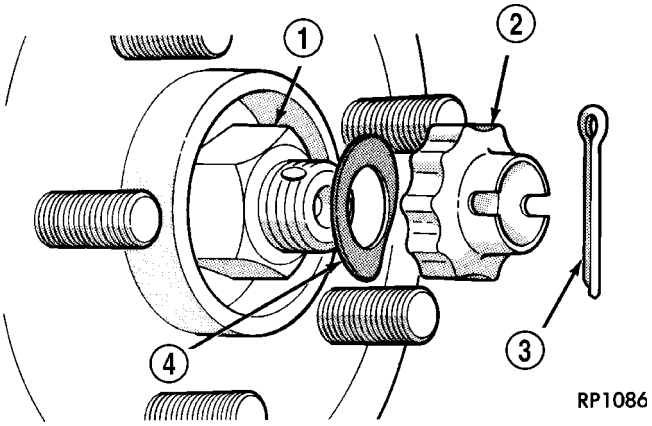


Fig. 21 Halfshaft Retaining Hardware

1 - HUB NUT
2 - NUT LOCK
3 - COTTER PIN
4 - SPRING WASHER

(9) Install front wheel and tire assembly. Install front wheel lug nuts (Fig. 22) and tighten to 128 N·m (95 ft. lbs.).

BRAKE PADS/SHOES - FRONT - SRT-4 (Continued)

springs on the shoes do not get caught in the hole formed into the center of the caliper housing.

(4) Align the caliper guide pin bolt holes with the guide pins. Install the caliper guide pin bolts and tighten them to a torque of 35 N·m (26 ft. lbs.) (Fig. 26).

(5) Install the tire and wheel assembly. Tighten the wheel mounting nuts to a torque of 135 N·m (100 ft. lbs.).

(6) Lower the vehicle.

(7) Pump the brake pedal several times before moving the vehicle to set the shoes to the brake rotor.

(8) Check and adjust the brake fluid level as necessary.

(9) Road test the vehicle and make several stops to wear off any foreign material on the brakes and to seat the brake shoes.

BRAKE PADS/SHOES - REAR DISC

REMOVAL

NOTE: Before proceeding, (Refer to 5 - BRAKES - WARNING).

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

(2) Remove both rear tire and wheel assemblies from vehicle (Refer to 22 - TIRES/WHEELS - REMOVAL).

NOTE: Perform Step 3 through Step 7 on each side of vehicle to complete shoe set removal.

NOTE: In some cases, it may be necessary to retract the caliper piston in its bore a small amount in order to provide sufficient clearance between the shoes and the rotor to easily remove the caliper from the knuckle. This can usually be accomplished before the guide pin bolts are removed, by grasping the rear of the caliper and pulling outward working with the guide pins, thus retracting the piston. Never push on the piston directly as it may get damaged.

(3) Remove the two caliper guide pin bolts (Fig. 28).

(4) Remove the caliper assembly from the brake adapter by first rotating the top of the caliper away from the rotor, and then lifting the caliper assembly off the machined abutment on the adapter (Fig. 29).

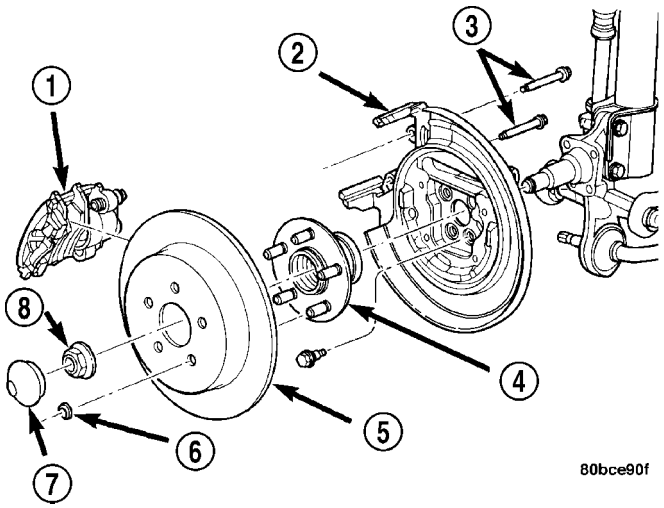


Fig. 28 Caliper And Rotor Mounting

1 - DISC BRAKE CALIPER
2 - DISC BRAKE ADAPTER
3 - GUIDE PIN BOLTS
4 - HUB AND BEARING
5 - BRAKE ROTOR
6 - RETAINER CLIP
7 - DUST CAP
8 - NUT

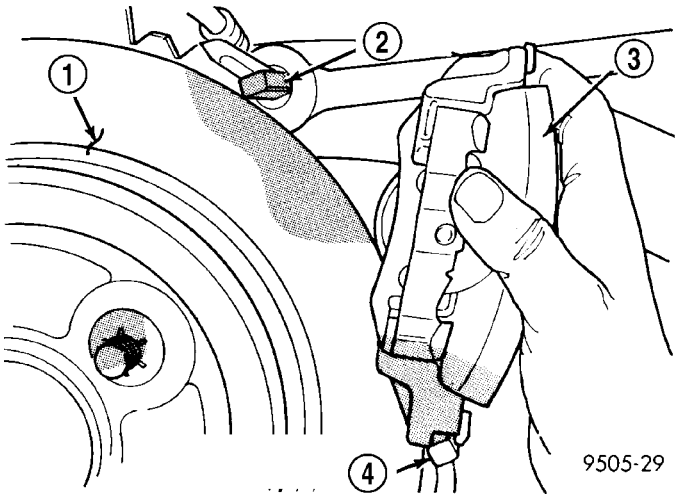


Fig. 29 Caliper Removal/Installation

1 - BRAKING DISC
2 - CALIPER ADAPTER
3 - CALIPER
4 - LOWER MACHINED ADAPTER ABUTMENT

(5) Hang the brake caliper from rear strut using wire or cord to prevent the weight of the caliper from damaging the brake hose (Fig. 30).

(6) Remove the outboard brake shoe from the caliper by prying the brake shoe retaining clip over the raised area on the caliper. Then slide the brake shoe down and off of the brake caliper (Fig. 31).

(7) Pull the inboard brake shoe away from caliper piston until the retaining clip is free from the cavity in the piston (Fig. 32).

FRONT WHEEL SPEED SENSOR (Continued)

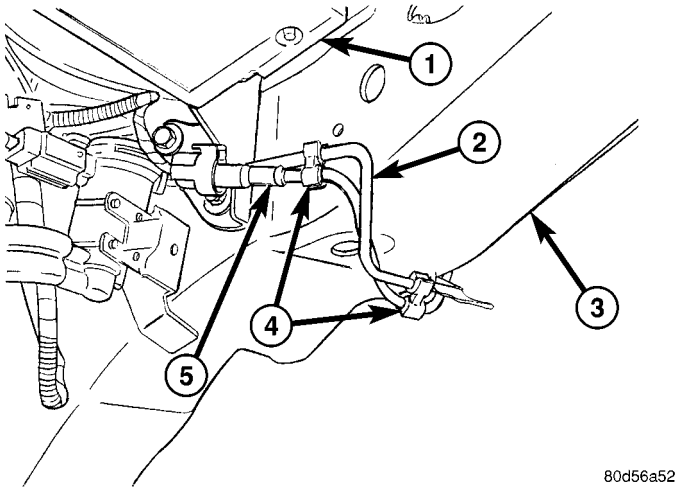


Fig. 5 LEFT SENSOR ROUTING ALONG BRAKE TUBE

1 - ABS ICU
2 - BRAKE TUBE
3 - FRAME RAIL
4 - ROUTING CLIPS
5 - WHEEL SPEED SENSOR CABLE

(5) Remove the bolt mounting the wheel speed sensor head to the steering knuckle (Fig. 6).

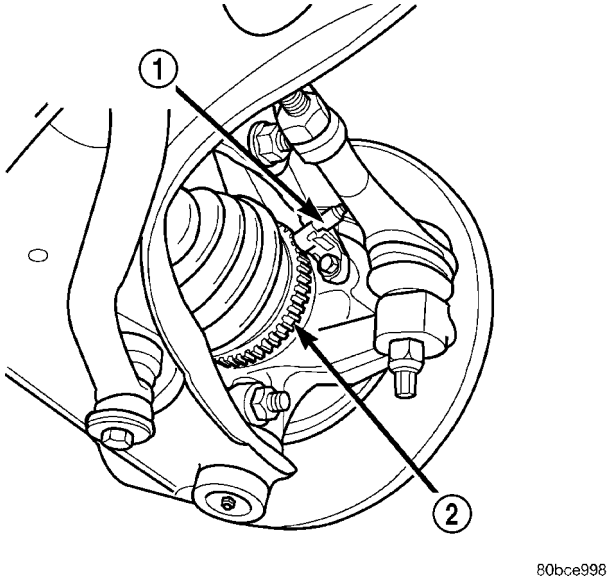


Fig. 6 Wheel Speed Sensor

1 - RIGHT FRONT WHEEL SPEED SENSOR
2 - TONE WHEEL

CAUTION: When removing a wheel speed sensor from the knuckle, do not use pliers on the sensor head. This may damage the sensor head. If the sensor has seized, use a hammer and a punch to tap the edge of the sensor head ear, rocking the sensor side-to-side until free.

(6) Carefully, remove the sensor head from the steering knuckle.

(7) Remove the screw securing the wheel speed sensor to the rear of the strut (Fig. 7). Remove the wheel speed sensor.

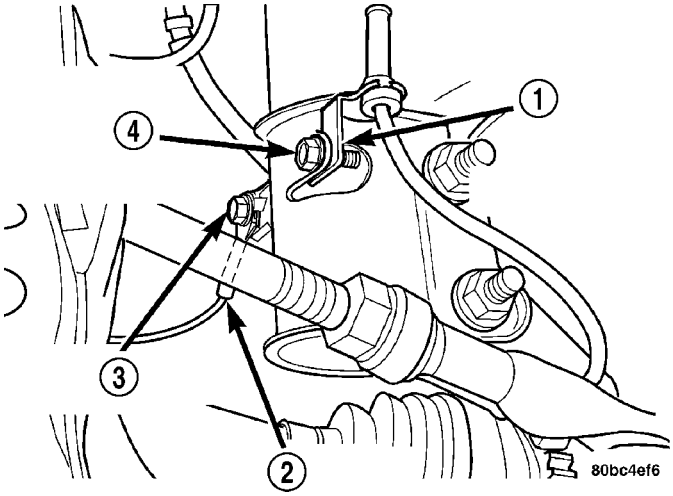


Fig. 7 Wheel Speed Sensor At Strut

1 - ABS WHEEL SPEED SENSOR ROUTING BRACKET (IF EQUIPPED)
2 - GROUND STRAP
3 - GROUND STRAP SCREW
4 - ABS SENSOR BRACKET SCREW (IF EQUIPPED)

INSTALLATION

CAUTION: Failure to install speed sensor cables properly may result in contact with moving parts or an over extension of cables causing an open circuit. Be sure that cables are installed, routed, and clipped properly.

(1) Attach the wheel speed sensor to the strut using the its mounting screw (Fig. 7).

(2) Install the wheel speed sensor head in the steering knuckle (Fig. 6). Install the mounting bolt. Tighten the mounting bolt to a torque of 12 N·m (105 in. lbs.).

(3) From the sensor bracket on the strut, loop the sensor cable upward, then downward at the outside of the frame rail. Install the speed sensor cable grommet onto the retaining bracket attached to the brake hose on the outside of the frame rail.

(4) Loop the wheel speed sensor cable around the bottom of the frame rail and connect it to the wiring harness connector on the inside of the frame rail (Fig. 4). Remember to push in the locking tab on the connector.

(5) If the sensor being installed is the left front, clip the speed sensor cable to the brake tube on the inside of and under the frame rail (Fig. 5).

(6) Lower the vehicle.

ENGINE - 2.0L SOHC (Continued)

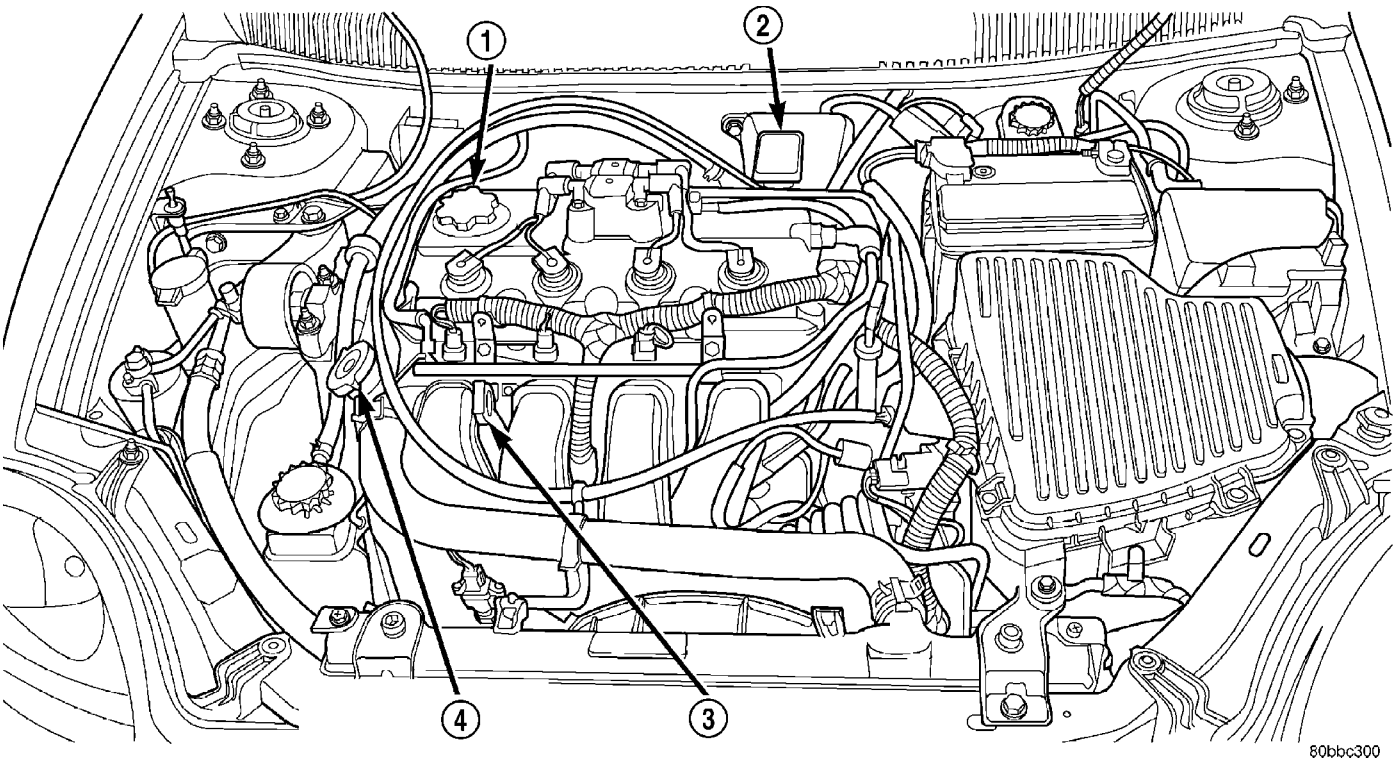


Fig. 3 Coolant Service Locations

1 - ENGINE OIL FILL
2 - ENGINE COOLANT RECOVERY CONTAINER
3 - ENGINE OIL DIPSTICK
4 - COOLING SYSTEM PRESSURE CAP

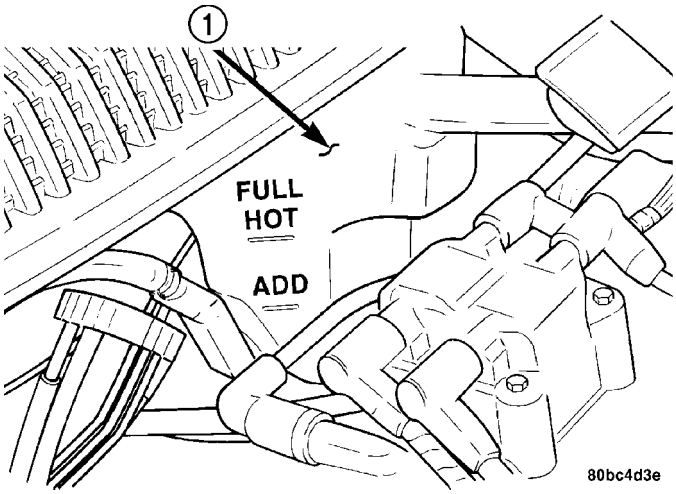


Fig. 4 Coolant Level

1 - COOLANT RECOVERY CONTAINER

STANDARD PROCEDURE - DRAINING COOLING SYSTEM (2.0L SOHC)

NOTE: Drain, flush, and fill the cooling system at the mileage or time intervals (Refer to LUBRICATION & MAINTENANCE/MAINTENANCE SCHEDULES - DESCRIPTION). If the coolant is dirty, rusty, or contains a considerable amount of sediment; clean and flush with a reliable cooling system cleaner. Care should be taken in disposing of the used engine coolant from your vehicle. Follow governmental regulations for disposal procedure of used engine coolant.

(1) Position a clean collecting container under the draincock location (Fig. 5).

(2) Without removing radiator pressure cap and with system not under pressure, turn draincock counterclockwise to open (Fig. 5).

(3) The coolant recovery/reserve container should empty first, then remove the pressure cap.

STANDARD PROCEDURE - FILLING COOLING SYSTEM (2.0L SOHC)

WARNING: MAKE SURE ENGINE COOLING SYSTEM IS COOL BEFORE REMOVING PRESSURE CAP OR ANY HOSE. THE COOLING SYSTEM IS PRESSURIZED WHEN HOT. SEVERE PERSONAL INJURY MAY RESULT FROM ESCAPING HOT COOLANT.

GENERATOR (Continued)

(4) Remove accessary drive splash shield (Fig. 4).

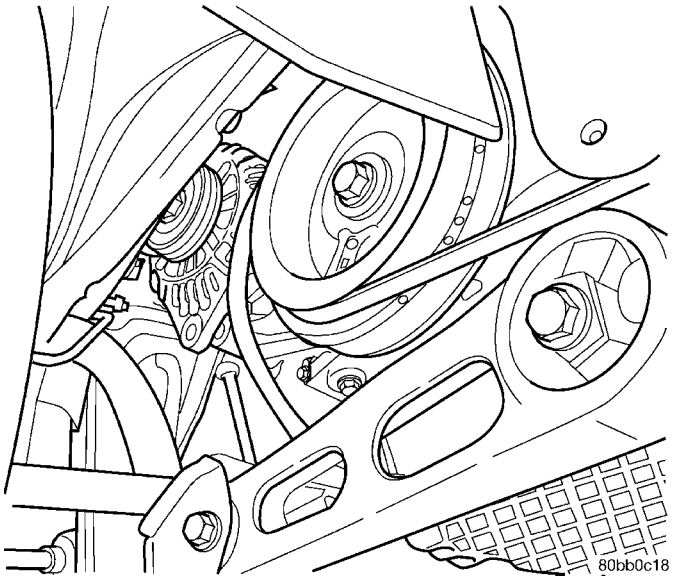


Fig. 4 Splash Shield and Belt

(5) Loosen the lower mounting bolt.
(6) Remove the generator drive belt.
(7) Disconnect the generator field circuit wiring connector. Push the **RED** locking tab to release.
(8) Remove the B+ terminal nut and wire.
(9) Remove the upper and lower mounting bolt (Fig. 5) and move generator off of pivot bracket.
(10) Remove pivot bracket.

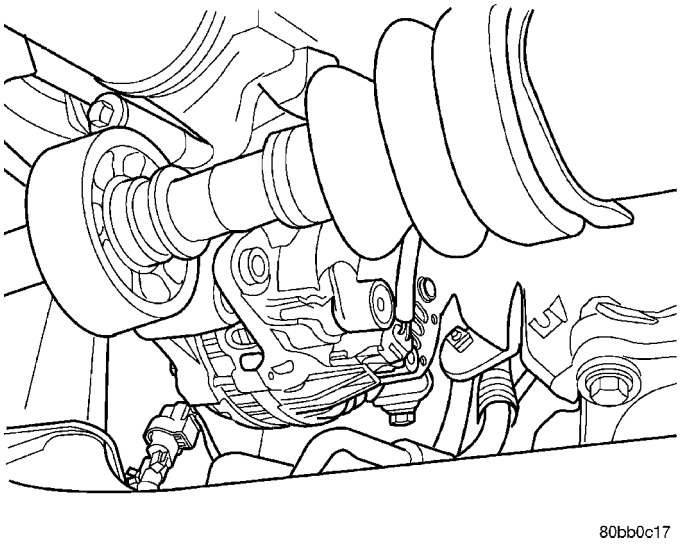


Fig. 5 Lower Mounting Bolt

(11) Remove Generator (Fig. 6) through wheel well.

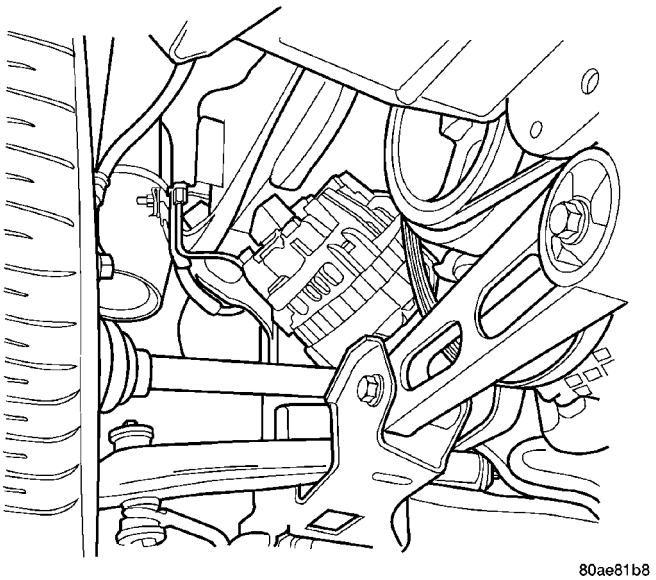


Fig. 6 Generator

REMOVAL - 1.6L

(1) Disconnect battery negative cable.
(2) Remove the powersteering reservoir bracket (Fig. 7) and reposition the reservoir (Fig. 8).

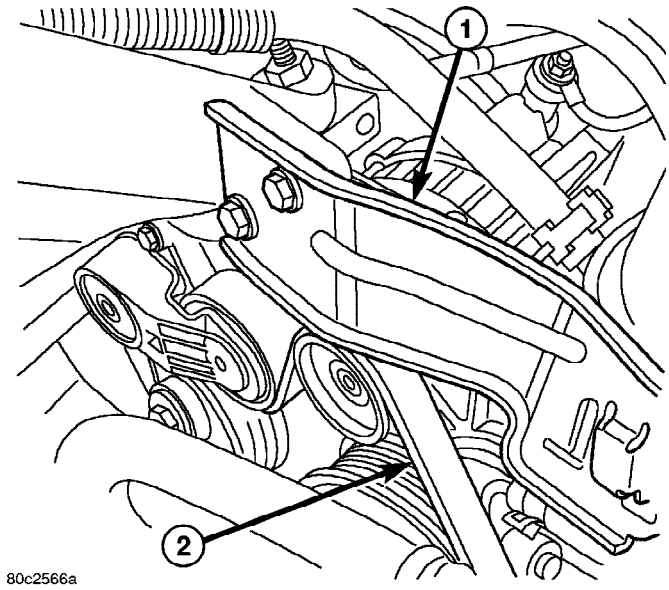


Fig. 7 ACCESSORY DRIVE BELT

1 - Power Steering Reservoir Bracket
2 - Accessory Drive Belt

(3) Remove the generator drive belt.

LAMPS/LIGHTING - EXTERIOR

SPECIFICATIONS

EXTERIOR LAMPS

CAUTION: Do not use bulbs other than the bulb listed in the table below. Damage to lamp can result. Do not touch halogen bulbs with fingers or other oily surfaces. Bulb life will be reduced.

BULB APPLICATION TABLE

LAMP	BULB
BACK UP LAMP	W16W
CENTER HIGH MOUNTED STOP LAMP (CHMSL)	W16W
FRONT FOG LAMP	GE 899
FRONT PARK/TURN SIGNAL LAMP	3457 AK
FRONT SIDE MARKER LAMP	168
HEADLAMP	9007
LICENSE PLATE LAMP	168
REAR TAIL/STOP/TURN SIGNAL LAMP	3157 - P27/7W

BULB APPLICATION TABLE - EXPORT/RHD

LAMP	BULB
FRONT FOG LAMP	9145
FRONT PARK/TURN SIGNAL LAMP	4157NAK

BACKUP LAMP SWITCH

REMOVAL

(1) Lift vehicle on hoist.
(2) From bottom side of vehicle, disconnect back-up lamp switch connector (Fig. 1).

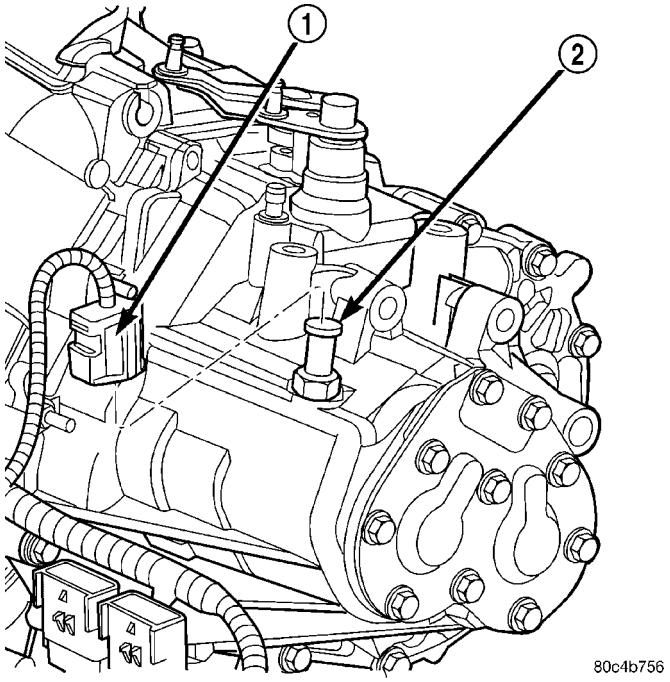


Fig. 1 BACK-UP LAMP SWITCH

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. 1).
(3) Lower vehicle.
(4) Verify back-up lamp operation.

SEAT TRACK

DESCRIPTION

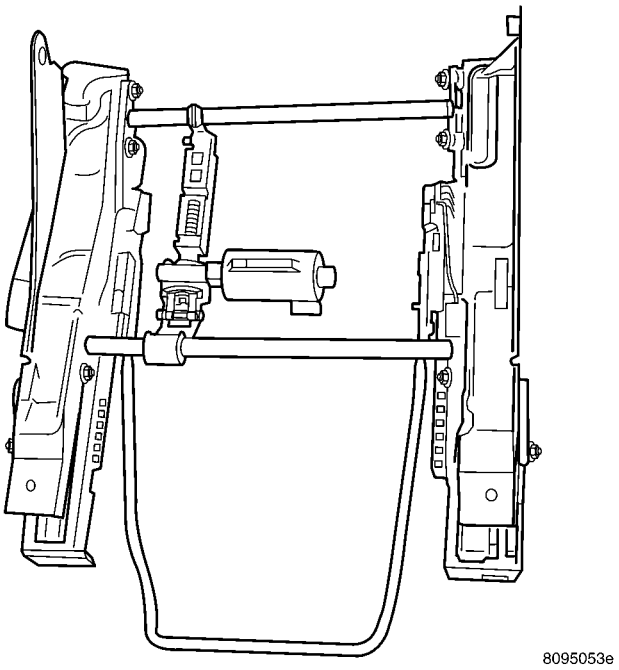


Fig. 5 POWER SEAT TRACK

There is one motor that operates the power seat track (Fig. 5). The motor is connected to a worm-drive gearbox that moves the seat adjuster accordingly. The drivers front seat can be raised or lowered using the power seat switch, located on the seat cushion side shield. When the seat switch is pushed to the Up or Down position the seat will move up or down.

The motor contains a self-resetting circuit breaker to protect it from overload. Consecutive or frequent resetting of the circuit breakers must not be allowed to continue, or the motors may be damaged.

The power seat track cannot be repaired, and is serviced only as a complete unit. If any component in this unit is faulty or damaged, the entire power seat track unit must be replaced.

OPERATION

When a power seat switch is actuated, a battery feed and a ground path are applied through the switch contacts to the appropriate motor. The motor and drive operate to move the seat in the selected direction until the power seat switch is released, or until the travel limit of the power seat track adjuster is reached. When the power seat switch is moved in the opposite direction, the battery feed and ground path to the motor are reversed through the switch contacts. This causes the motor and drive to run in the opposite direction.

DIAGNOSIS AND TESTING - SEAT TRACK

Refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, further details on wire harness routing and retention, as well as pin-out and location views for the various wire harness connectors, splices and grounds.

Operate the power seat switch to move the seat motor in each direction. The seat should move in each of the selected directions. If the power seat track fails to operate in only one direction, move the seat a short distance in the opposite direction and test again to be certain that the adjuster is not at its travel limit. If the power seat track still fails to operate in only one direction, begin by testing the power seat switch for the inoperative seat. If the power seat track fails to operate in more than one direction, proceed as follows:

(1) Test the circuit breaker in the Junction Block (JB). If OK, Step 2. If not OK, replace the faulty circuit breaker.

(2) Remove the power seat switch from the seat. Check for battery voltage at the fused B(+) circuit cavity of the power seat wire harness connector for the power seat switch. If OK, go to Step 3. If not OK, repair the open fused B(+) circuit between the power seat switch and the JB as required.

(3) Check for continuity between the ground circuit cavity of the power seat wire harness connector for the power seat switch and a good ground. There should be continuity. If OK, Step 4. If not OK, repair the open ground circuit to ground as required.

(4) Test the power seat switch. If the switch tests OK, test the circuits of the power seat wire harness for the inoperative power seat motor(s) between the power seat switch and the inoperative motor for shorts or opens. If the circuits check OK, replace the faulty power seat track. If the circuits are not OK, repair the power seat wire harness as required.

REMOVAL

(1) Remove the power seat from the vehicle. (Refer to 23 - BODY/SEATS/SEAT - REMOVAL)

(2) Disengage and disconnect the power seat wire harness from the power seat track.

(3) Remove the power seat track retaining fasteners and remove the power seat track from the seat.

INSTALLATION

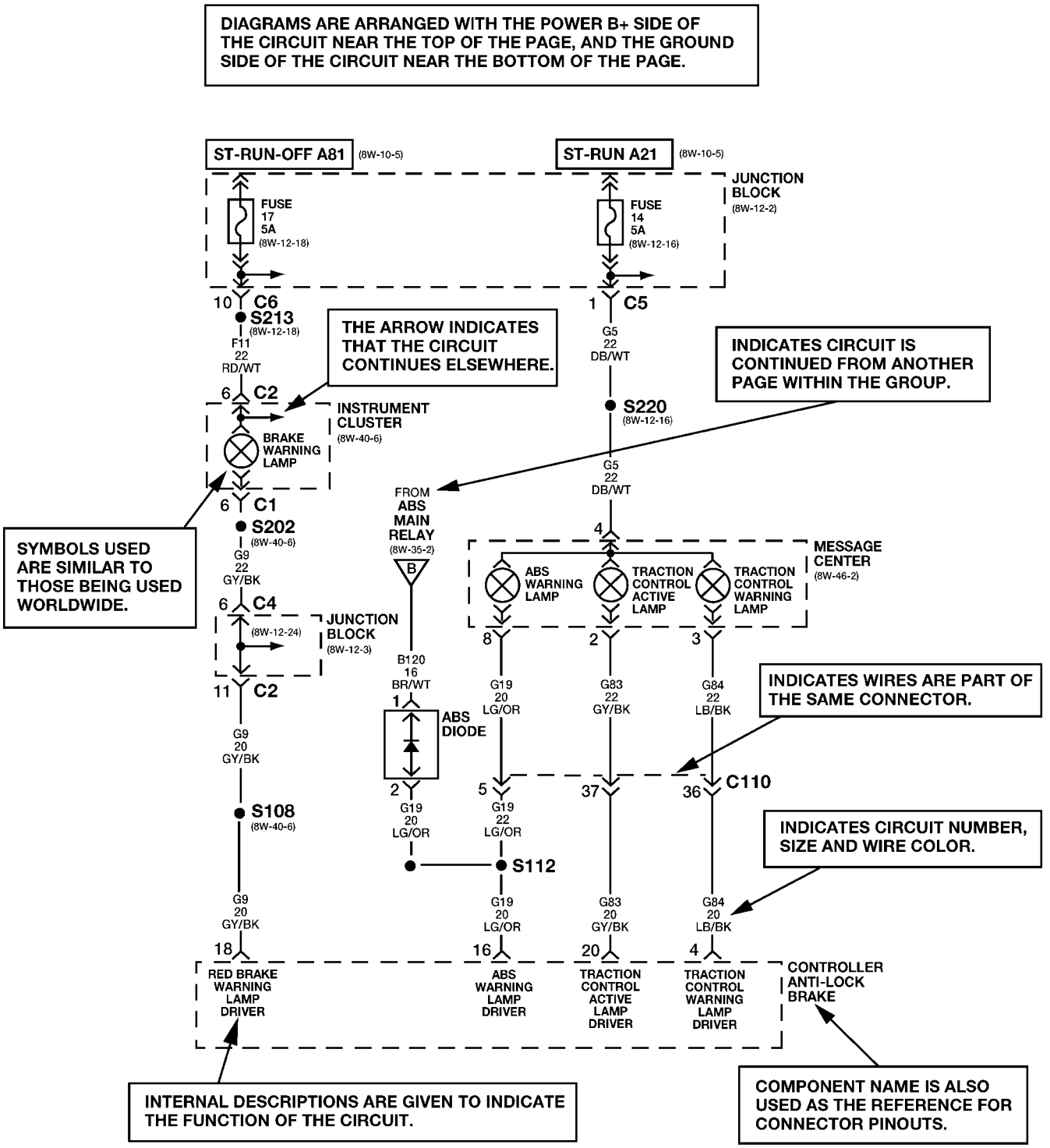
(1) Reinstall the power seat track onto the seat cushion frame.

(2) Secure and connect the power seat wire harness on the power seat track.

(3) Reinstall the power seat assembly into the vehicle as a unit. (Refer to 23 - BODY/SEATS/SEAT - INSTALLATION).

(4) Reconnect the battery negative cable.

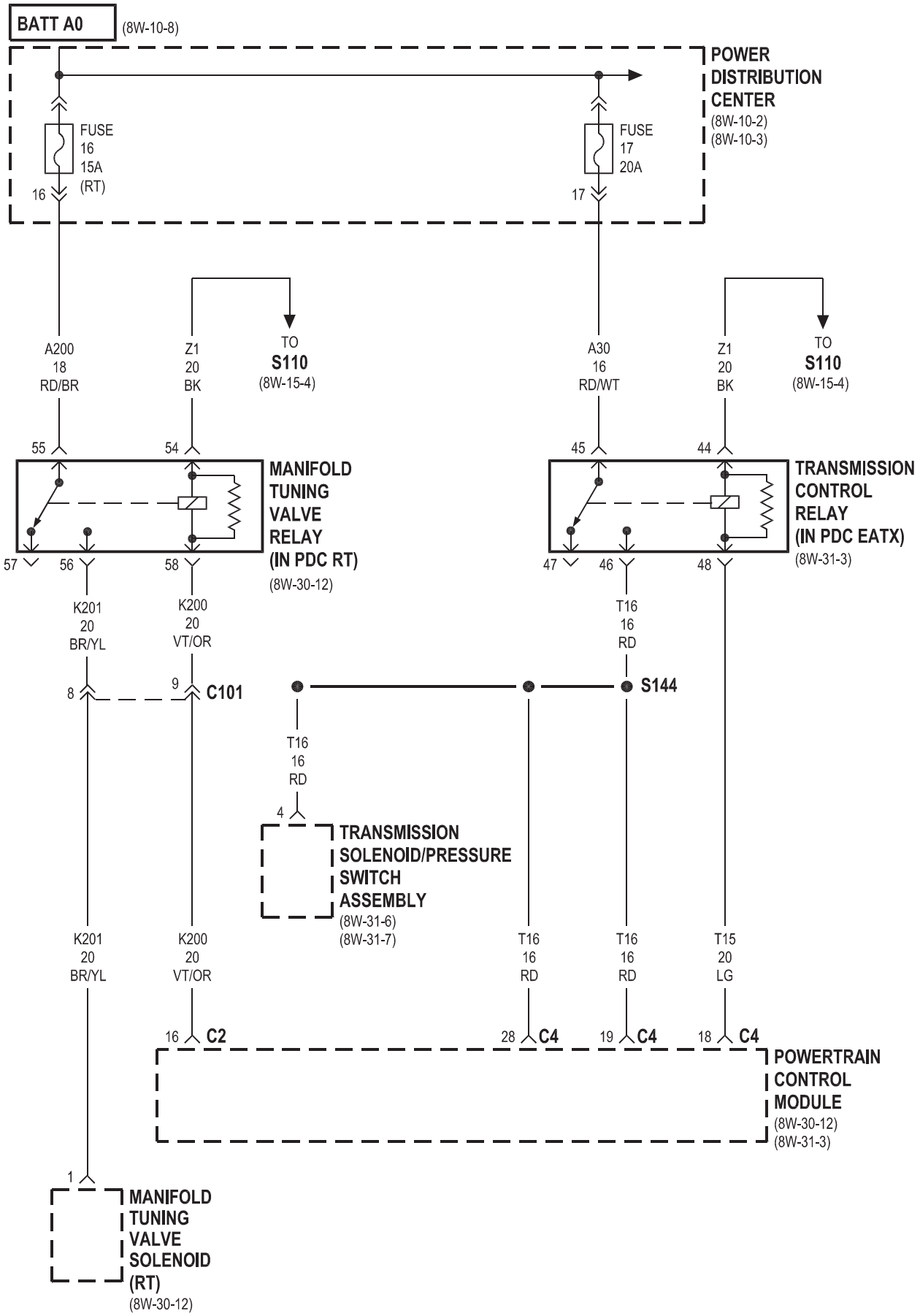
WIRING DIAGRAM INFORMATION (Continued)

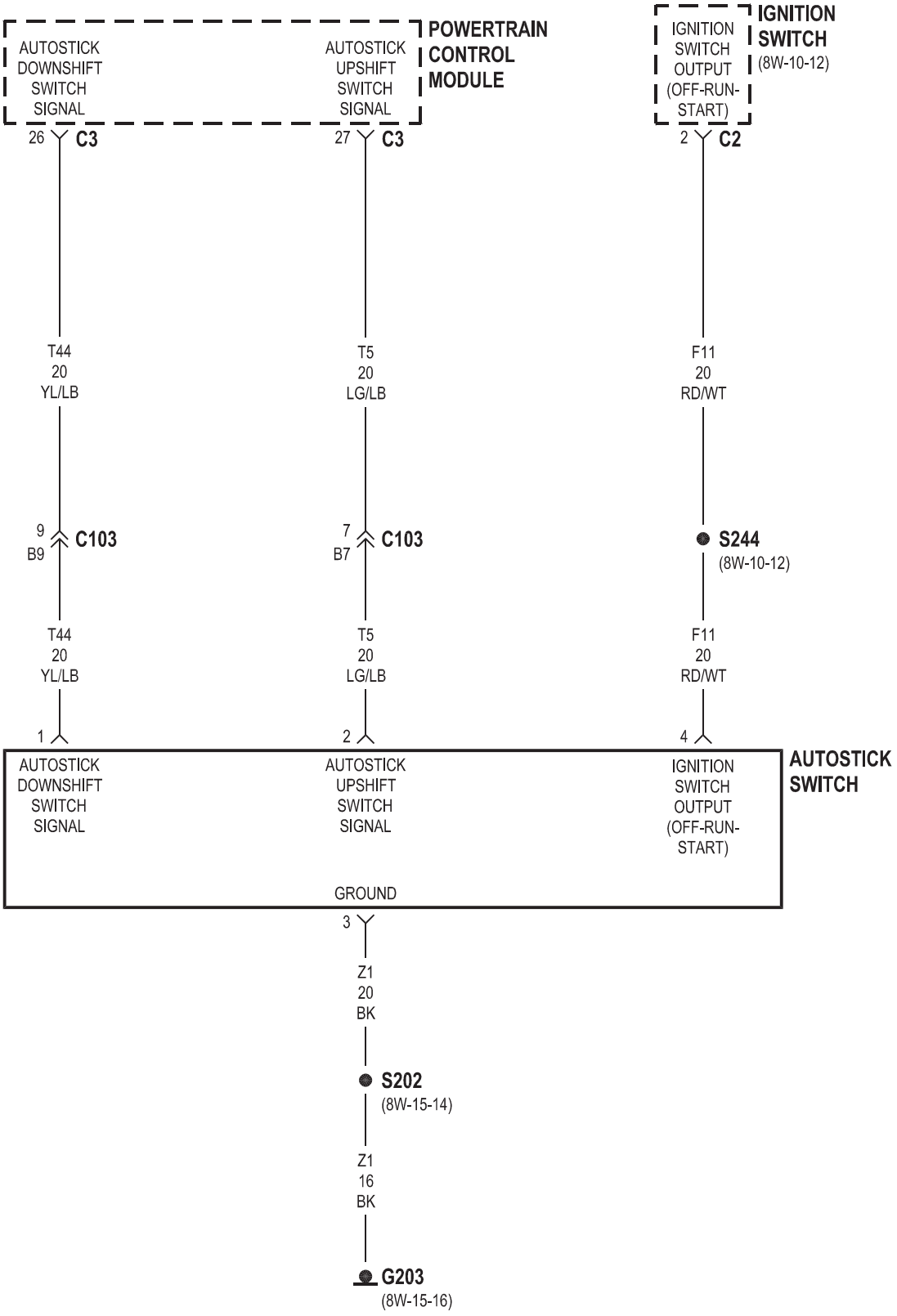


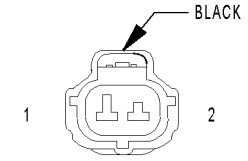
The System shown here is an EXAMPLE ONLY. It does not represent the actual circuit shown in the WIRING DIAGRAM SECTION.

80c06a01

Fig. 1 WIRING DIAGRAM EXAMPLE 1


BATT A0
(8W-10-8)
POWER DISTRIBUTION CENTER
(8W-10-2)
(8W-10-3)
FUSE 16 15A (RT)
16
FUSE 17 20A
17
A200 18 RD/BR
Z1 20 BK
TO S110
(8W-15-4)
A30 16 RD/WT
Z1 20 BK
TO S110
(8W-15-4)
55
54
MANIFOLD TUNING VALVE RELAY (IN PDC RT)
(8W-30-12)
45
44
TRANSMISSION CONTROL RELAY (IN PDC EATX)
(8W-31-3)
57
56
58
47
46
48
K201 20 BR/YL
K200 20 VT/OR
T16 16 RD
8
9
C101
S144
T16 16 RD
4
TRANSMISSION SOLENOID/PRESSURE SWITCH ASSEMBLY
(8W-31-6)
(8W-31-7)
K201 20 BR/YL
K200 20 VT/OR
T16 16 RD
T16 16 RD
T15 20 LG
16
C2
28
C4
19
C4
18
C4
POWERTRAIN CONTROL MODULE
(8W-30-12)
(8W-31-3)
1
MANIFOLD TUNING VALVE SOLENOID (RT)
(8W-30-12)

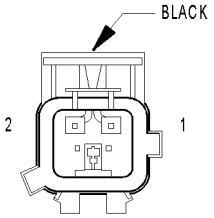

POWERTRAIN CONTROL MODULE
AUTOSTICK DOWNSHIFT SWITCH SIGNAL
AUTOSTICK UPSHIFT SWITCH SIGNAL
IGNITION SWITCH
(8W-10-12)
IGNITION SWITCH OUTPUT (OFF-RUN-START)
26 C3
27 C3
2 C2
T44 20 YL/LB
T5 20 LG/LB
F11 20 RD/WT
9 B9 C103
7 B7 C103
S244
(8W-10-12)
T44 20 YL/LB
T5 20 LG/LB
F11 20 RD/WT
1
2
4
AUTOSTICK SWITCH
AUTOSTICK DOWNSHIFT SWITCH SIGNAL
AUTOSTICK UPSHIFT SWITCH SIGNAL
IGNITION SWITCH OUTPUT (OFF-RUN-START)
GROUND
3
Z1 20 BK
S202
(8W-15-14)
Z1 16 BK
G203
(8W-15-16)



ENGINE COOLANT TEMP SENSOR (2.0L)

ENGINE COOLANT TEMP SENSOR (2.0L) - BLACK 2 WAY

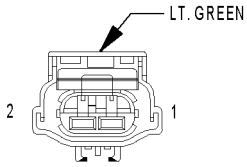
CAV	CIRCUIT	FUNCTION
1	K4 20BK/LB	SENSOR GROUND
2	K2 20VT/LG	ECT SIGNAL



ENGINE COOLANT TEMP SENSOR (2.4L TURBO)

ENGINE COOLANT TEMP SENSOR (2.4L TURBO) - BLACK 2 WAY

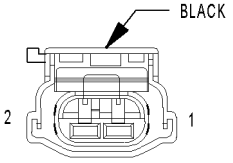
CAV	CIRCUIT	FUNCTION
1	K4 20BK/LB	SENSOR GROUND
2	K2 20TN/BK	ECT SIGNAL



ENGINE OIL PRESSURE SWITCH

ENGINE OIL PRESSURE SWITCH - LT. GREEN 2 WAY

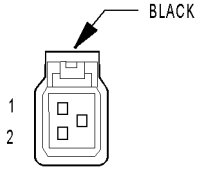
CAV	CIRCUIT	FUNCTION
1	G6 20GY	OIL PRESSURE SIGNAL
2	-	-



EVAP/PURGE SOLENOID

EVAP/PURGE SOLENOID - BLACK 2 WAY

CAV	CIRCUIT	FUNCTION
1	K108 20WT/TN	EVAP/PURGE RETURN
2	K52 20PK/BK	EVAP/PURGE CONTROL



FUEL INJECTOR NO. 1

FUEL INJECTOR NO. 1 - BLACK 2 WAY

CAV	CIRCUIT	FUNCTION
1	K11 18WT/DB	INJECTOR CONTROL NO. 1
2	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT

SEAL - OIL PUMP

REMOVAL

(1) Remove transaxle from vehicle (Refer to 21 - TRANSMISSION/TRANSAXLE/AUTOMATIC - 41TE - REMOVAL).

(2) Using Tool C-3981-B, remove oil pump seal (Fig. 257).

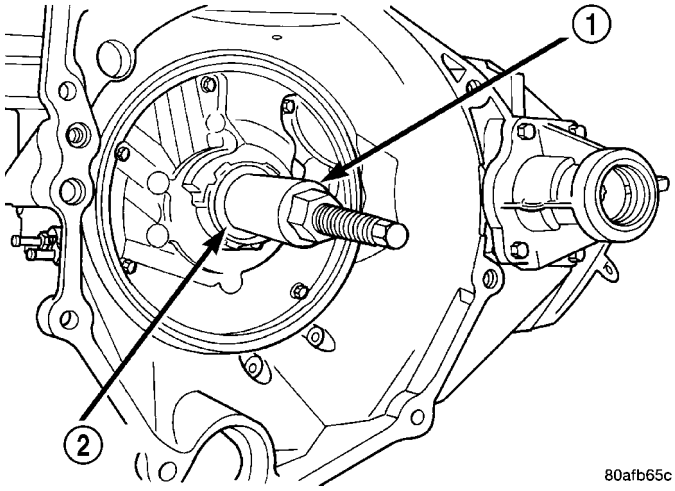


Fig. 257 Remove Oil Pump Seal

1 - TOOL C-3981–B
2 - OIL PUMP SEAL

INSTALLATION

(1) Using Tool C-4193, install oil pump seal (Fig. 258).

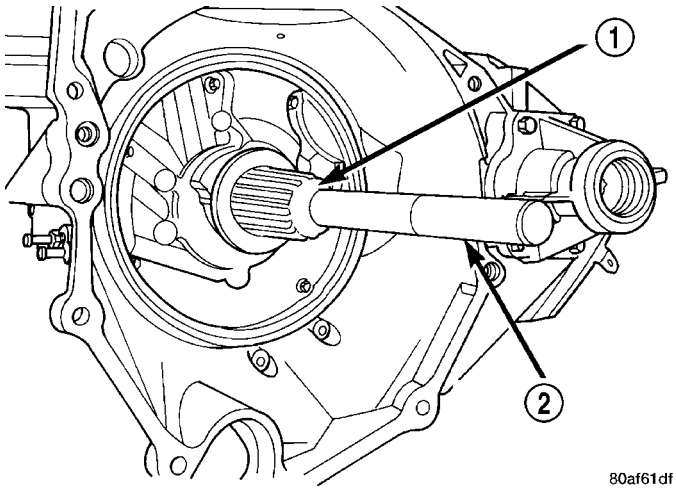


Fig. 258 Install Oil Pump Seal

1 - TOOL C-4193
2 - HANDLE TOOL C-4171

(2) Install transaxle to vehicle (Refer to 21 - TRANSMISSION/TRANSAXLE/AUTOMATIC - 41TE - INSTALLATION).

SHIFT INTERLOCK CABLE

REMOVAL

(1) Disconnect the battery negative cable.

(2) Loosen set screw and remove knob from shifter handle (Fig. 259).

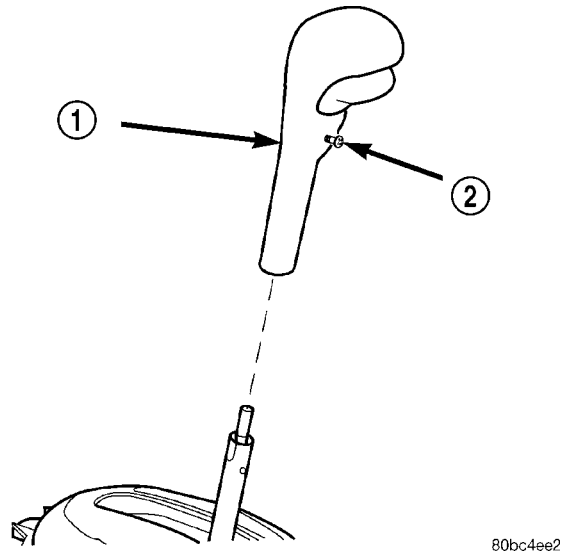


Fig. 259 Gearshift Knob Removal/Installation

1 - SHIFTER KNOB
2 - SET SCREW

(3) Remove the center console assembly as shown in (Fig. 260).

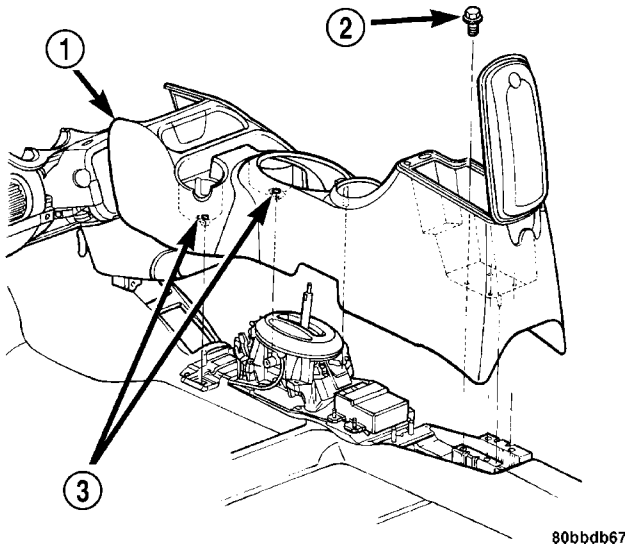


Fig. 260 Center Console Removal/Installation

1 - CONSOLE
2 - SCREW (4)
3 - SCREW (2)