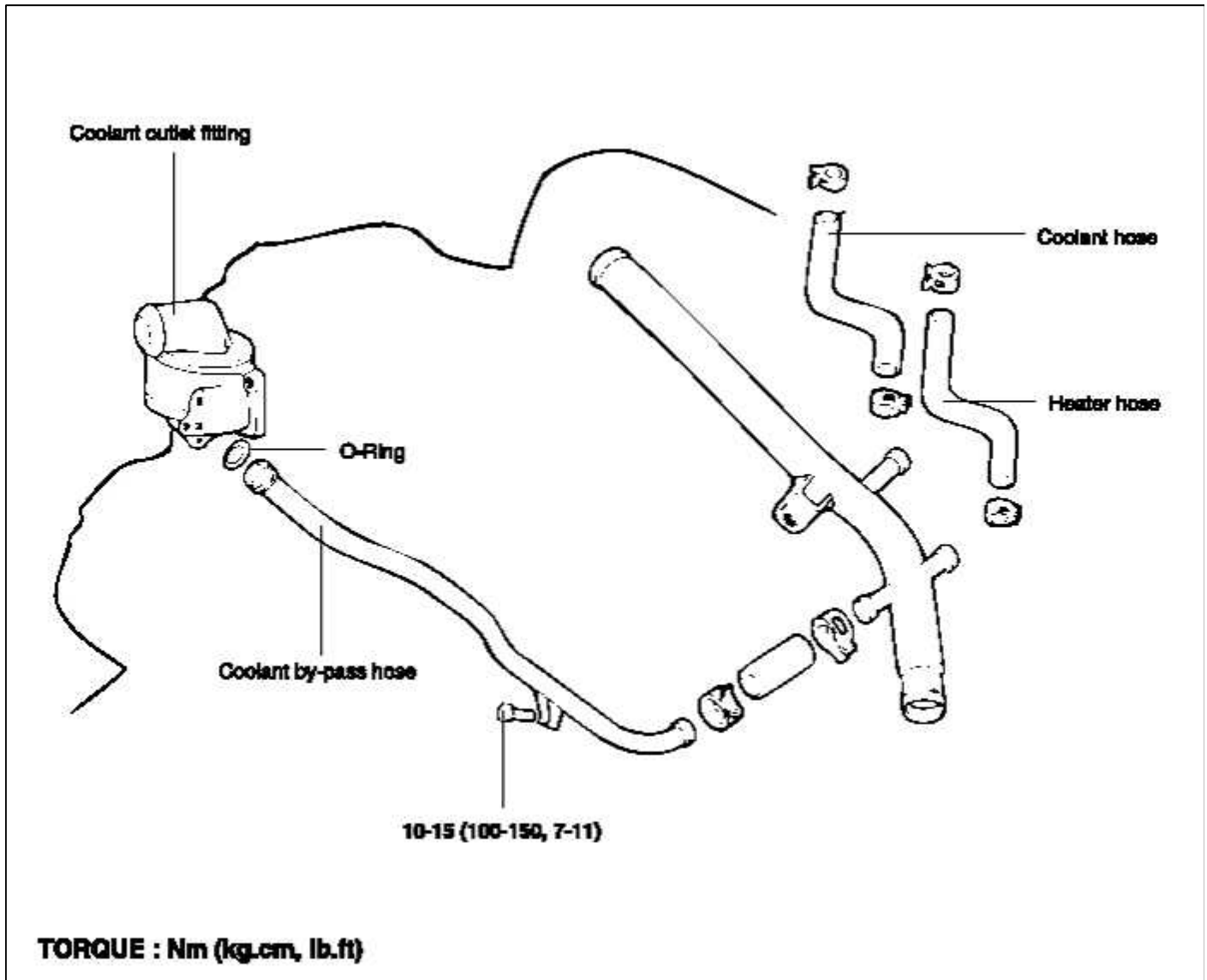


DRIVE (FIRST)

Engine Mechanical System > Cooling System > Engine Coolant Hose / Pipes > Components and Components Location

COMPONENTS



Engine Mechanical System > Cooling System > Engine Coolant Hose / Pipes > Repair procedures

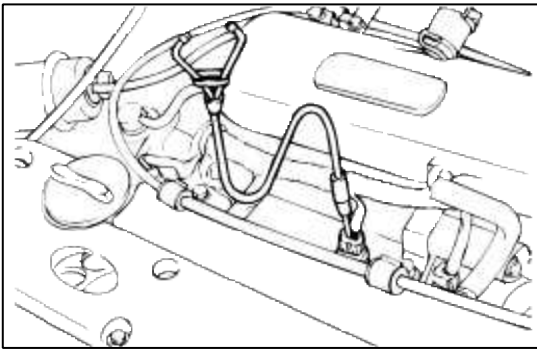
INSPECTION

1. Check the coolant pipes and hoses for cracks, damage, or restrictions.
2. Replace if necessary.

REASSEMBLY

1. Fit the O - ring in the groove provided at the coolant inlet pipe end, wet the O-ring with coolant and insert into the coolant inlet pipe.

- Check the operating time of the injectors.

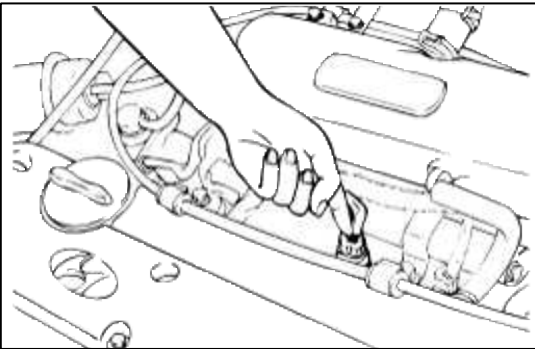


1. Using a stethoscope, check the injectors for a clicking sound at idle. Check that the sound is produced at shorter intervals as the engine speed increases.

NOTE

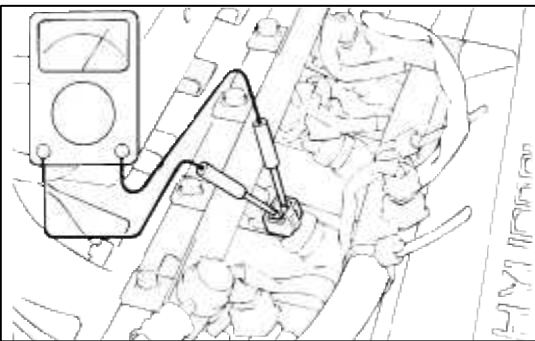
Ensure that the sound from an adjacent injector is not being transmitted along the delivery pipe to an inoperative injector.

2. If a stethoscope is not available, check the injector operation with your finger.
If no vibrations are felt, check the wiring connector, injector, or injection signal from ECM.



RESISTANCE MEASUREMENT BETWEEN TERMINALS

1. Disconnect the connector of the injector and measure the resistance between the two terminals.



$15.9 \pm 0.35\Omega$ [at 20°C (68°F)]

2. Re-connect the connector to the injector.

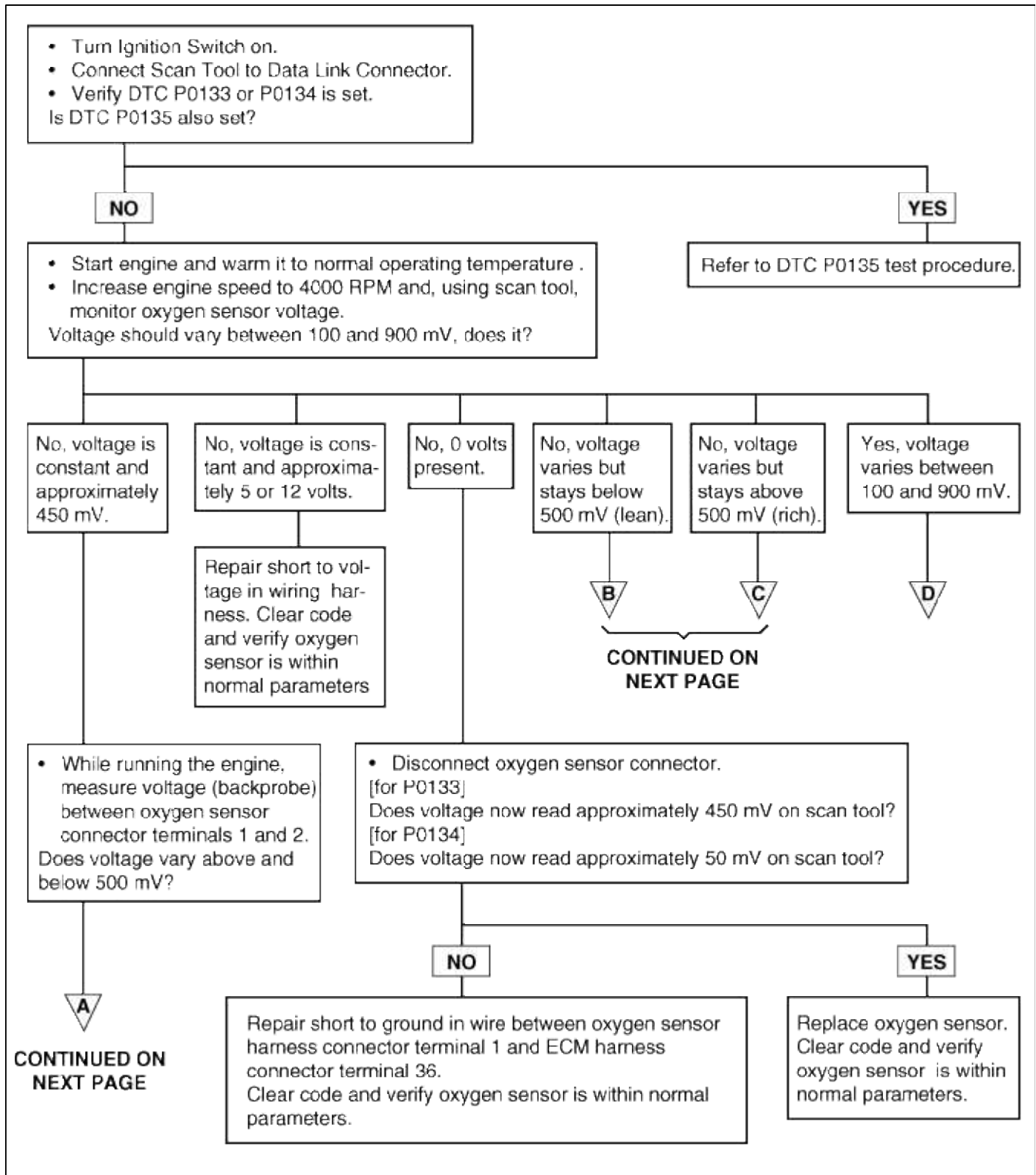
INJECTORS

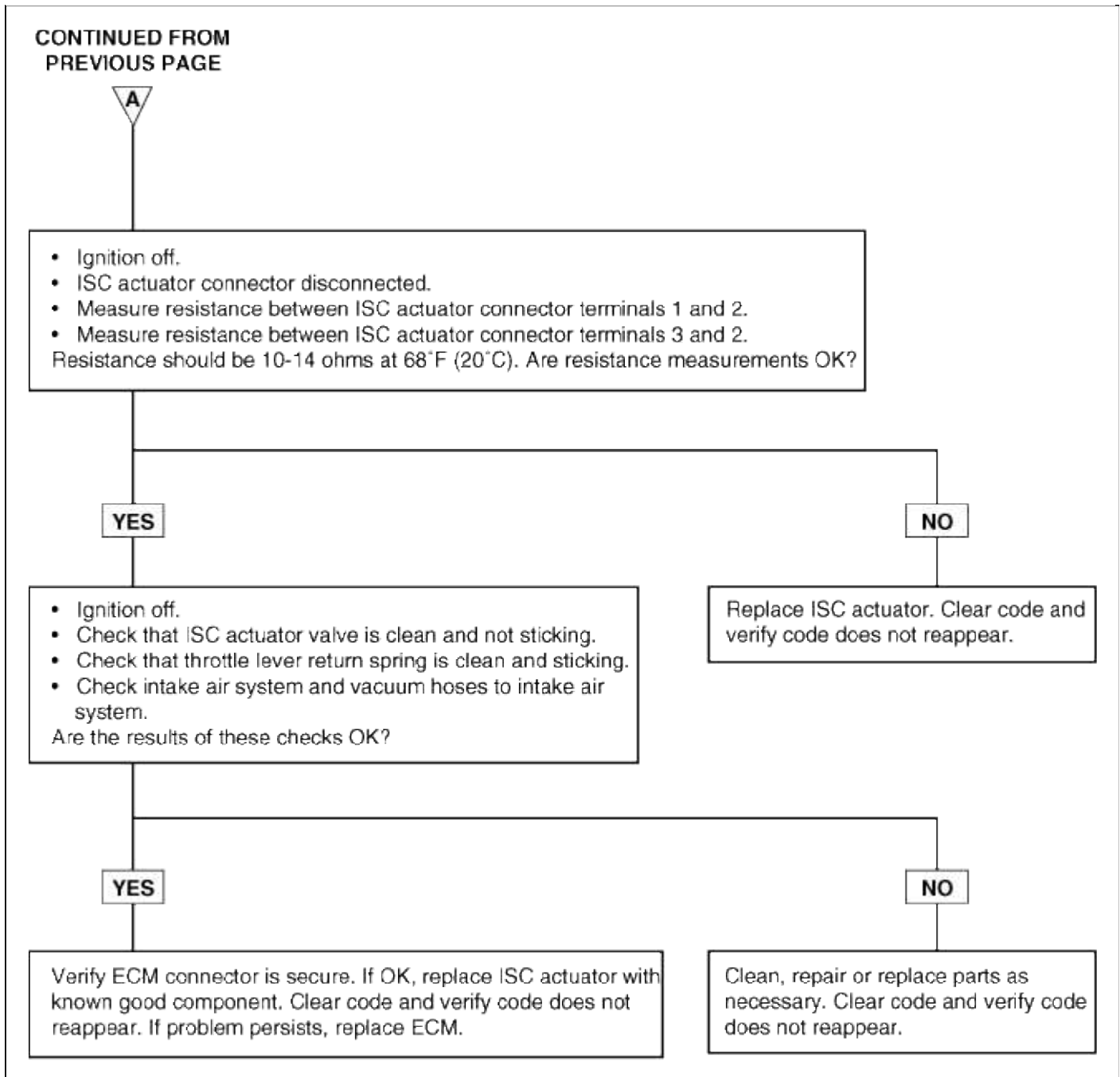
The injectors inject fuel according to a signals from the ECM. The volume of fuel injected by the injector is determined by the time during which the solenoid valve is energized.

FAILURE CONDITIONS

1. Over a period of 2 minutes, the ECM must sense a fuel compensation factor greater 85% or less than 95%.
2. The ECM must make some correction in the air/fuel ratio when :
 - Engine RPM is between 1600 and 3200 RPM.
 - Engine load range is between 1.35 and 3.4 milliseconds.
 - Catalyst temperature is above 372°C (702°F).
 - System is in closed loop.

TEST PROCEDURE





Fuel System > Troubleshooting > P0507

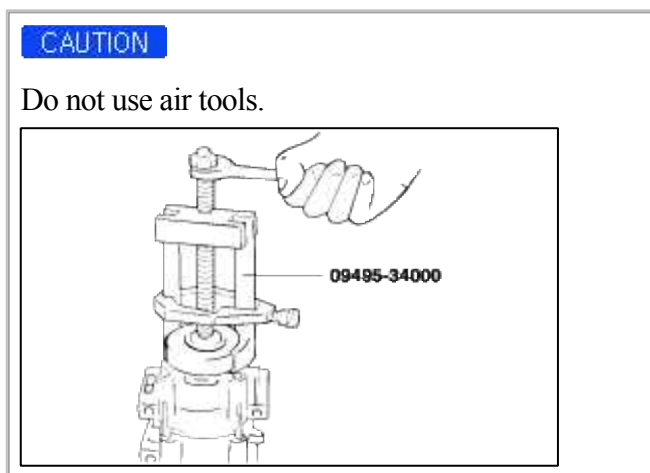
[P0506/P0507]

DTC	Diagnostic item
P0506	Idle Control System - RPM Lower Than Expected
P0507	Idle Control System - Idle RPM Higher Than Expected

DESCRIPTION

The Idle Speed Control (ISC) actuator has two coils that are driven by separate ECM driver stages. Depending on the pulse duty factor, the equilibrium of the magnetic forces of the two coils will result in different directions for the magnetic forces of the two coils which will result in different positions for the actuator. In parallel to the throttle valve, a bypass hose line is arranged where the ISC actuator is inserted.

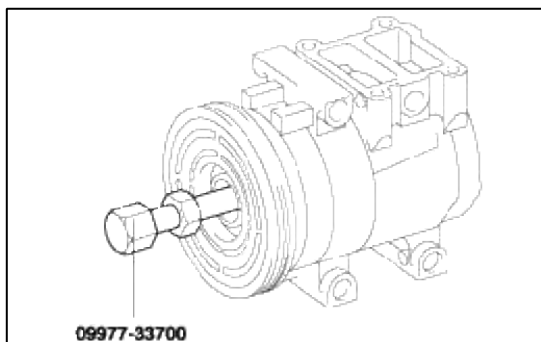
- Turn the puller screw using a wrench and remove the coil.



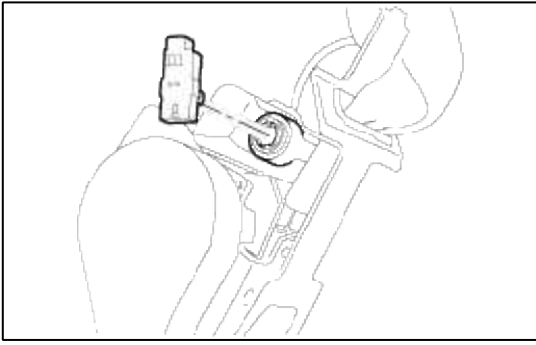
SHAFT SEAL

Prior to replacement of the compressor shaft, remove the compressor from the vehicle and discharge the refrigerant.

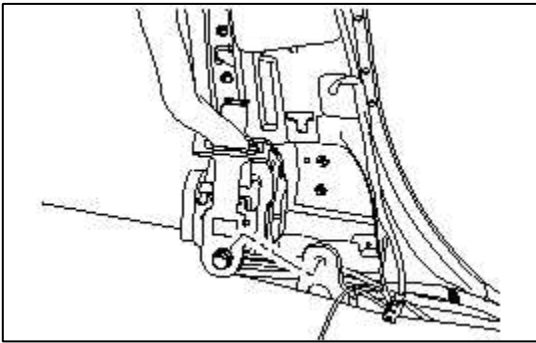
- Remove the clutch hub from the compressor.
- Remove the shaft seal felt from the nose of the compressor with a pick type tool.
- Blow any debris from inside the compressor nose with low pressure compressed air. Then, clean the inside and outside nose area of the compressor with a lint-free cloth to remove any oil and dirt.
- Using a snap ring remover, remove the shaft seal support snap ring out of the compressor nose.
 - Insert tip of the snap ring remover into one of the snap ring eyes (View A).
 - Rotate the snap ring remover to position the tool tip and snap ring eye closest to the compressor shaft (View B).
 - Pull the snap ring remover tool up quickly while keeping the tool shaft against the side of the nose opening to remove the snap ring (View C).
- Position the shaft seal remover tool (09977-33700) over the compressor shaft and push the tool into the nose of the compressor and down against the shaft seal. Engage the end of the tool with the internal diameter of the shaft seal. While holding the hex part of the tool, turn the tool handle clockwise to expand the tool tip inside the seal inner radius. Then, pull the shaft seal from the compressor with the tool



6. Disconnect the belt pretensioner connector.



7. Remove the front seat belt.



WARNING

1. Never attempt to disassemble or repair the BPT.
2. Do not drop the BPT or allow contact with water, grease, oil.
Replace it if a dent, crack, deformation or rust are detected.
3. Do not place anything on the BPT.
4. Do not expose the BPT to temperature over 93°C(200°F).
5. BPT functions one time only. Be sure to replace the BPT after it is deployed.
6. Be sure to wear gloves and safety goggles when handling the deployed BPT.

Restraint > Troubleshooting > B1101

CIRCUIT INSPECTION (DUAL STAGE AIRBAG)

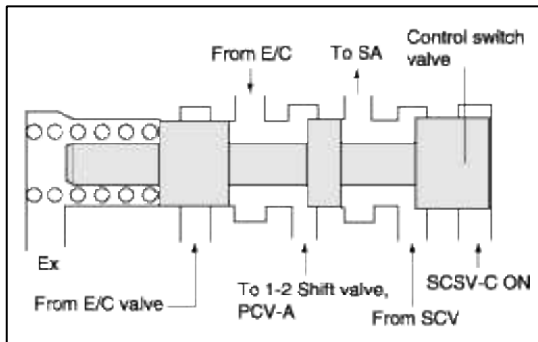
DTC	B1101 Battery voltage too high B1102 Battery voltage too low B1103 Communication voltage too low
-----	--

CIRCUIT DESCRIPTION

INSPECTION PROCEDURE

B. E/C releasing duty control

4→2 Skip shift only (SCSV-C ON)



When releasing the E/C clutch pressure, it is controlled by duty of PCSV-A only in case of 4→2 skip shift.

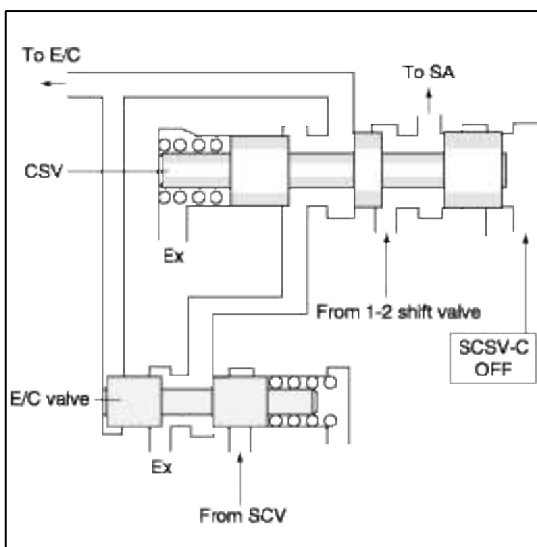
C. Continuous switching to SA

- From (SCV) to SA through (CSV)

1. TCM fail when drive with 1st or 2nd speed.

Speed	F/C	R/C	E/C	K/D
1st.		O		
2nd.		O		O
Fail	O	O		

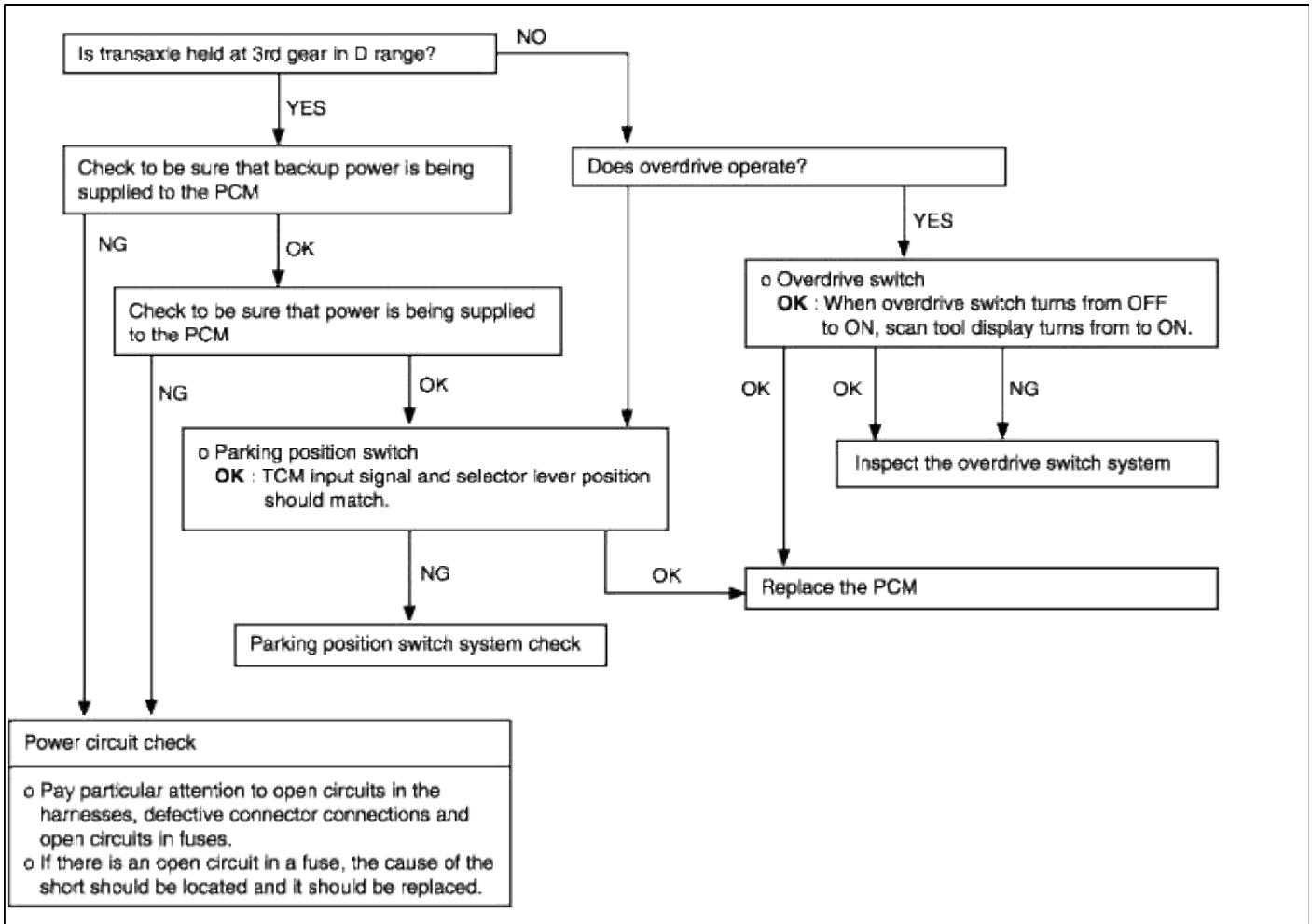
- F/C, SR : from 2-3/4-3 shift valve
- R/C : from PCV-B
- SA : from 1-2 shift valve



2. TCM fail when drive with 1st or 2nd speed.

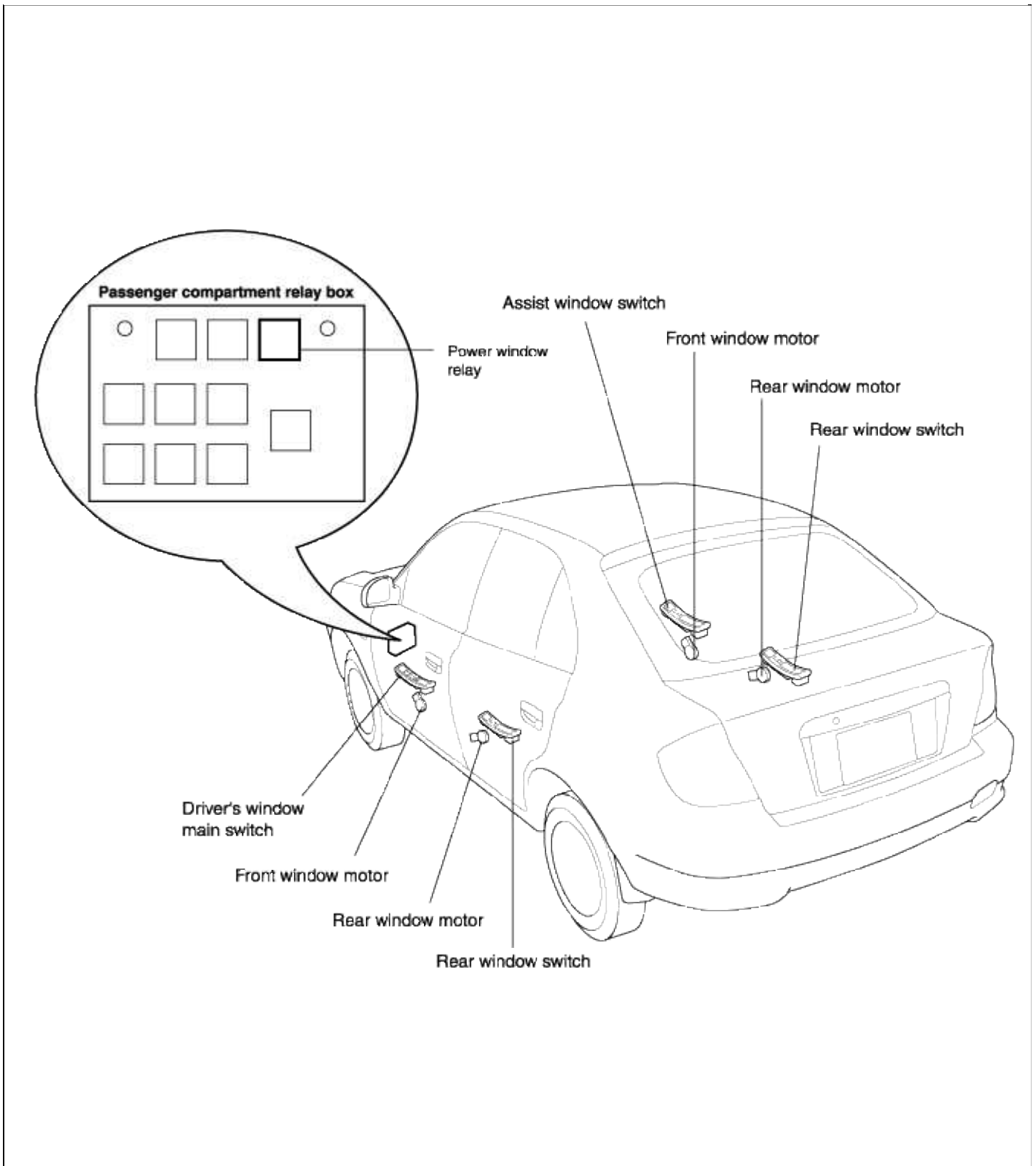
Speed	F/C	R/C	E/C	K/D
1st.		O		
2nd.		O		O
Fail		O	O	O

Does not shift	Possible cause
Shifting does not occur while driving, and no fail-safe codes are output. In such cases, the cause may be a defective overdrive switch or parking switch.	<ul style="list-style-type: none"> • Malfunction of overdrive switch • Malfunction of parking position switch • Malfunction of power supply circuit • Malfunction of PCM



INSPECTION PROCEDURE 14

Poor acceleration	Possible cause
While driving, acceleration is poor even if downshifting is performed. In such cases, the cause may be a defective clutch, brake or a defective engine system.	<ul style="list-style-type: none"> • Malfunction of clutch and brakes • Malfunction of engine system



Body Electrical System > Power Windows > Power Window Motor > Repair procedures

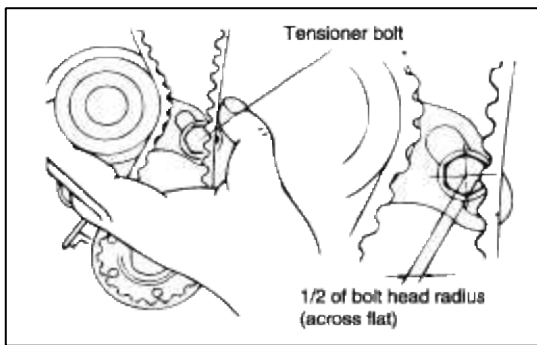
INSPECTION

FRONT POWER WINDOW MOTOR INSPECTION

1. Remove the front door trim panel. (Refer to BD group-Front door)

13. Check the tension of the timing belt.

When the tensioner and the tension side of the timing belt are pushed in horizontally with a moderate force [approx. 49N (11 lb)], the the timing belt log end is approx. half of the tensioner mounting bolt head radius (cross flats) away from the bolt head center.



14. Rotate the crankshaft pulley two turns clockwise so that the timing belt positions on the pulleys.

15. Install the timing belt lower cover.

16. Install the crankshaft pulley.

17. Install the timing belt upper cover.

18. Install the water pump pulley and engine support bracket.

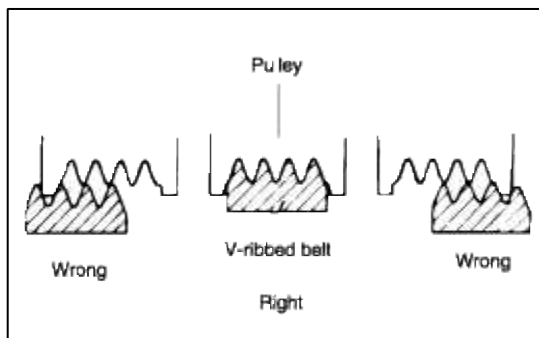
ADJUSTING DRIVE BELT TENSION

1. Check that the belts are not damaged and are properly fit for the pulley grooves.

2. Apply 100 N (22 lbs.) force to the back and midway portion of the belt between the pulleys as shown in the illustration, measure the amount of deflection with a tension gauge.

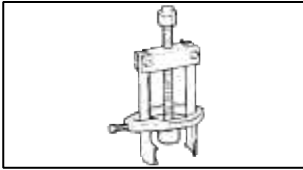
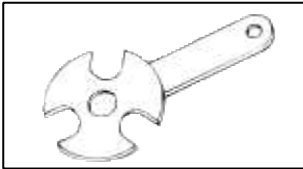
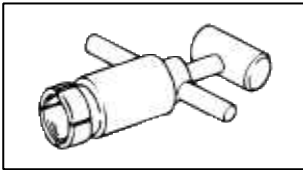
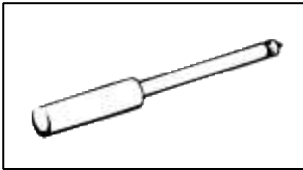
CAUTION

1. When installing the V-ribbed belt, check that the V-ribs are properly aligned.
2. If noise or slippage is detected, check the belt for wear, damage, or breakage on the pulley contact surface, and check the pulley for scoring. Also check the amount that the belt is deflected.

**Standard value:**

Items		Inspection	Adjustment	
			New	Used
For alternator	Deflection mm (in.)	5.1~6.0(0.200~0.236)	4.0~4.4(0.157~0.173)	5.0~5.7(0.200~0.224)
	Tension N (lb)	350~500(79~112)	650~750(143~165)	400~500(88~110)
For air conditioner	Deflection mm (in.)	8(0.31)	5.0~5.5(0.20~0.22)	6.0~7.0(0.24~0.28)
	Tension N (lb)	250~500(56~112)	470~570(106~128)	320~400(72~90)
For power steering	Deflection mm (in.)	6.0~9.0(0.24~0.35)	-	-

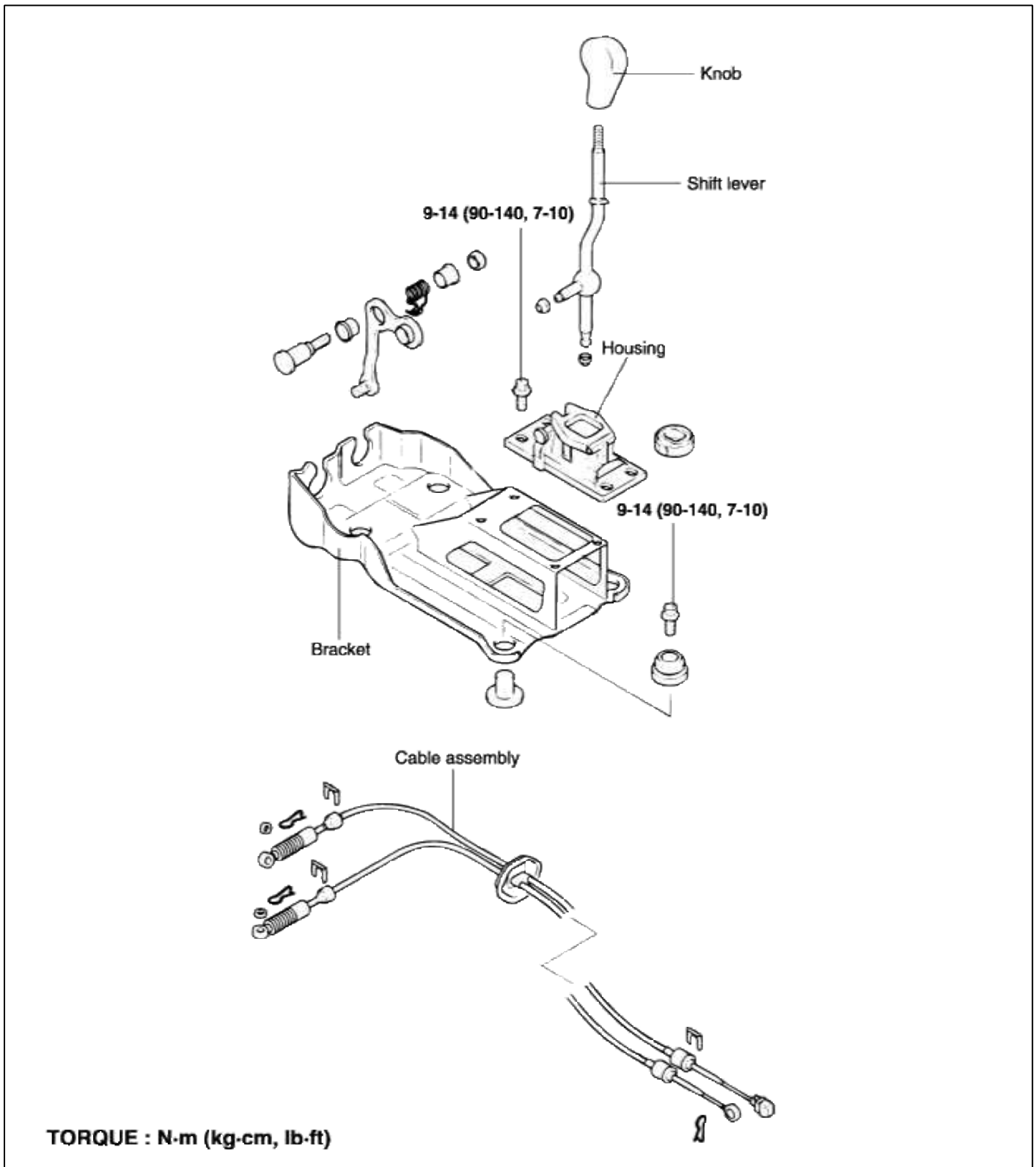
ACCENT(LC) > 2000 > G 1.6 DOHC > Heating,Ventilation, Air Conditioning**Heating,Ventilation, Air Conditioning > General Information > Special Service Tools****SPECIAL TOOLS**

Tool (Number and name)	Illustration	Use
09455-34000 Bearing and gear puller		Removal of field coil
09977-34000 Pressure plate bolt remover		Removal of pressure plate
09977-33700 Shaft seal remover and installer		Removal and installation of shaft seal
09977-33800 Snap ring remover		Removal of snap ring

Heating,Ventilation, Air Conditioning > General Information > Troubleshooting**TROUBLESHOOTING**

The following diagnostic charts have been developed as a quick reference for determining the cause of the malfunction.

COMPONENTS



Manual Transaxle System > Manual Transaxle Control System > Manual Transaxle Shift Control > Repair procedures

REMOVAL

Restraint > Troubleshooting > B1620

CIRCUIT INSPECTION (SRE-LC)

DTC	B1620 Internal fault B1650 Crash recorded (Frontal-Replace SRSCM) B1661 Parameter configuration missing/incorrect
-----	---

CIRCUIT DESCRIPTION

1. Condition of the firing circuit activation transistors.
2. Adequacy of deployment energy reserves.
3. Safing sensor integrity. (detection of faulty closure)
4. Plausibility of the accelerometer signal.
5. Operation of the SRSCM components.

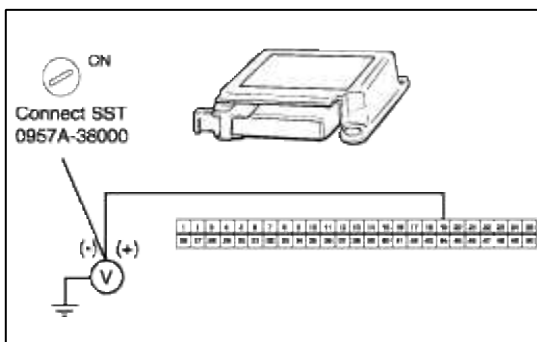
Restraint > Troubleshooting > B2500

CIRCUIT INSPECTION (SRE-LC)

DTC	B2500 Warning lamp failure
-----	----------------------------

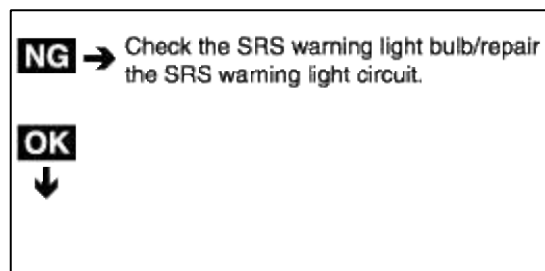
INSPECTION PROCEDURE

1. Check the fuse.
 - A. Remove fuse airbag fuse and airbag warning lamp fuse from the junction block.
 - B. Inspect the state of the fuses.
 - C. Replace if necessary.
2. Check the SRS warning lamp circuit.
 - A. Connect the negative (-) terminal cable to the battery.
 - B. Turn the ignition switch to ON.



- A. Measure voltage at the harness side connector of the SRSCM.

Voltage: 9-16 V

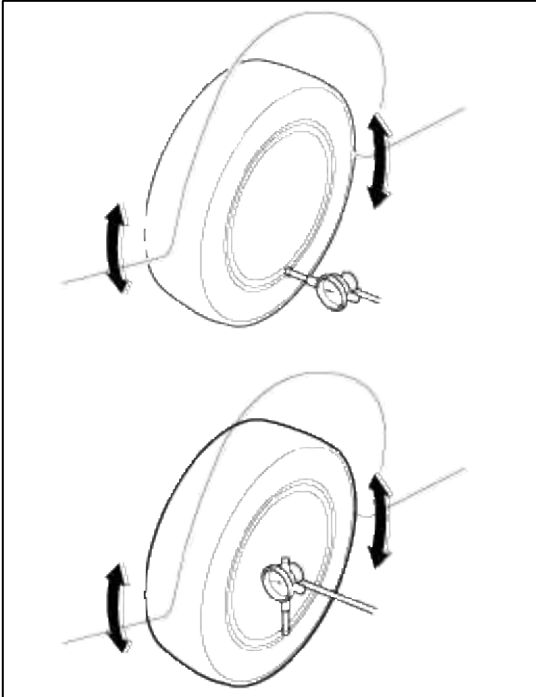
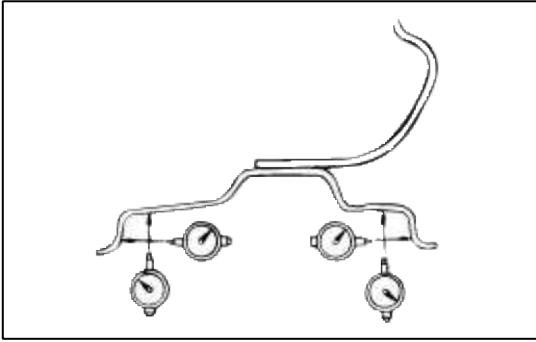


- B. Check the SRS SRI (Service Reminder Indicator).

OK: SRS SRI ON

WHEEL RUNOUT

1. Jack up a vehicle and support it with a jack stand.
2. Measure the wheel runout with a dial indicator as illustrated.



3. Replace the wheel if the wheel runout exceeds the limit. (refer to 'SERVICE STANDARD'. see page SS-p.3)

Wheel runout [Limit]

Steel wheel

- Radial : 0.6mm (0.028 in.) : Average of LH & RH)
- Axial : 0.8mm (0.032 in.)

Aluminum wheel

- Radial : 0.3mm (0.012 in.)
 - Axial : 0.3mm (0.012 in.)
-

WHEEL NUT TIGHTENING

1. Tightening torque.
Steel and aluminum alloy wheel.
-

Specified torque

90-110 Nm (900-1,100 kg·cm, 65-80 lb·ft)

CAUTION

When using an impact gun, final tightening torque should be checked using a torque wrench.