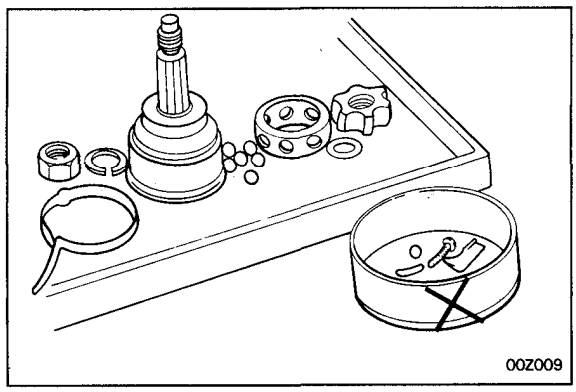
2. Arrangement of parts

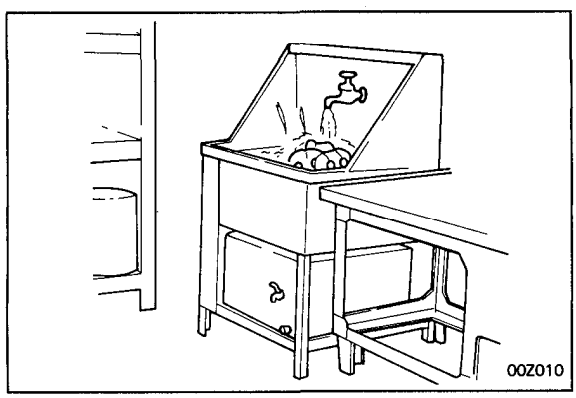
All disassembled parts should be carefully arranged for reassembly.

Be sure to separate or otherwise identify the parts to be replaced from those that will be reused.



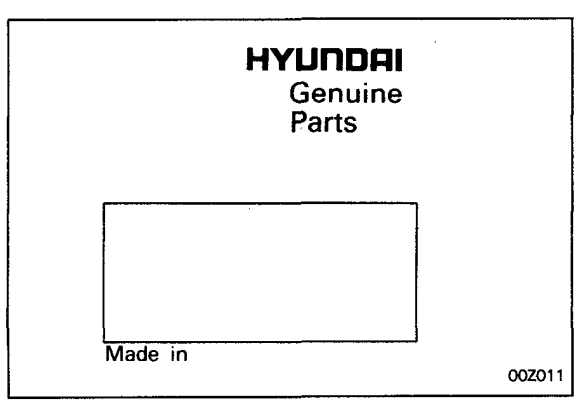
3. Cleaning parts for reuse

All parts to be reused should be carefully and thoroughly cleaned by the appropriated method.



PARTS

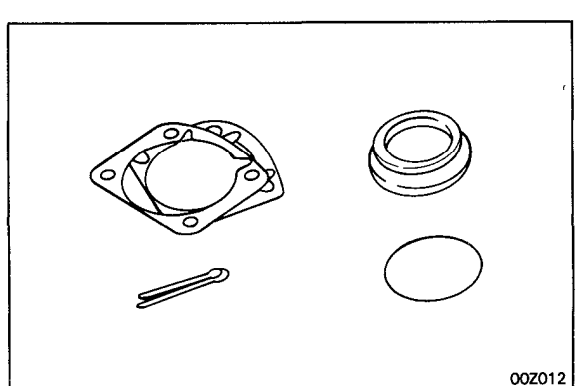
When replacing parts, use HYUNDAI genuine parts.



REASSEMBLY

Standard values, such as torques and certain adjustments, must be strictly observed in the reassembly of all parts.
If removed, these parts should be replaced with new ones.

1. **Oil seals**
2. **Gaskets**
3. **O-rings**
4. **Lock washers**
5. **Cotter pins (split pins)**
6. **Nylon nuts**



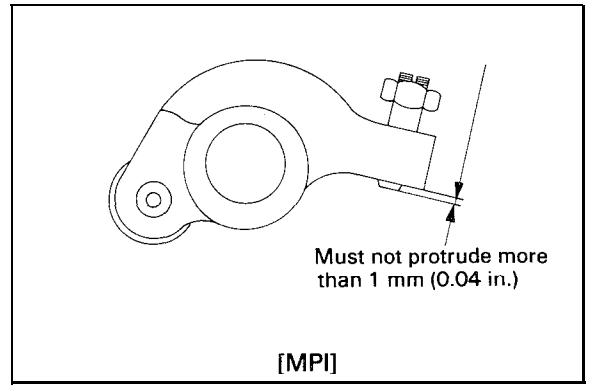
TIMING BELT AND TIMING BELT TENSIONER INSTALLATION PROCEDURE

1. Assemble rocker arm adjusting screw in tentative state. Then screw must not protrude more than 1 mm (0.04 in.)

NOTE

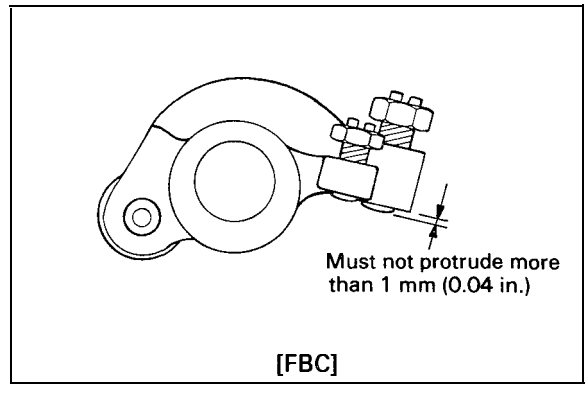
1) Take special care not screw to be below arm end, otherwise valve stem would rust thread part.

2) In case of protruding too much, tension of belt would be excessive.



[MPI]

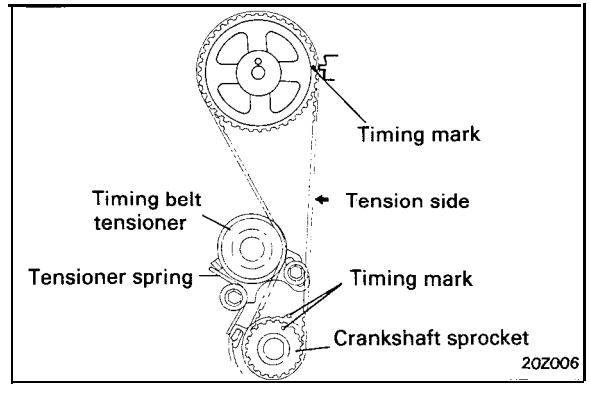
2. Tentatively fasten timing belt tensioner at such position as to place it's pulley nearest to water pump (pulley may touch water pump body).



[FBC]

3. After installing the tensioner, the crankshaft sprocket and the camshaft sprocket, match timing mark of each sprocket as shown in illustration.

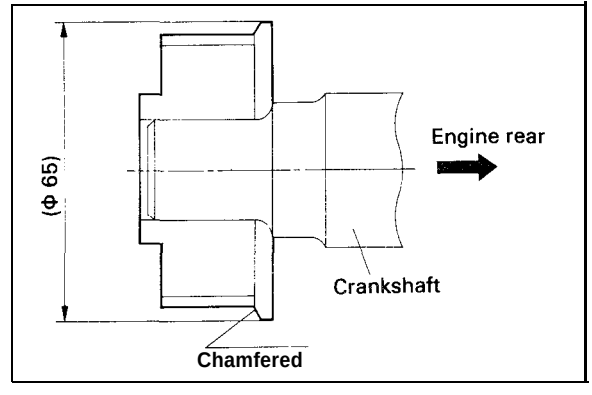
Rotate the crankshaft until the piston in No.1 cylinder is at top dead center on the compression stroke.



CAUTION

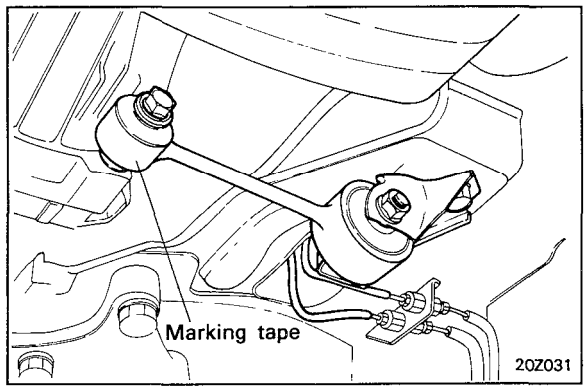
1) Be sure to install the flange in the correct direction. (Chamfered part shows front of engine).

2) When installing the camshaft sprocket, make sure that the pin on the camshaft fits small hole in pulley.



Roll Rod (Manual Transaxle only)

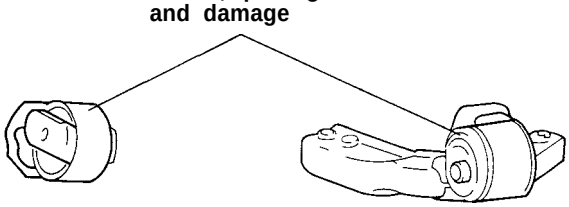
Before removal, place a piece of tape as illustrated to the bottom side of the roll rod for identification.



INSPECTION ITEMS

Transaxle mounting

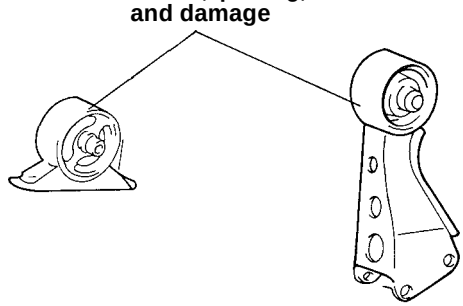
Cracks, peeling and damage



Engine mounting

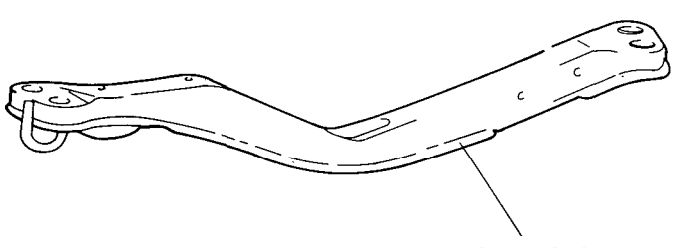
Front roll stopper

Cracks, peeling, and damage



Rear roll stopper

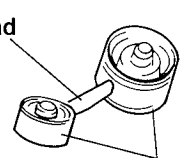
Center member



Cracks and damage

Roll rod (Manual Transaxle only)

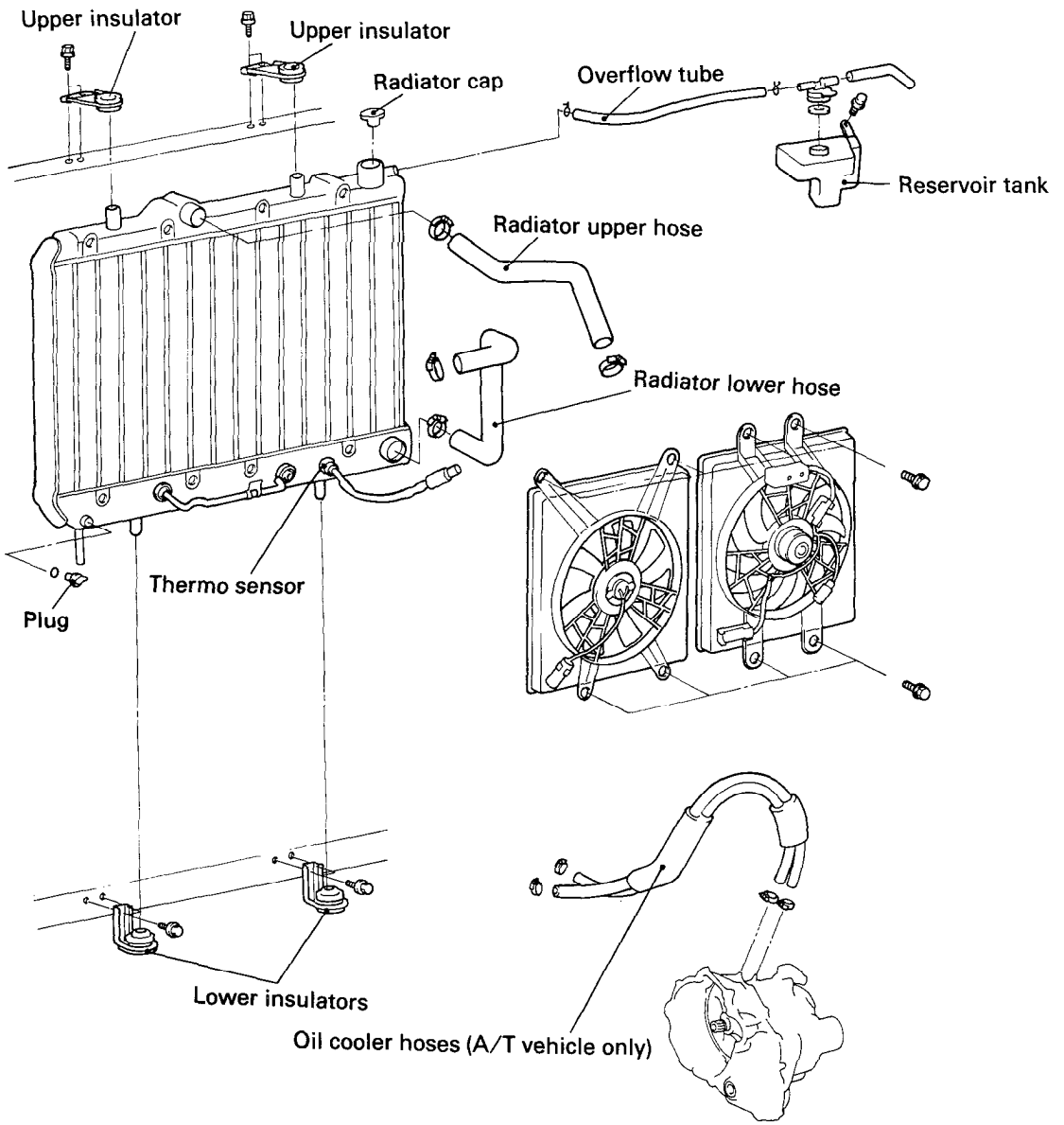
Bend



Cracks, peeling and damage

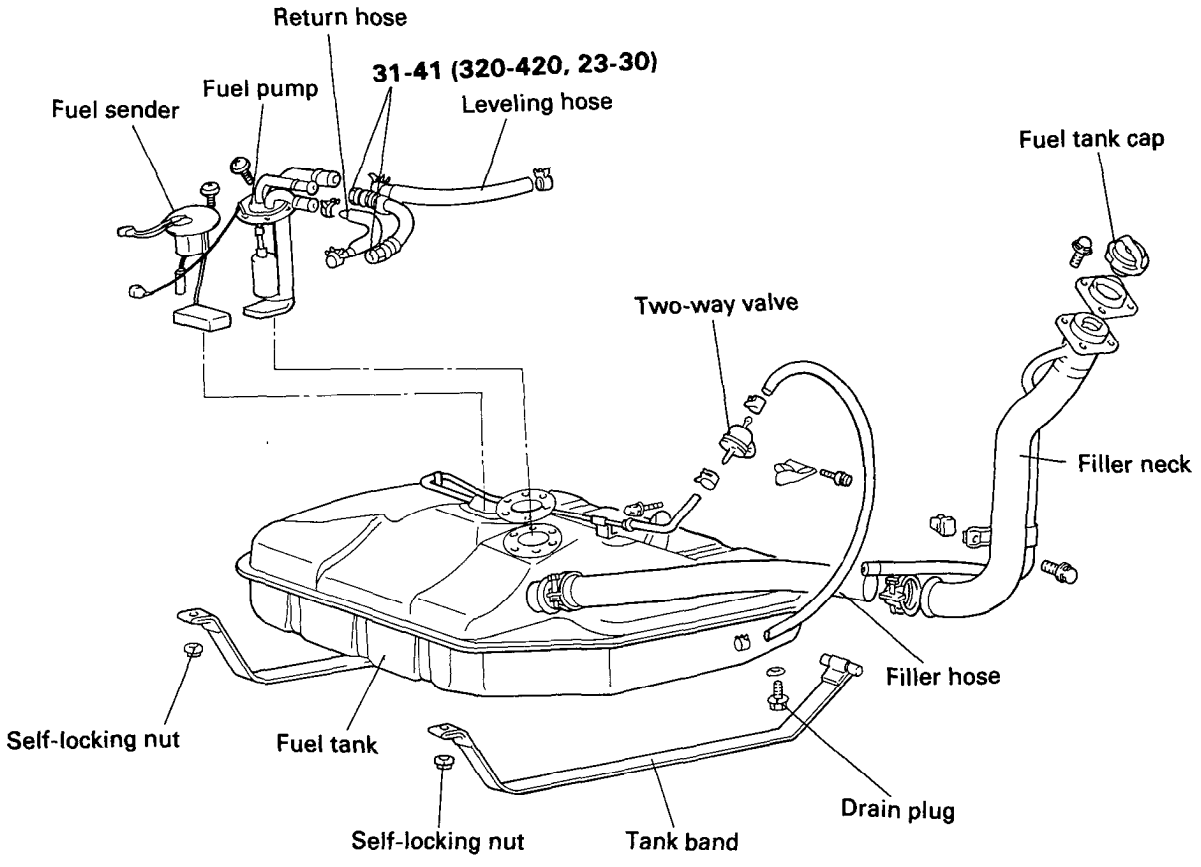
RADIATOR

COMPONENTS



FUEL TANK

COMPONENTS

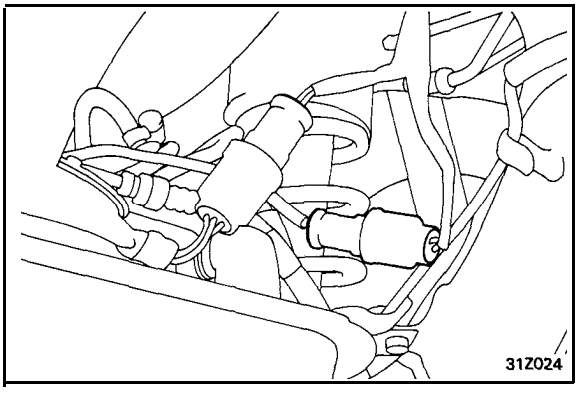


REMOVAL

1. **To reduce the internal pressure of the fuel lines and hoses, first start the engine and then disconnect the electrical fuel pump connector.**

   NOTE

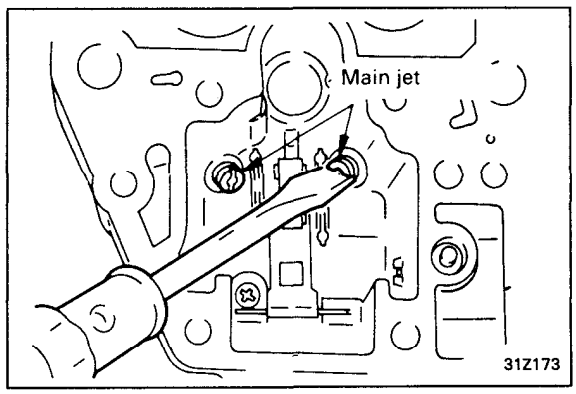
   Be sure to reduce the fuel pressure before disconnecting the fuel line and hose otherwise fuel will spill out.



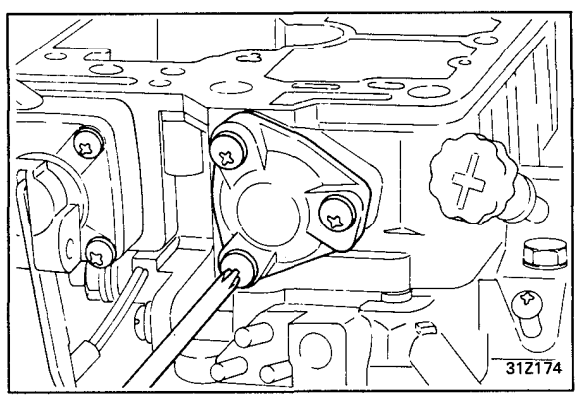
29. Remove the main jets.

NOTE

When removing the main jets, use a screwdriver that is an exact fit and work carefully to prevent damage.



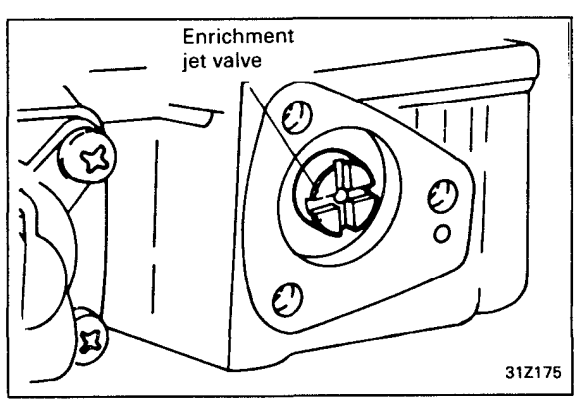
30. Remove the three screws attaching the enrichment valve cover to the enrichment housing on the float chamber.
31. Remove the cover, spring and diaphragm.
32. Unscrew the enrichment valve from the housing.



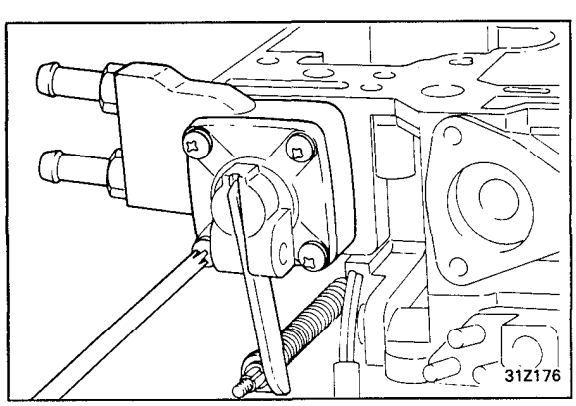
33. Using a screwdriver, loosen the enrichment jet and take out the spring and ball from the enrichment jet valve.

CAUTION

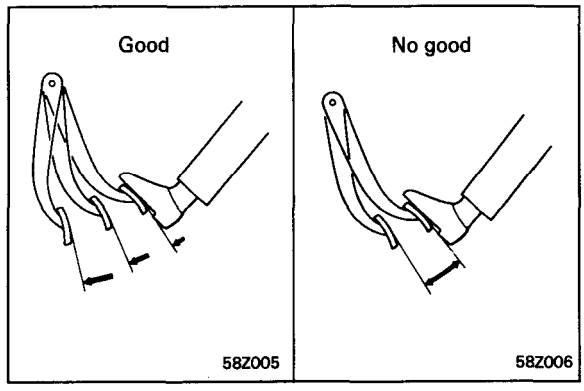
The valve has many small parts. Do not lose them.



34. Remove the four screws (thread sealant supplied) attaching the accelerator pump cover to the float chamber.
35. Remove the accelerator pump cover, diaphragm, spring, pump body and gaskets.

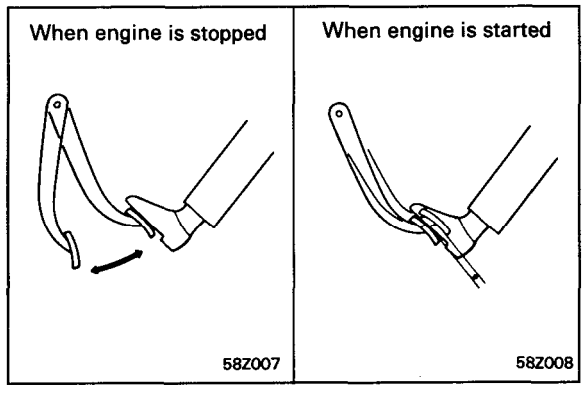


BRAKE BOOSTER OPERATION TEST WITHOUT A TESTER



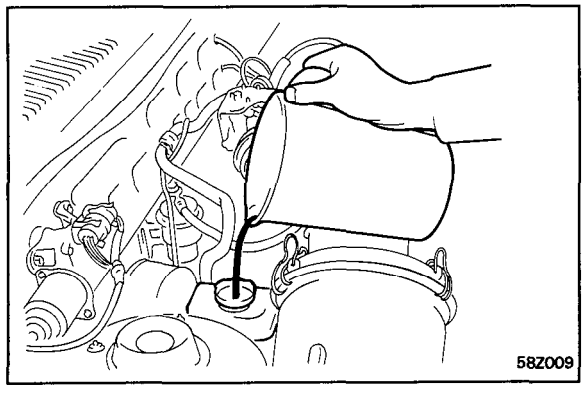
For a simple check of the brake booster operation, make the following tests.

1. **Run the engine for one or two minutes, then stop it. Depress the brake pedal several times using normal foot pressure. If the pedal goes down further the first time, but gradually rises after the second or third time, the brake booster is functioning properly. Go to step 2.**
2. **With the engine stopped, depress the brake pedal several times.**
   Depress the brake pedal and start the engine.
   If the pedal goes down slightly, the booster is in good condition. Go to step 3.
3. **With the engine running, depress the brake pedal and then stop the engine.**
   Hold the pedal depressed for 30 seconds. If the pedal height does not change, the booster is in good condition.



If one of the above three tests is not okay, check the vacuum hoses, the check valve and the brake booster. Make any necessary corrections. If all the tests are OK, unit is good.

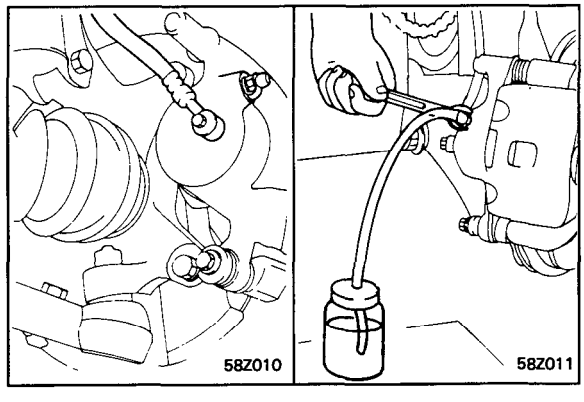
BLEEDING OF BRAKE SYSTEM



1. **Remove the reservoir cap and fill the brake fluid reservoir.**

   CAUTION
   Do not allow brake fluid to remain on a painted surface. Wash it off immediately.

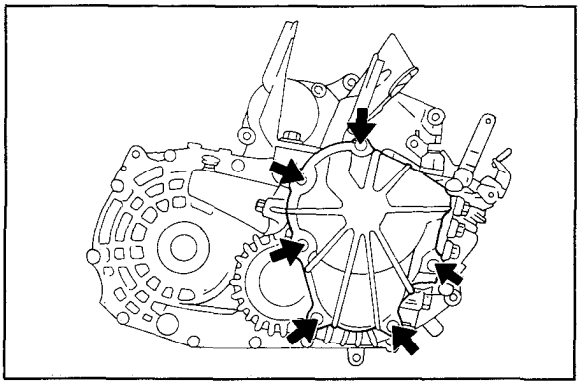
   NOTE
   When pressure bleeding the system, do not depress the brake pedal.



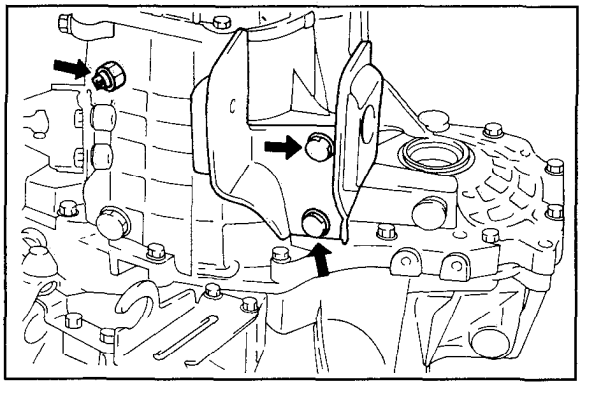
2. **Connect a vinyl tube to the wheel cylinder bleeder screw and insert the other end of tube in a half full container of brake fluid.**
3. **Slowly pump the brake pedal several times.**
4. **While depressing the brake pedal fully, loosen the bleeder screw until fluid starts to run out. Then close the bleeder screw.**

DISASSEMBLY

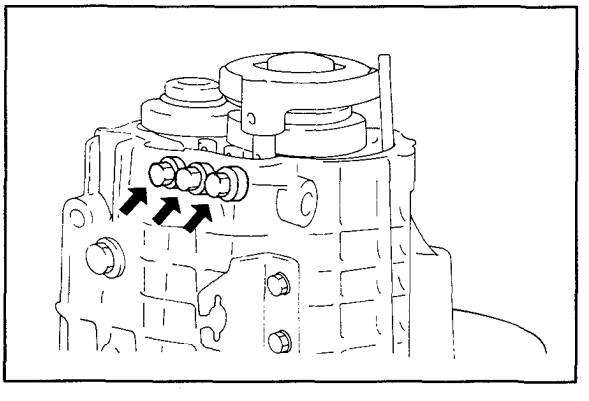
1. Remove the rear cover bolts and rear cover.



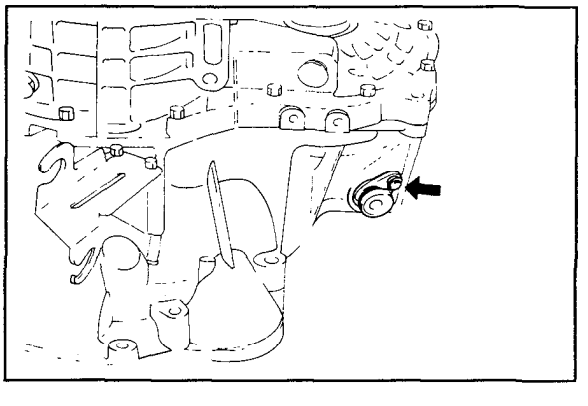
2. Remove the backup light switch, gasket and mounting bracket.



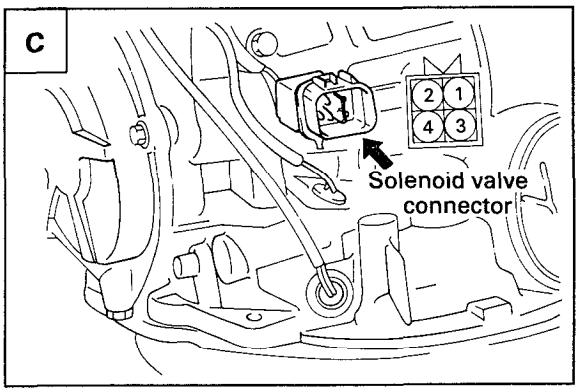
3. Remove the poppet plugs, poppet springs and poppet balls.



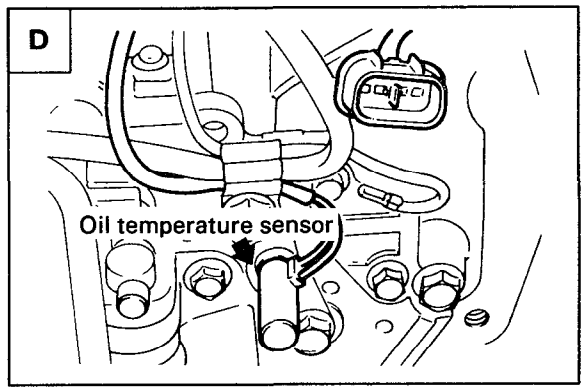
4. Remove the speedometer drive gear assembly.



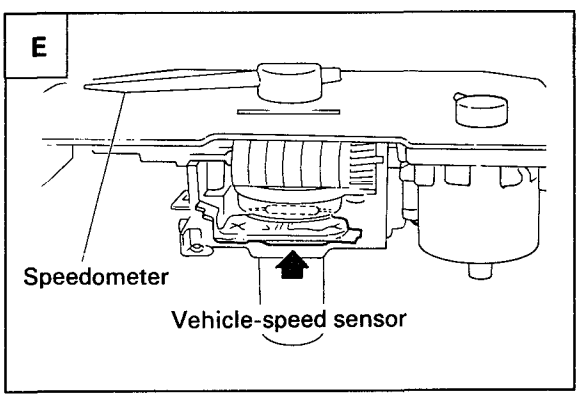
C


2
1
4
3
Solenoid valve connector

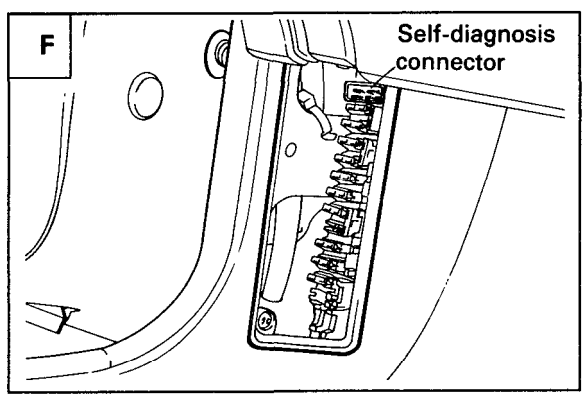
D


Oil temperature sensor

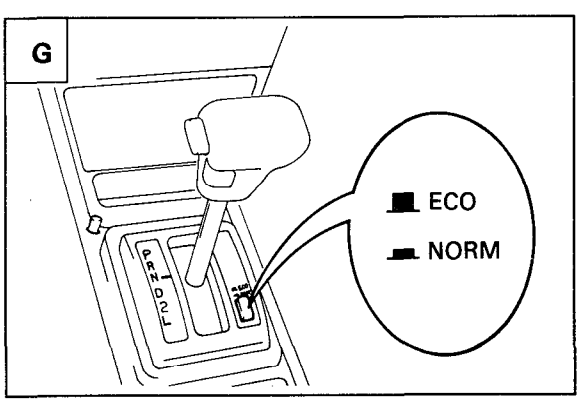
E


Speedometer
Vehicle-speed sensor

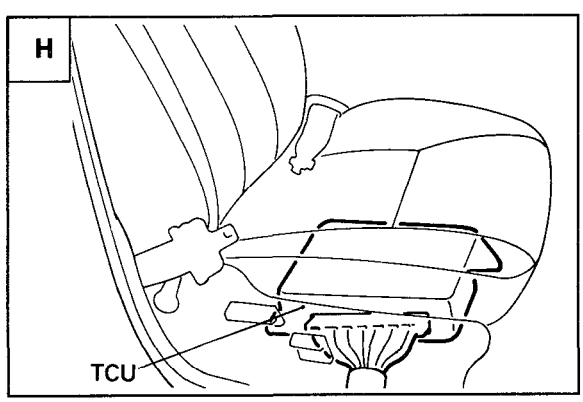
F


Self-diagnosis connector

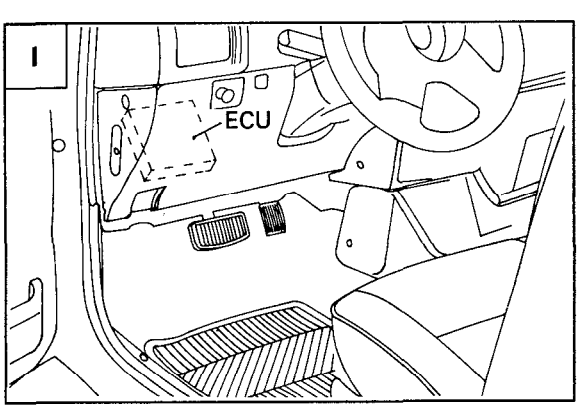
G


ECO
NORM
PRNDL

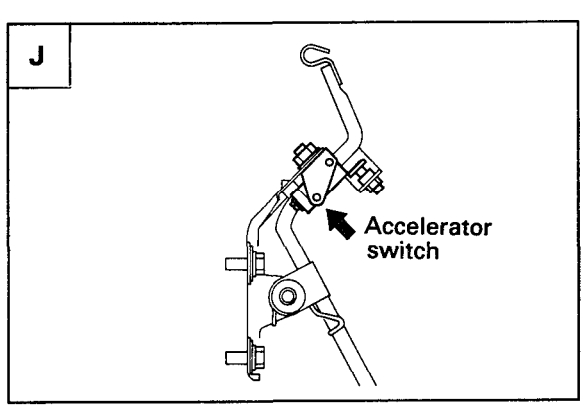
H


TCU

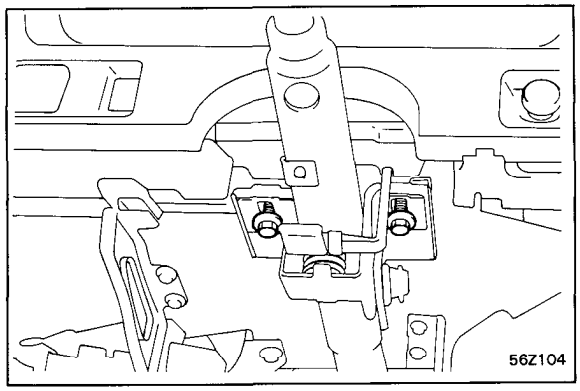
I


ECU

J

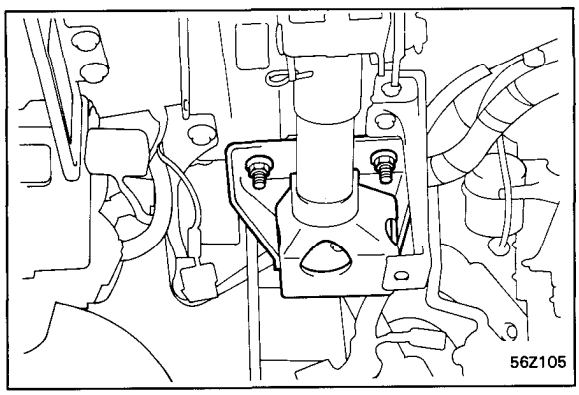

Accelerator switch

4. Install two mounting bolts temporarily.



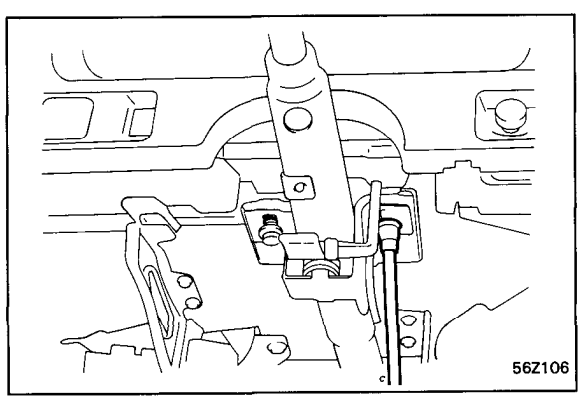
5. Install two mounting nuts.

Specified torque	13-18 Nm (130-180 kg.cm, 9-13 lb.ft)

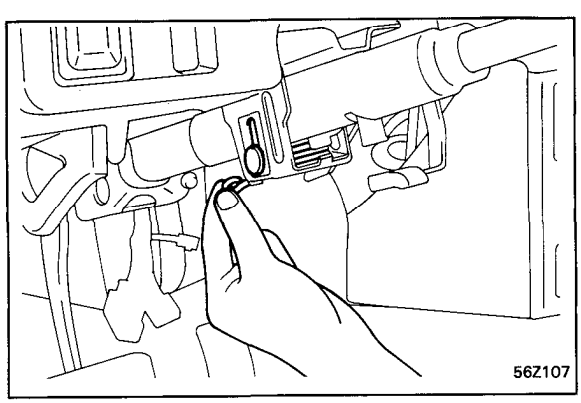


6. Tighten the two mounting bolts completely.

Specified torque	13-18 Nm (130-180 kg.cm, 9-13 lb.ft)

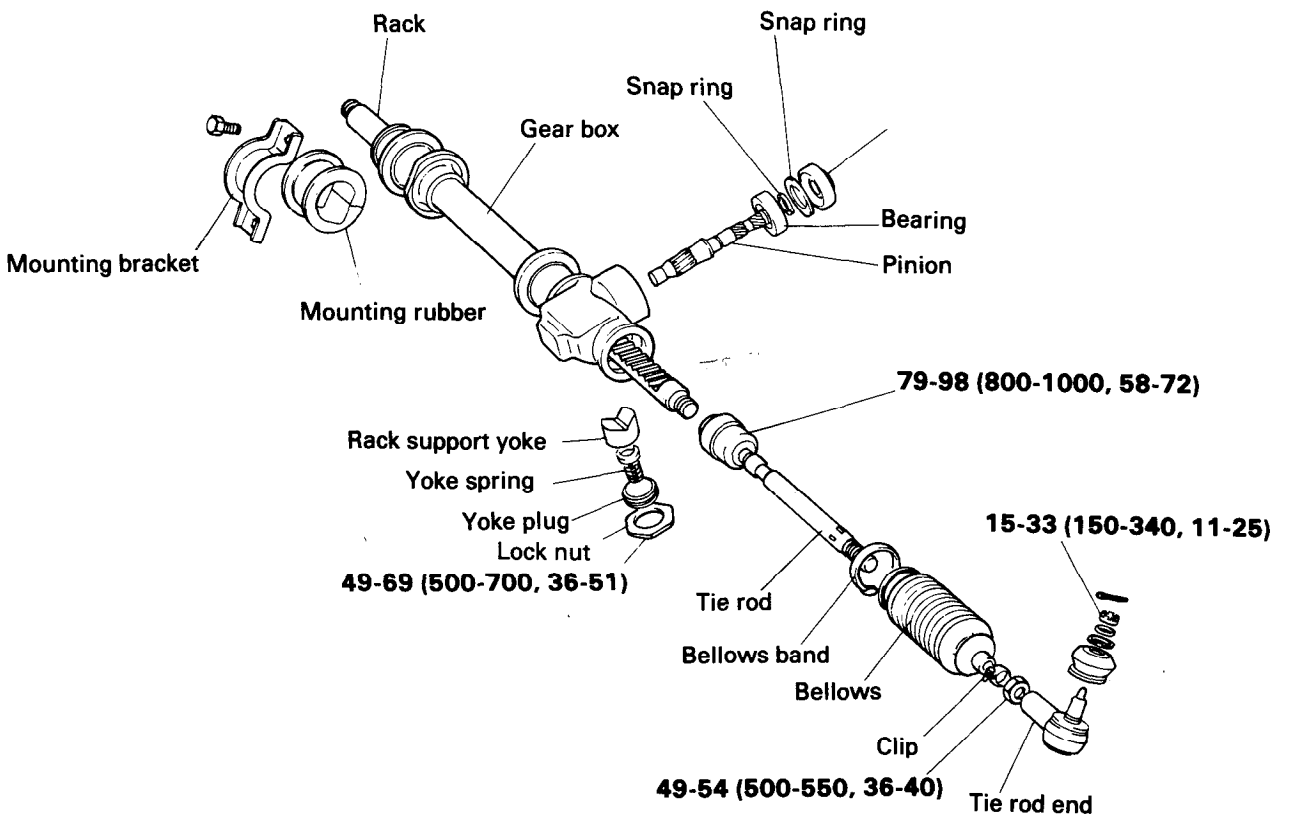


7. If the pin stopper is installed, pull it off in a low tilt position.



MANUAL STEERING GEAR BOX

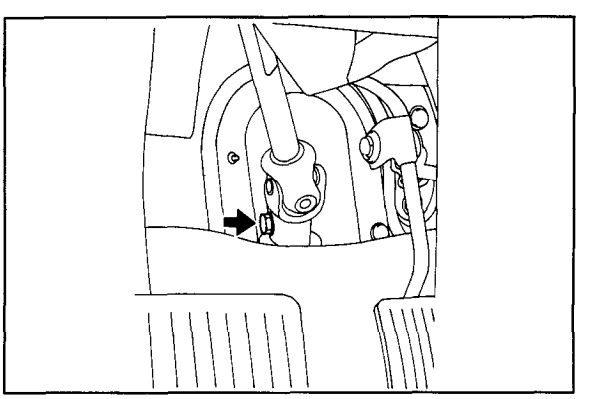
COMPONENTS



TORQUE : Nm (kg.cm, lb.ft)

REMOVAL

1. Remove the wheel and tire assembly.
2. Remove the coupling bolt.



3. Bearing
   1) Seizure or abnormal noise during bearing rotation.
   2) Excessive play
   3) Missing needle bearings
4. Others
   1) Damage of the gear housing cylinder bore
   2) Boot damage or deterioration

ASSEMBLY

1. Apply the specified oil to the entire surface of the rack oil seal.

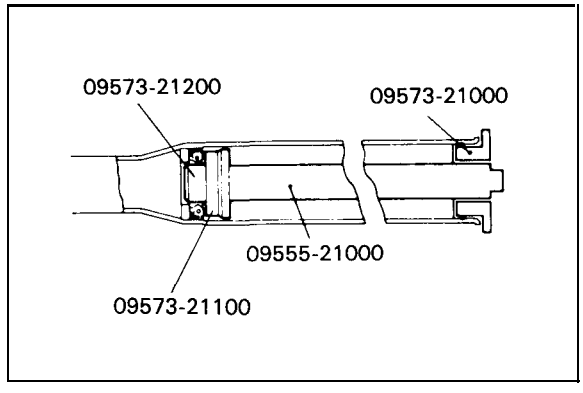
Recommended fluid	Automatic transaxle fluid DEXRON®II type

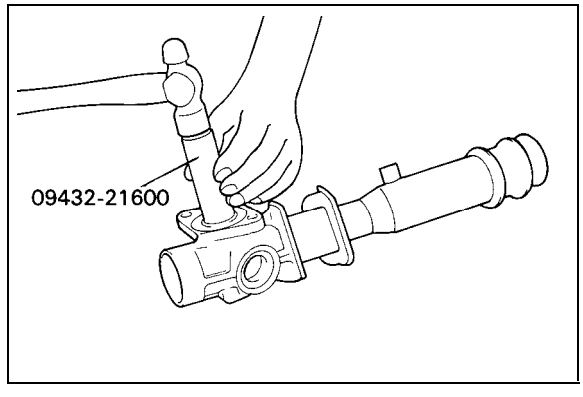
2. Install the backup washer and oil seal to the specified position in the gear housing.
3. Apply the specified grease to the entire surface of the needle bearing.

Recommended grease	Multipurpose grease SAE J310, NLGI No.2

4. Set the scribed side of the needle bearing in the Special Tool (09432-21600) and install it into the gear housing (until the special tool contacts the gear housing).

   CAUTION
   Note the direction of the needle bearing.

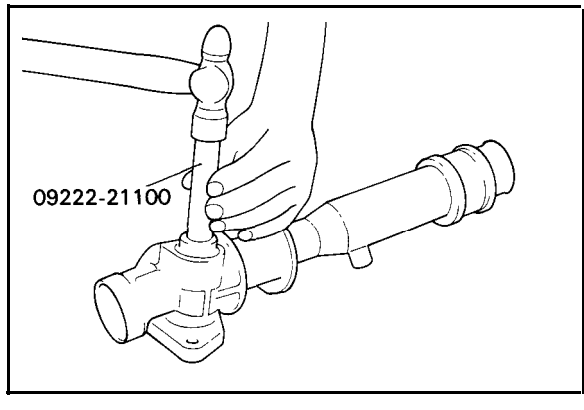




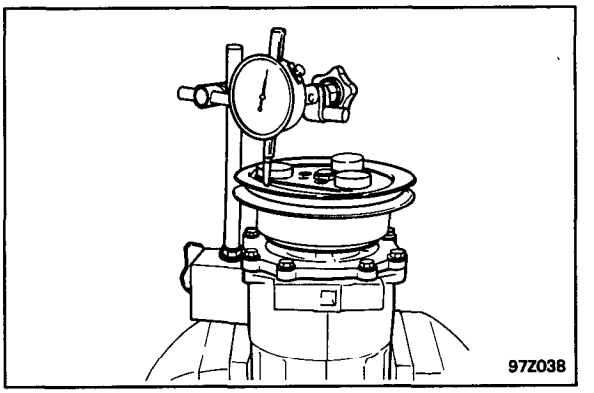
5. Apply the specified grease to the ball bearing and install using the special tool (09222-21100).

Recommended grease	Multipurpose grease SAE J310, NLGI No.2

   CAUTION
   Always use a new bearing



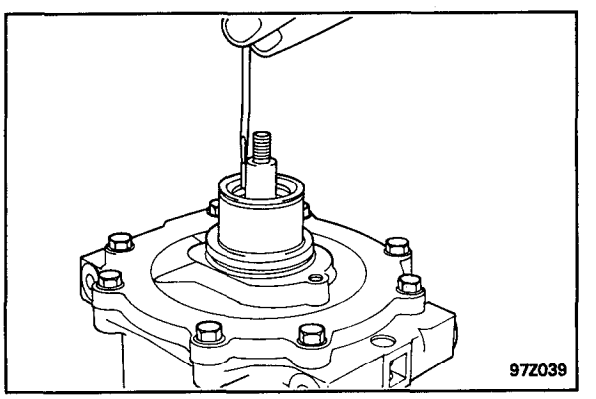
10. Check the air gap and clutch engagement.
    1) Place a dial gauge onto the clutch front plate.
    2) Apply 8V DC to the coil and check clutch engagment. The air gap (readings before and after the engagement) should be as follows.
       Air gap between the front plate and clutch rotor: 0.4-0.8 mm (0.016 - 0.032 in.)
    3) If the air gap is out of specifications, remove the U-Nut and front plate.
    4) Replace the shims with ones of different thickness to adjust the air gap.



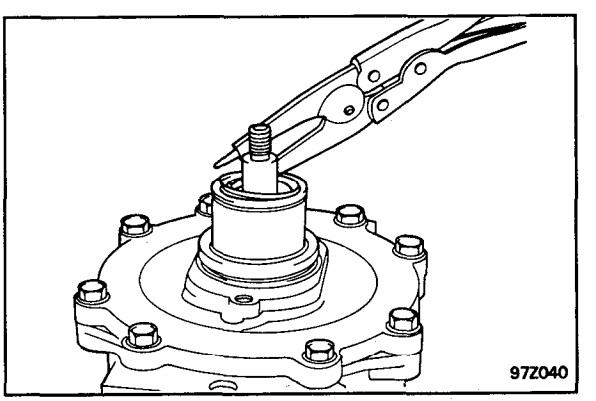
SHAFT SEAL ASSEMBLY

Removal

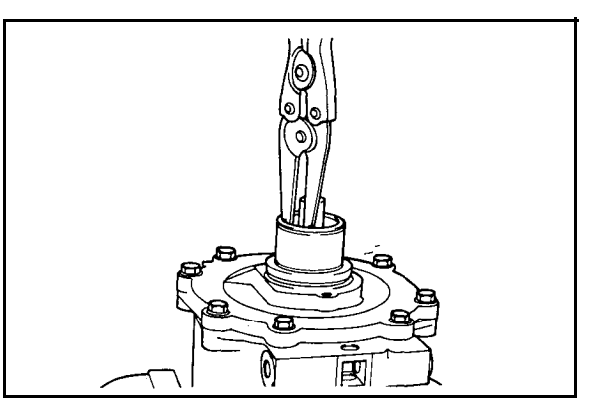
1. Remove the shaft key by lightly tapping it with a screw driver and plastic hammer.

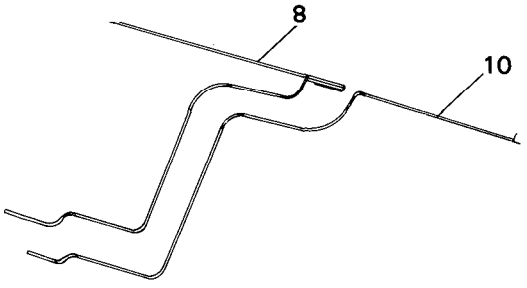


2. Using the snap ring pliers, insert the tool points into the two holes of the felt ring metal retainer and lift out the felt ring.

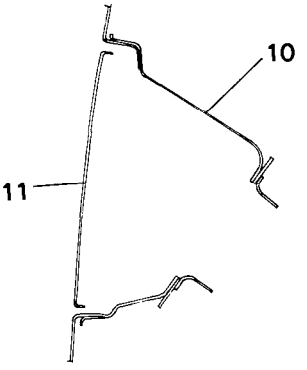


3. Remove the shaft seal seat retaining snap ring with pliers.

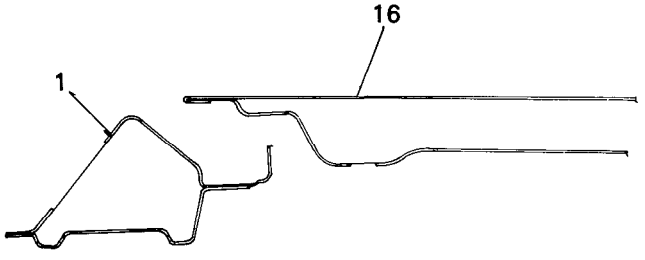




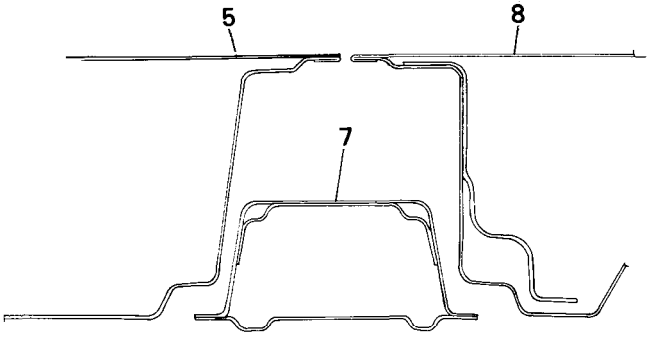
SECTION M—M 60Z019



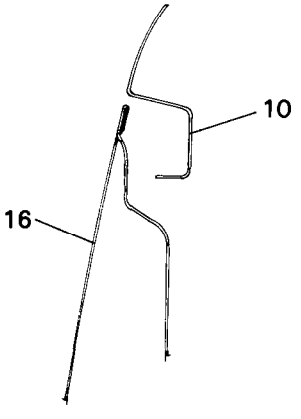
SECTION N—N 60Z020



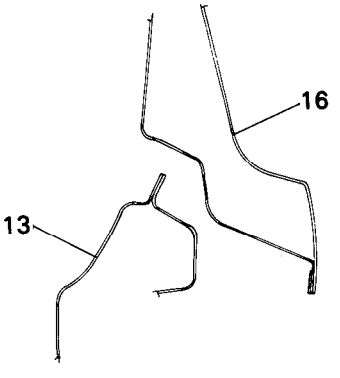
SECTION O—O 60Z021



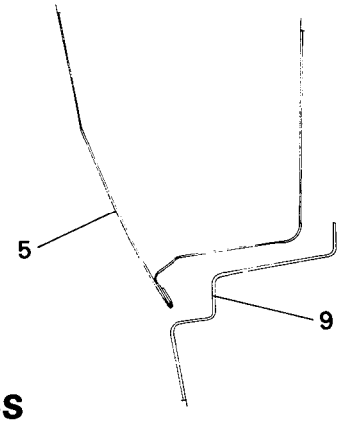
SECTION P—P 60Z022



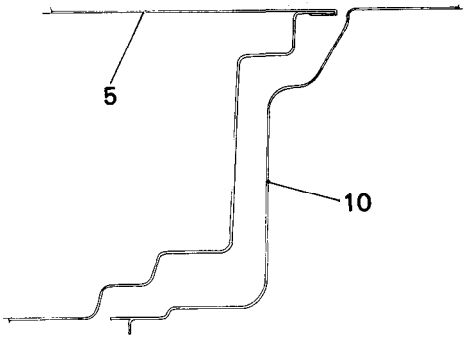
SECTION Q—Q 60Z023



SECTION R—R 60Z024



SECTION S—S 60Z025



SECTION T—T 60Z026

CIRCUIT DIAGRAM