

# HOW TO USE THIS MANUAL

## Repair procedure

1. Most repair operations begin with an overview illustration. It identifies the components, shows how the parts fit together, and describes visual part inspection. However, only the removal/ installation procedures which need to be performed methodically have written instructions.
2. Expendable parts, tightening torques, and symbols for oil, grease, and sealant are shown in the overview illustration. In addition, symbols indicating parts which require the use of special service tools for removal/installation are also shown.
3. The procedures are numbered and the part that is the main point of that procedure is shown in the illustration with the corresponding number. Occasionally, there are important points or information concerning a procedure. Refer to this information when servicing the related part.

**Procedure**

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**"Removal/Installation" Portion**

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**"Inspection After Installation" Portion**

**SHOWS SERVICE ITEM (S)**

**Indicated any relevant references which need to be followed during installation.**

**SHOWS SPECIAL SERVICE TOOL (SST) FOR SERVICE OPERATION**

**SHOWS APPLICATION POINTS OF GREASE, ETC.**

**SHOWS EXPENDABLE PARTS**

**SHOWS TIGHTENING TORQUE SPECIFICATIONS**

**SHOWS DETAILS**

**SHOWS TIGHTENING TORQUE UNITS**

**SHOWS THERE ARE REFERRAL NOTES FOR SERVICE**

**LOWER TRAILING LINK, UPPER TRAILING LINK REMOVAL/INSTALLATION**

1. Jack up the rear of the vehicle and support it with safety stands.
2. Remove the undercover. (Refer to UNDERCOVER REMOVAL.) (Refer to UNDERCOVER INSTALLATION.)
3. Remove in the order indicated in the table.
4. Install in the reverse order of removal.
5. Inspect the rear wheel alignment and adjust it if necessary.

**Install the parts by performing steps 1—3 in reverse order**

**SHOWS PROCEDURE ORDER FOR SERVICE**

|   |  |    |   |
|---|--|----|---|
| 1 | Split pin  | 8  | Nut   |
| 2 | Nut  | 9  | Upper trailing link ball joint<br>* Removal Note  |
| 3 | Lower trailing link ball joint<br>* Removal Note       | 10 | Nut   |
| 4 | Bolt   | 11 | Upper trailing link                               |
| 5 | Lower trailing link                                    | 12 | Dust boot (upper trailing link)<br>* Removal Note |
| 6 | Dust boot (lower trailing link)<br>* Installation Note |    |   |
| 7 | Split pin  |    |   |

**Lower Trailing Link Ball Joint, Upper Trailing Link Ball Joint Removal Note**

- Remove the ball joint by using the SSTs.

**SHOWS SPECIAL SERVICE TOOL (SST) NO.**

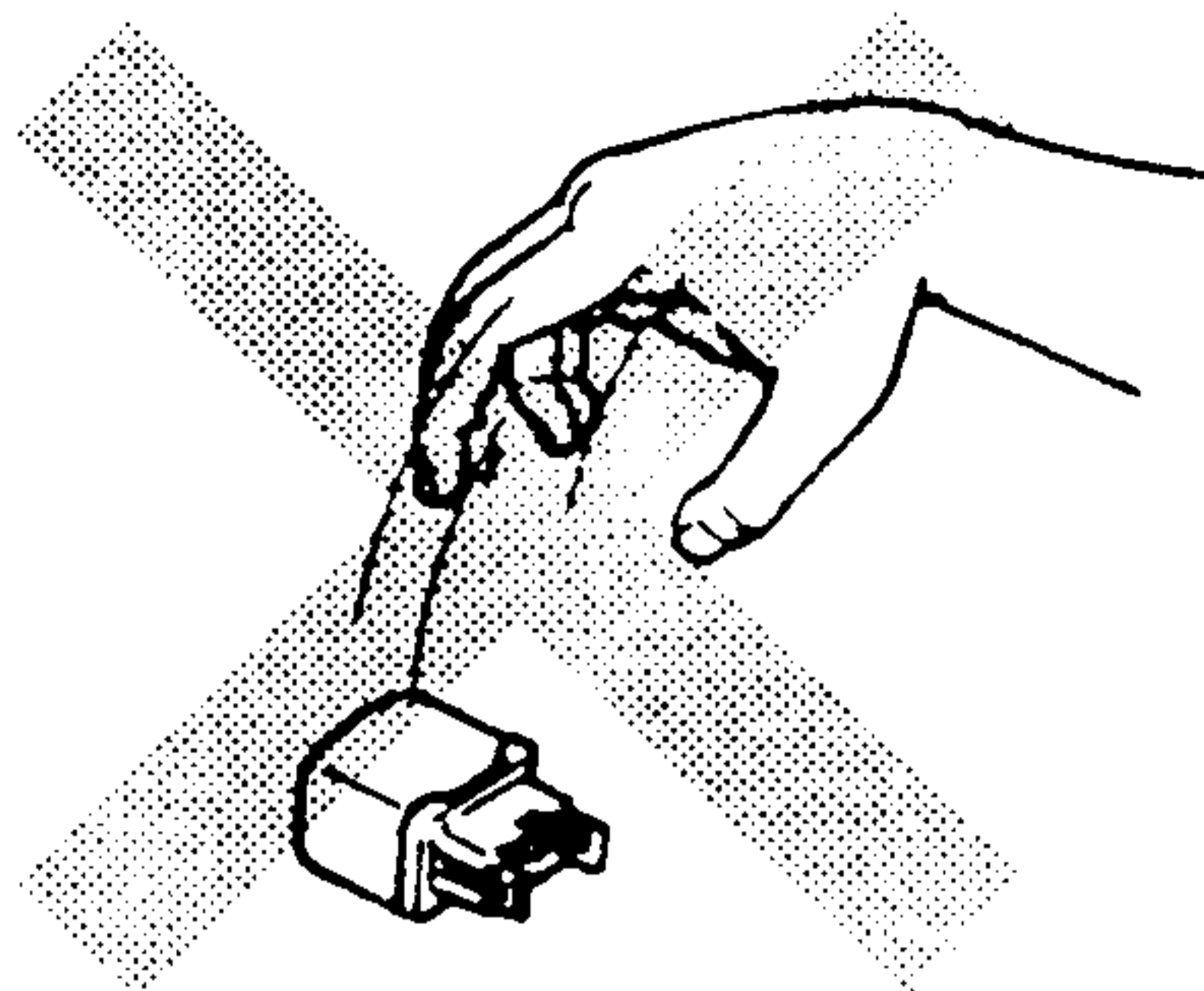
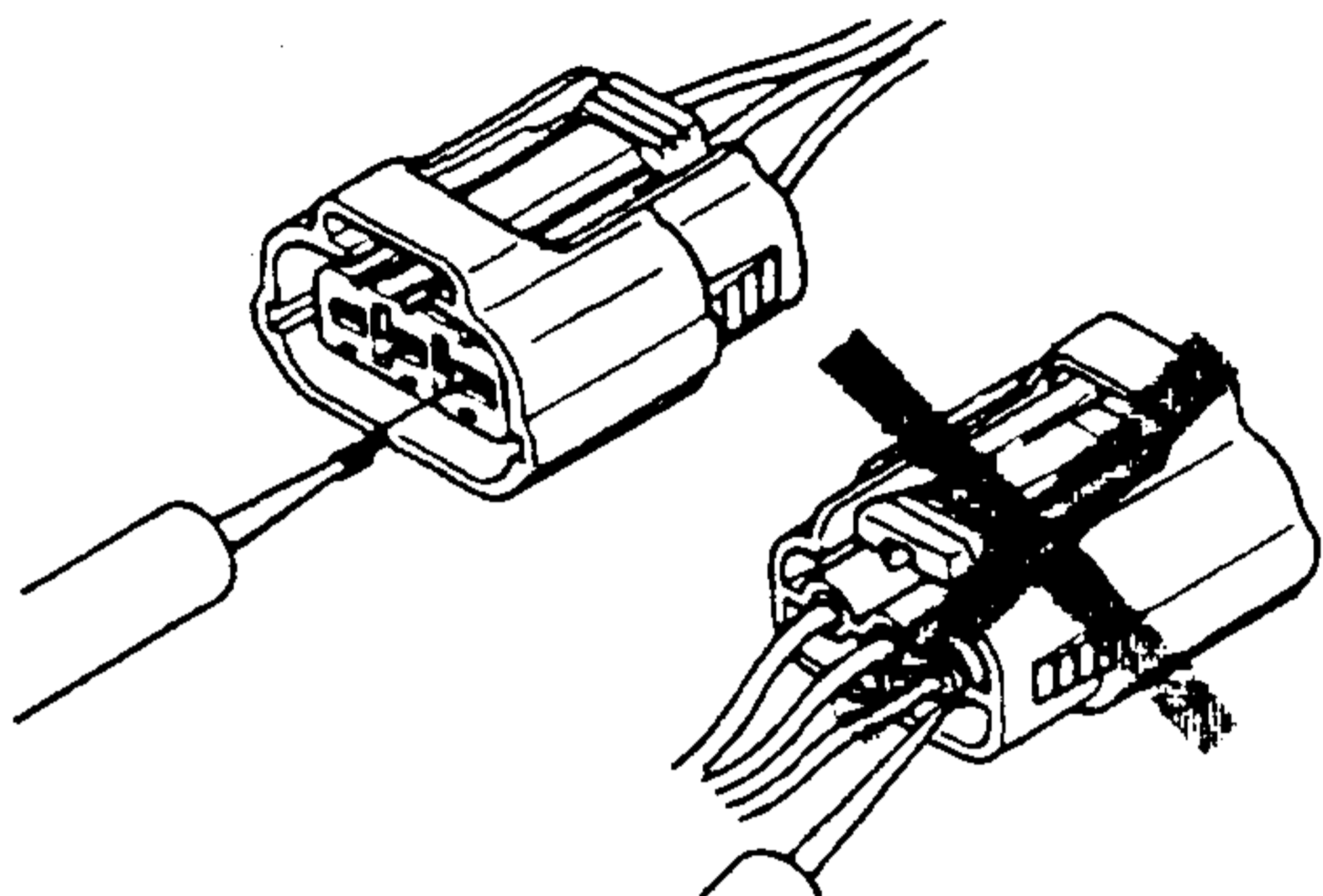
49 T02B 304 UPPER TRAILING LINK  
49 T02B 305 LOWER TRAILING LINK  
49 T02B 303

**SHOWS REFERRAL NOTES FOR SERVICE**

# ELECTRICAL SYSTEM

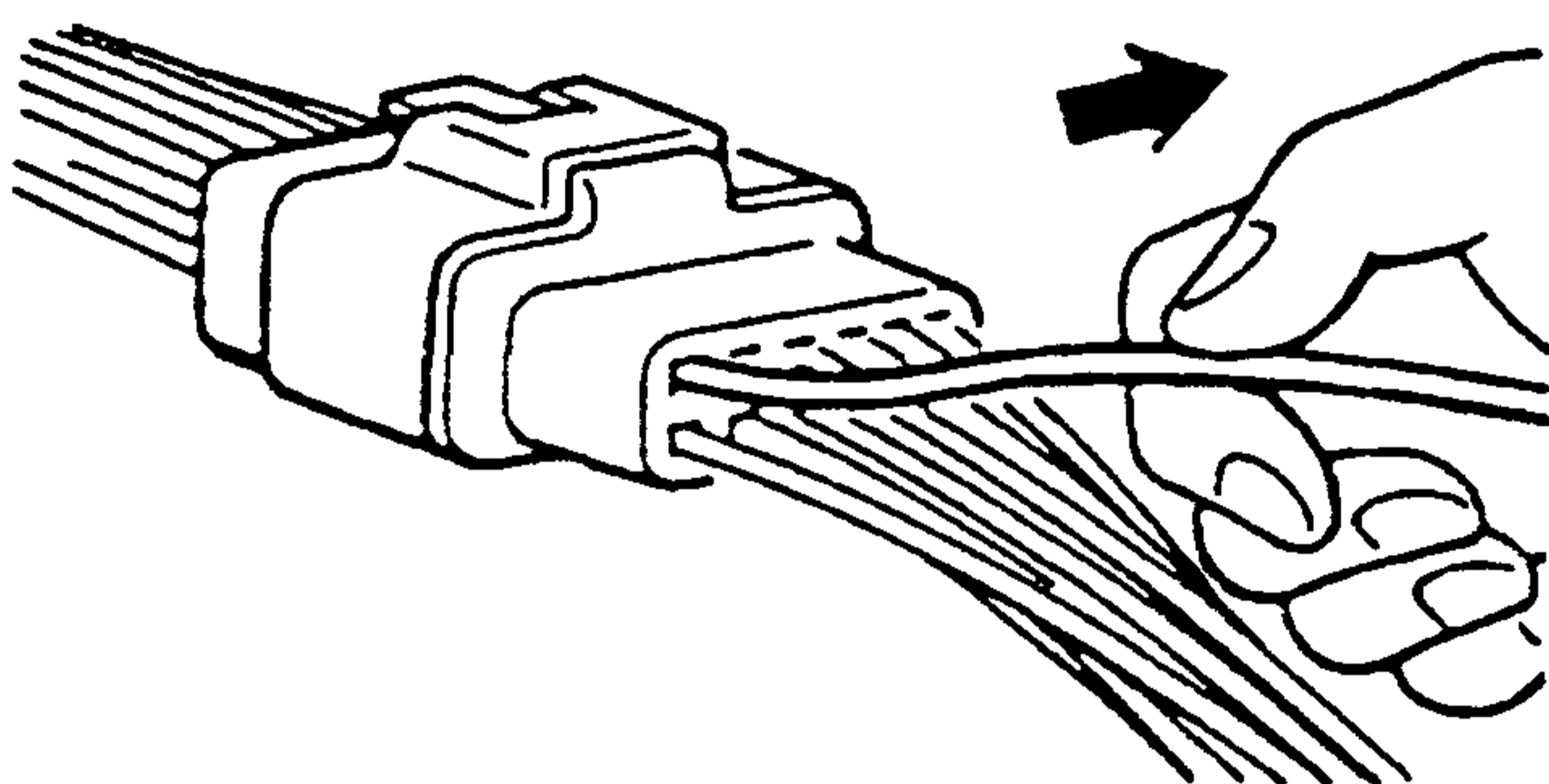
## Caution

- To prevent damage to the terminal, wrap a thin wire around the lead before inserting it into the terminal.



## Terminals Inspection

- Pull lightly on individual wires to check that they are secured in the terminal.

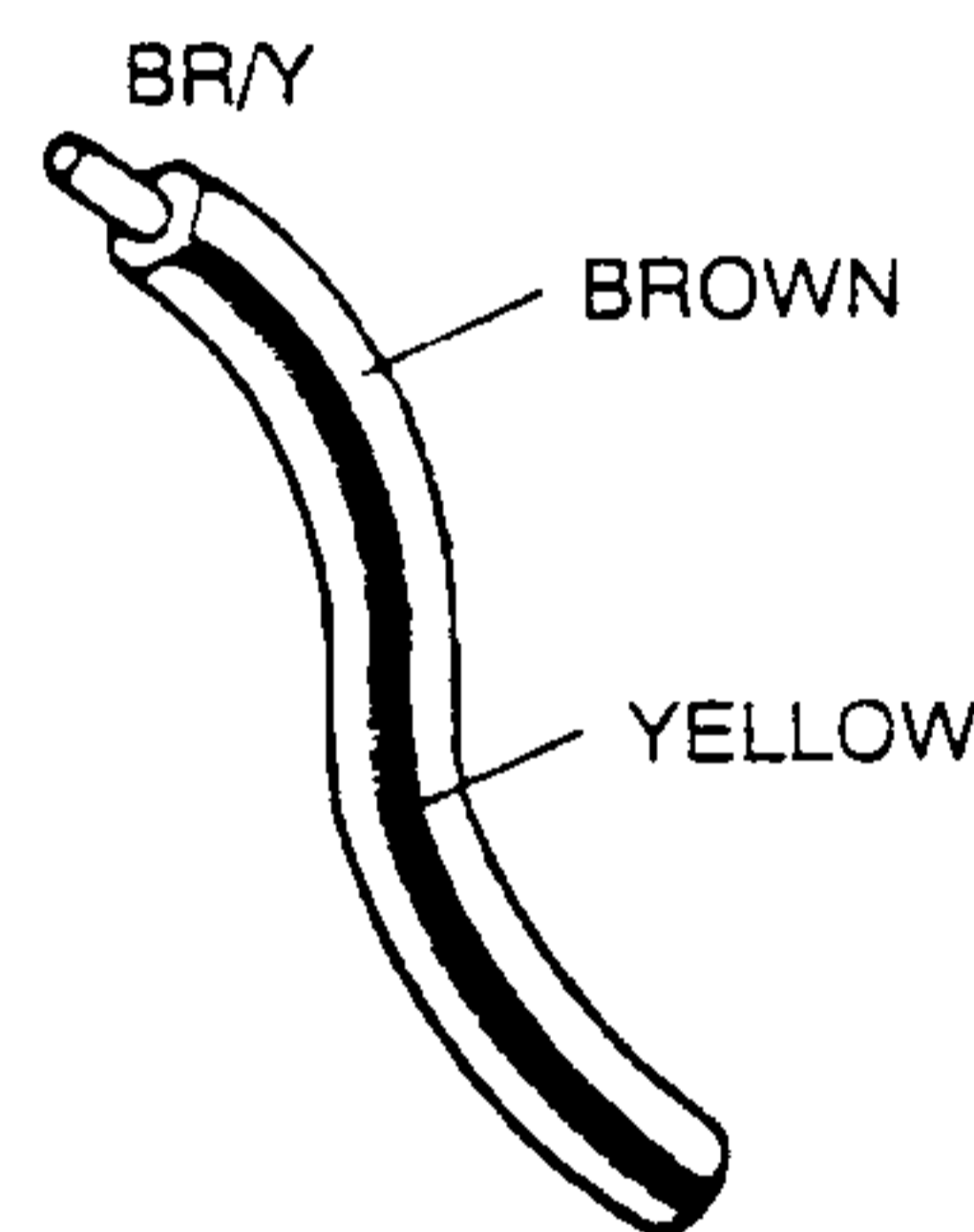
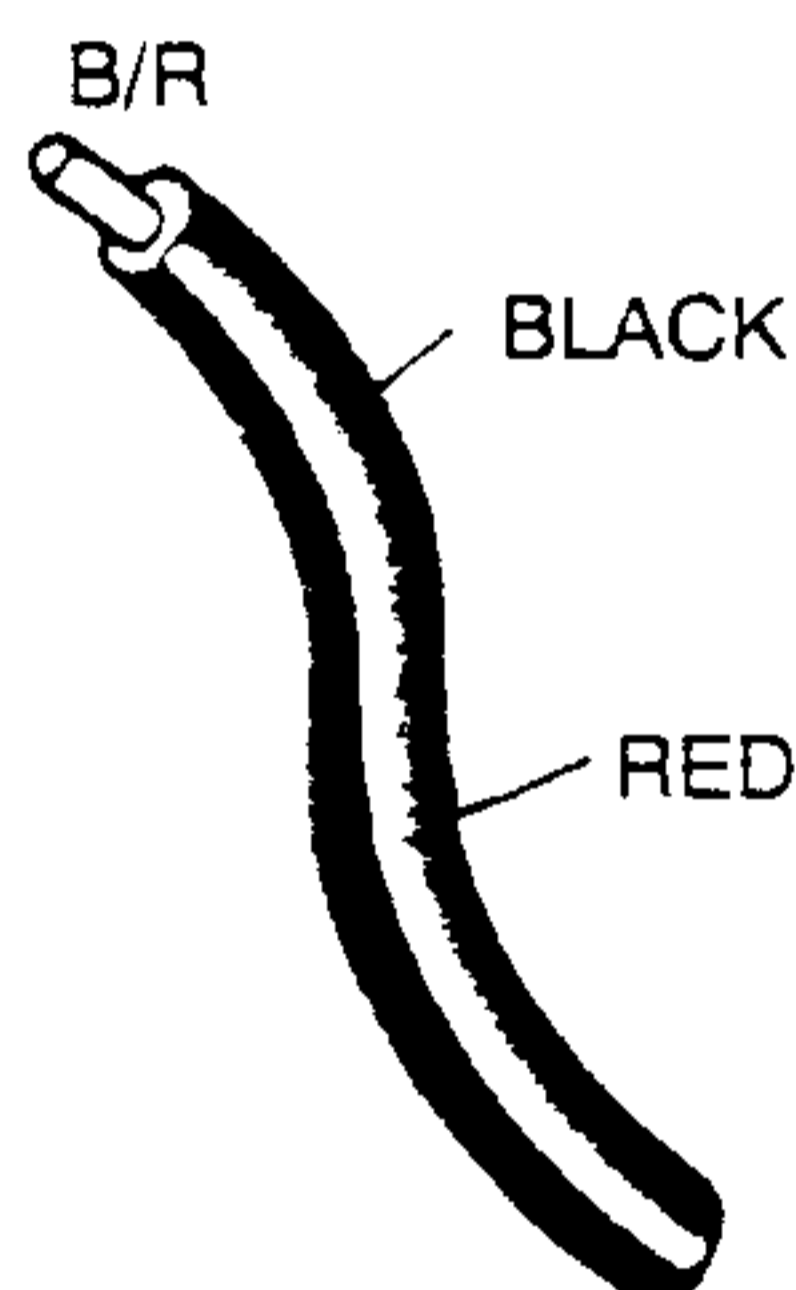


## Wiring Harness

### Wiring color codes

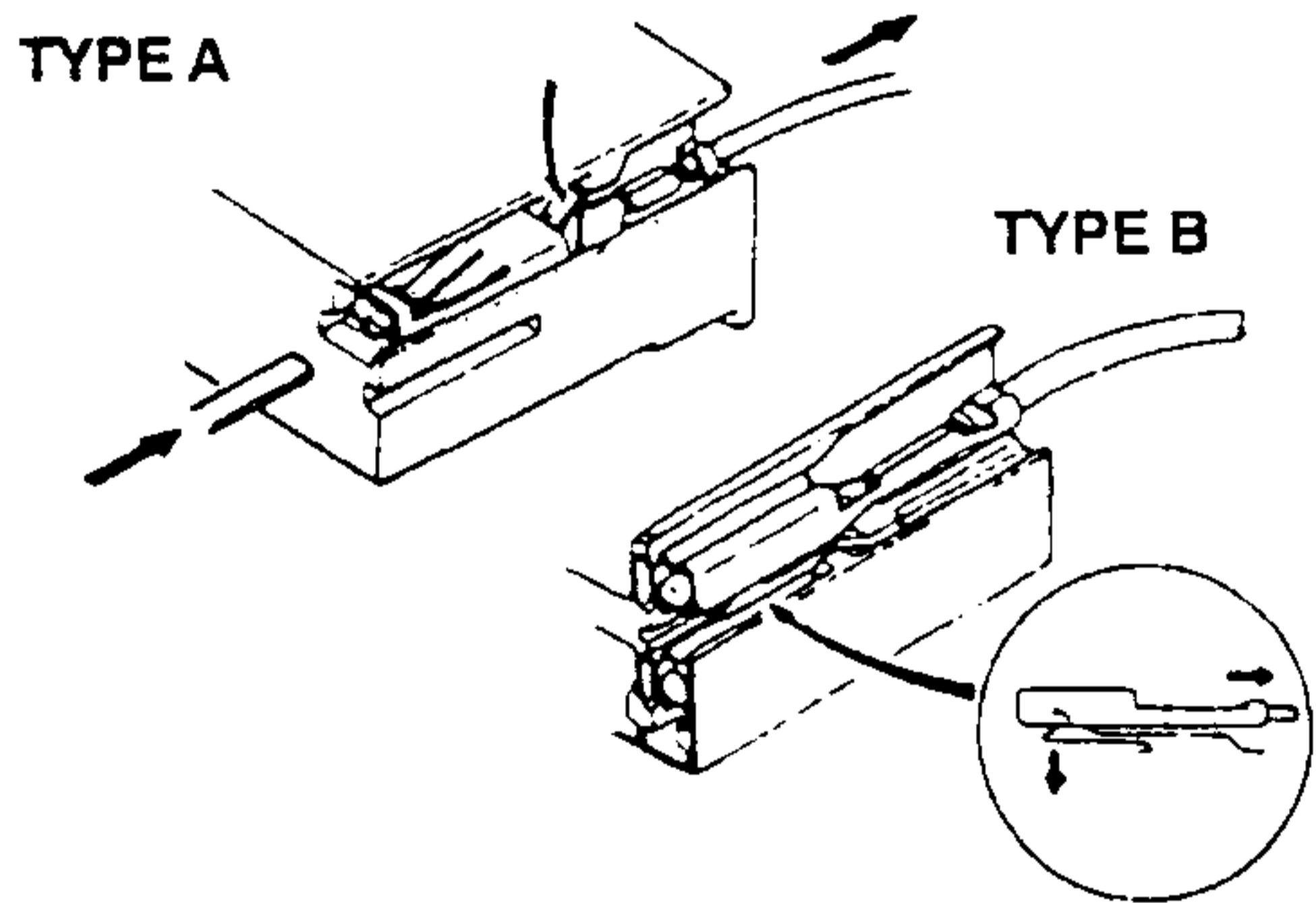
- Two-color wires are indicated by a two-color code symbol.
- The first letter indicates the base color of the wire and the second the color of the stripe.

| CODE | COLOR       | CODE | COLOR  |
|------|-------------|------|--------|
| B    | Black       | O    | Orange |
| BR   | Brown       | P    | Pink   |
| G    | Green       | R    | Red    |
| GY   | Gray        | V    | Violet |
| L    | Blue        | W    | White  |
| LB   | Light Blue  | Y    | Yellow |
| LG   | Light Green |      |        |



## Replacement

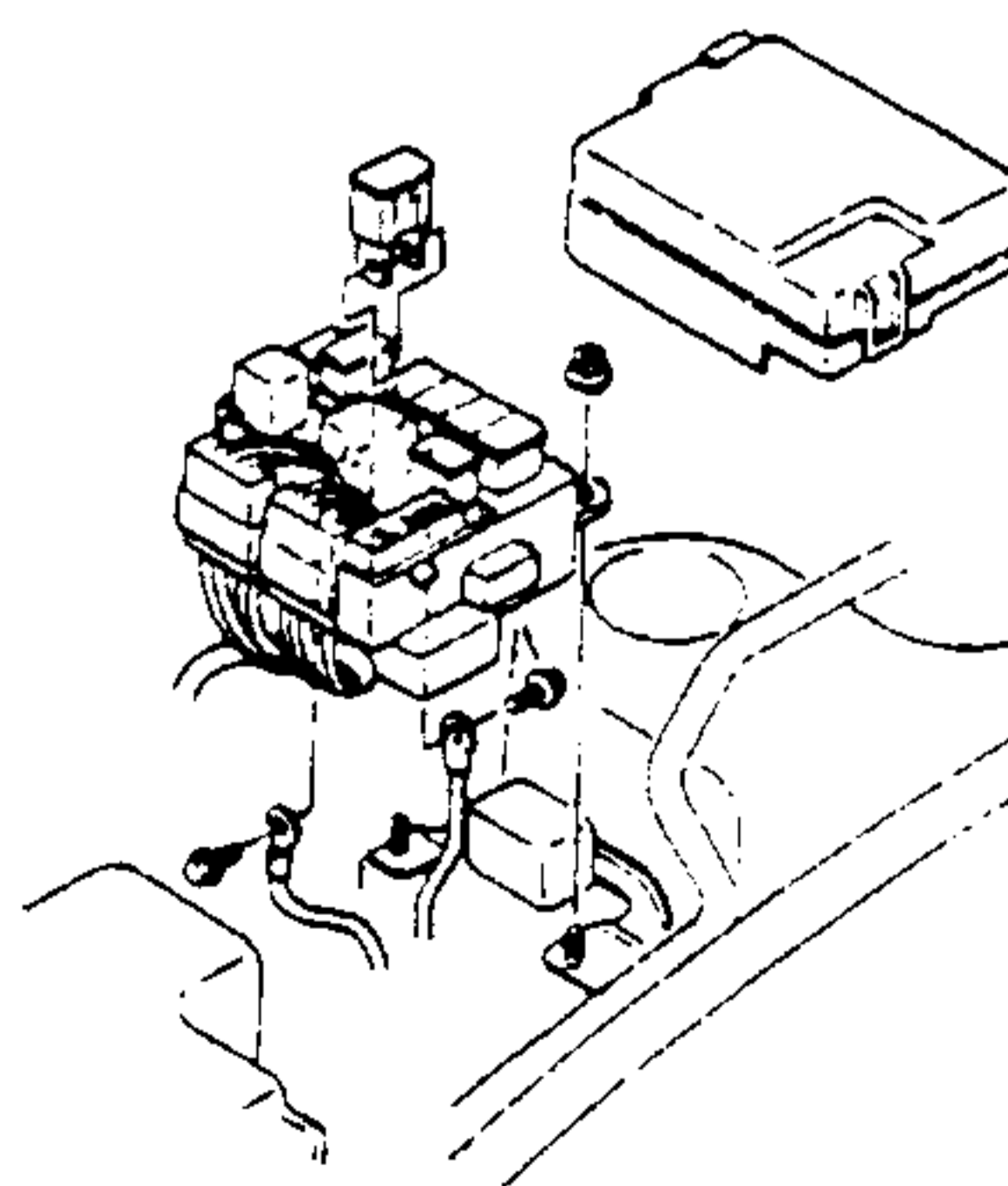
- Use the appropriate tools to remove a terminal as shown. When installing a terminal, be sure to insert it until it locks securely.
- Insert a thin piece of metal from the terminal side of the connector, and then, with the terminal locking tab pressed down, pull the terminal out from the connector.



## Fuse

### Replacement

1. When replacing a fuse, be sure to replace it with one of the specified capacity. If a fuse again fails after it has been replaced, the circuit probably has a short and the wiring should be checked.
2. Be sure the negative battery terminal is disconnected before replacing a main fuse.



## Sensors, Switches, and Relays

- Handle sensors, switches, and relays carefully. Do not drop them or strike them against other objects.

# ENGINE

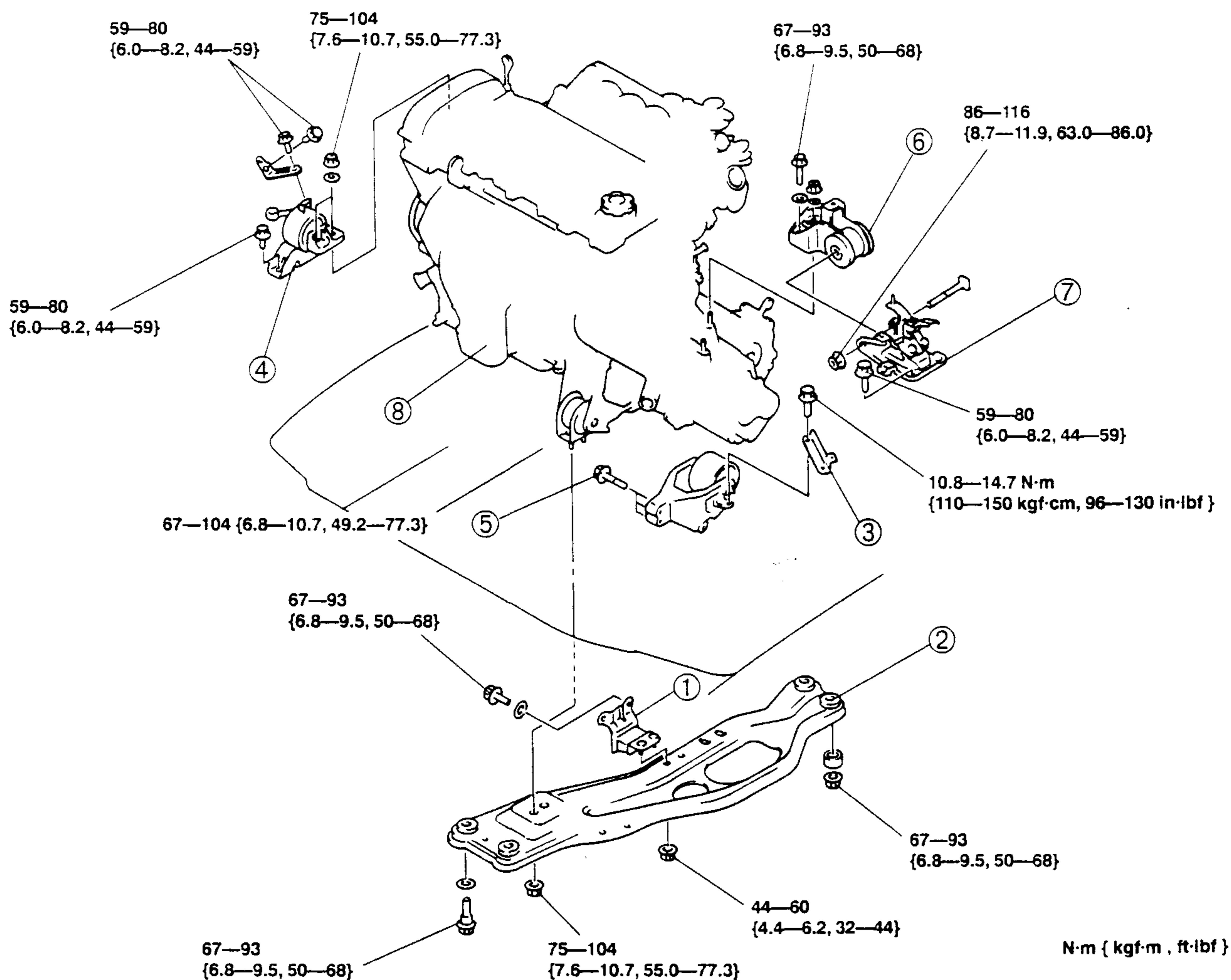
## ENGINE

### ENGINE REMOVAL/INSTALLATION

#### Warning

- Fuel vapor is hazardous. It can very easily ignite, causing serious injury and damage. Always keep sparks and flames away from fuel.
- Fuel line spills and leaks are dangerous. Fuel can ignite and cause serious injuries or death and damage. Fuel can also irritate skin and eyes. To prevent this, always complete the "Fuel Line Safety Procedures" in section F. (Refer to section F, FUEL SYSTEM, BEFORE REPAIR PROCEDURE.)

1. Disconnect the negative battery cable.
2. Remove the radiator. (Refer to section E, RADIATOR, RADIATOR REMOVAL/INSTALLATION.)
3. Remove the air cleaner.
4. Remove the accelerator cable. (Refer to section F, INTAKE-AIR SYSTEM, ACCELERATOR CABLE INSPECTION/ADJUSTMENT.)
5. Disconnect the fuel hose. (Refer to section F, FUEL SYSTEM, BEFORE REPAIR PROCEDURE.) (Refer to section F, FUEL SYSTEM, AFTER REPAIR PROCEDURE.)
6. Remove the front pipe. (Refer to section F, EXHAUST SYSTEM, EXHAUST SYSTEM REMOVAL/INSTALLATION.)
7. Remove the rods, cables and pipes related to the transaxle.
8. Remove the battery.
9. Remove the fuse box.
10. Remove the P/S oil pump with the oil hose still connected. Position the P/S oil pump so that it is out of the way.
11. Remove the A/C compressor with the pipe still connected. Position the A/C compressor so that it is out of the way.
12. Remove the drive shaft. (Refer to section M, DRIVE SHAFT, DRIVE SHAFT REMOVAL/INSTALLATION.)
13. Remove in the order indicated in the table.
14. Install in the reverse order of removal.
15. Start the engine and
  - (1) check the engine oil, engine coolant, transaxle oil and fuel leakage.
  - (2) check the ignition timing, idle speed and idle mixture. (Refer to section F, ENGINE TUNE-UP.)
16. Perform a road test.



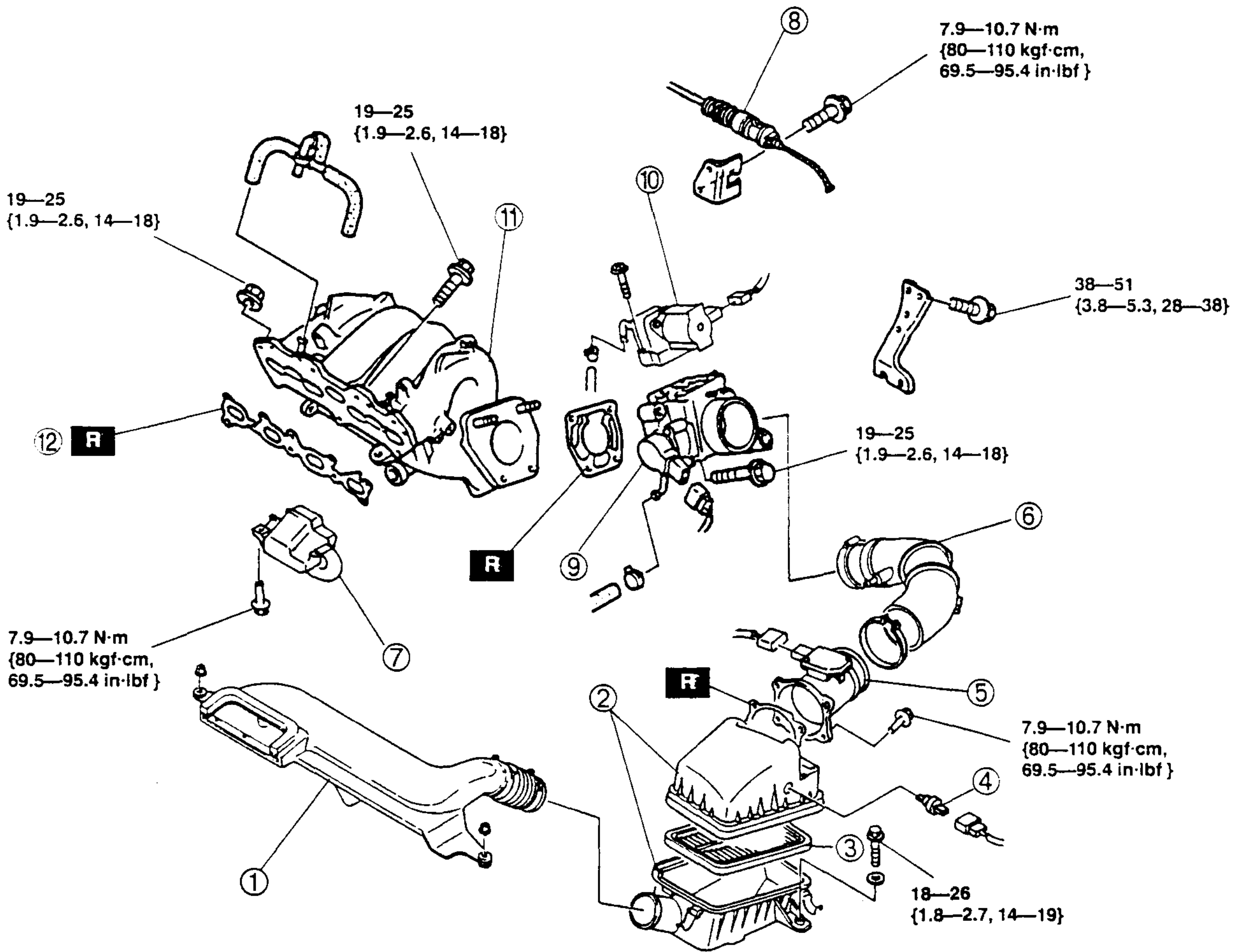
# INTAKE-AIR SYSTEM

## INTAKE-AIR SYSTEM REMOVAL/INSTALLATION

### Warning

- When the engine and intake-air system are hot, they can badly burn. Turn off the engine and wait until they are cool before removing or installing the intake-air system.

1. Disconnect the negative battery cable.
2. Drain the engine coolant from radiator. (Refer to section E, COOLING SYSTEM SERVICE WARNINGS.)  
(Refer to section E, ENGINE COOLANT, ENGINE COOLANT REPLACEMENT.)
3. Remove in the order indicated in the table.
4. Install in the reverse order of removal.
5. Refill the engine coolant to radiator. (Refer to section E, ENGINE COOLANT, ENGINE COOLANT REPLACEMENT.)



N·m { kgf·m , ft·lbf }

|   |  |
|---|--|
| 1 | Fresh-air duct                           |
| 2 | Air cleaner                              |
| 3 | Air cleaner element                      |
| 4 | Intake-air temperature sensor            |
| 5 | Mass air flow sensor                     |
| 6 | Air hose                                 |
| 7 | Resonance chamber (FS engine model only) |

|    |   |
|----|---|
| 8  | Accelerator cable<br>☞ Installation Note      |
| 9  | Throttle body                                 |
| 10 | IAC valve                                     |
| 11 | Intake manifold<br>☞ Removal Note             |
| 12 | Intake manifold gasket<br>☞ Installation Note |

## CONTROL SYSTEM

### Specification

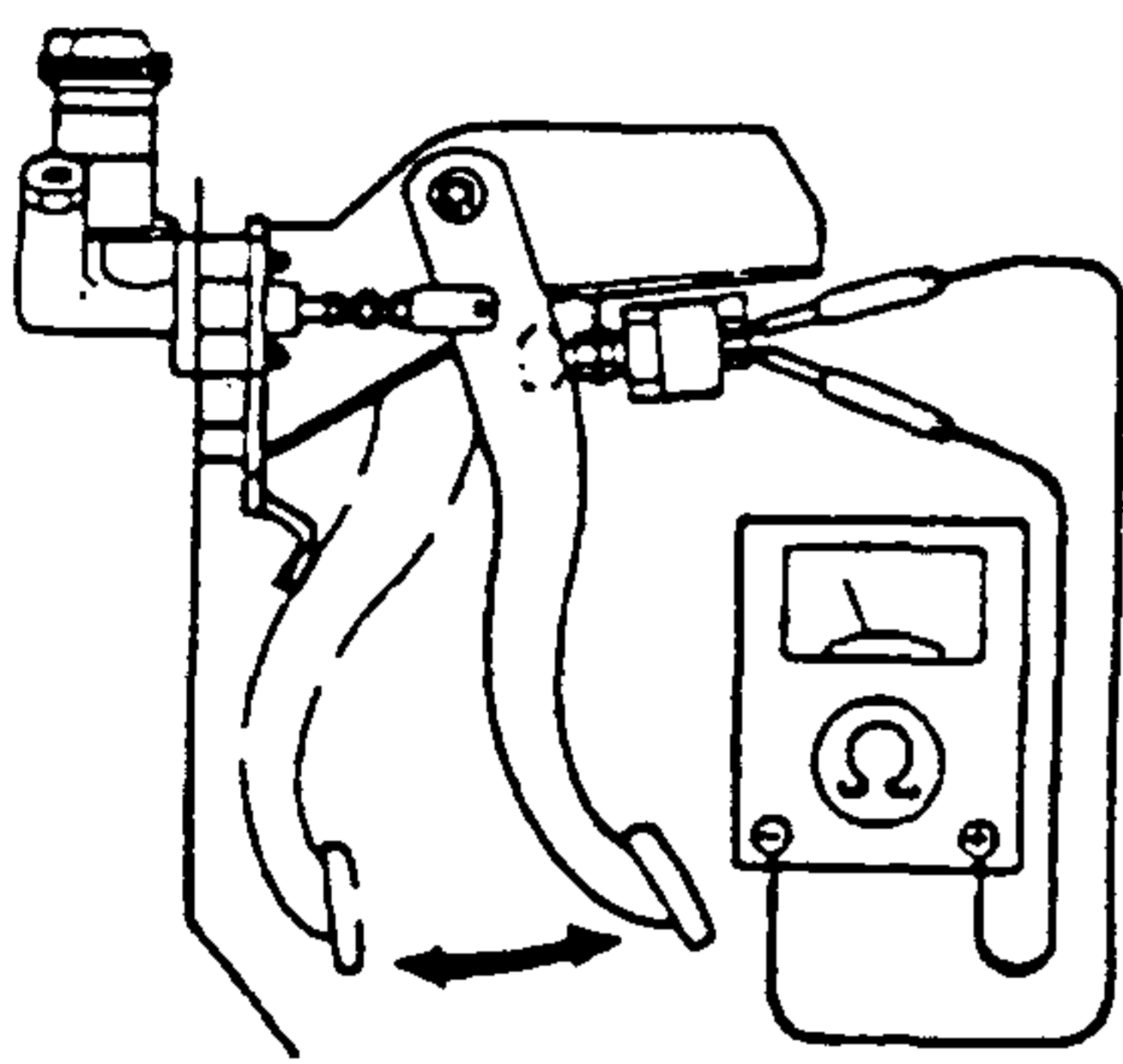
| Condition   | "CPP/PNP" operation |
|---|---------------------|
| Other than neutral position and clutch pedal released | OFF                 |
| Neutral position and clutch pedal depressed           | ON                  |

5. Is not as specified, check the related harness and neutral switch continuity.
6. If okay, check for the clutch switch.

### CLUTCH SWITCH INSPECTION

#### Not Using the SSTs (NGS)

1. Disconnect the clutch switch connector.
2. Check continuity of the switch by using an ohmmeter.



○—○ : Continuity

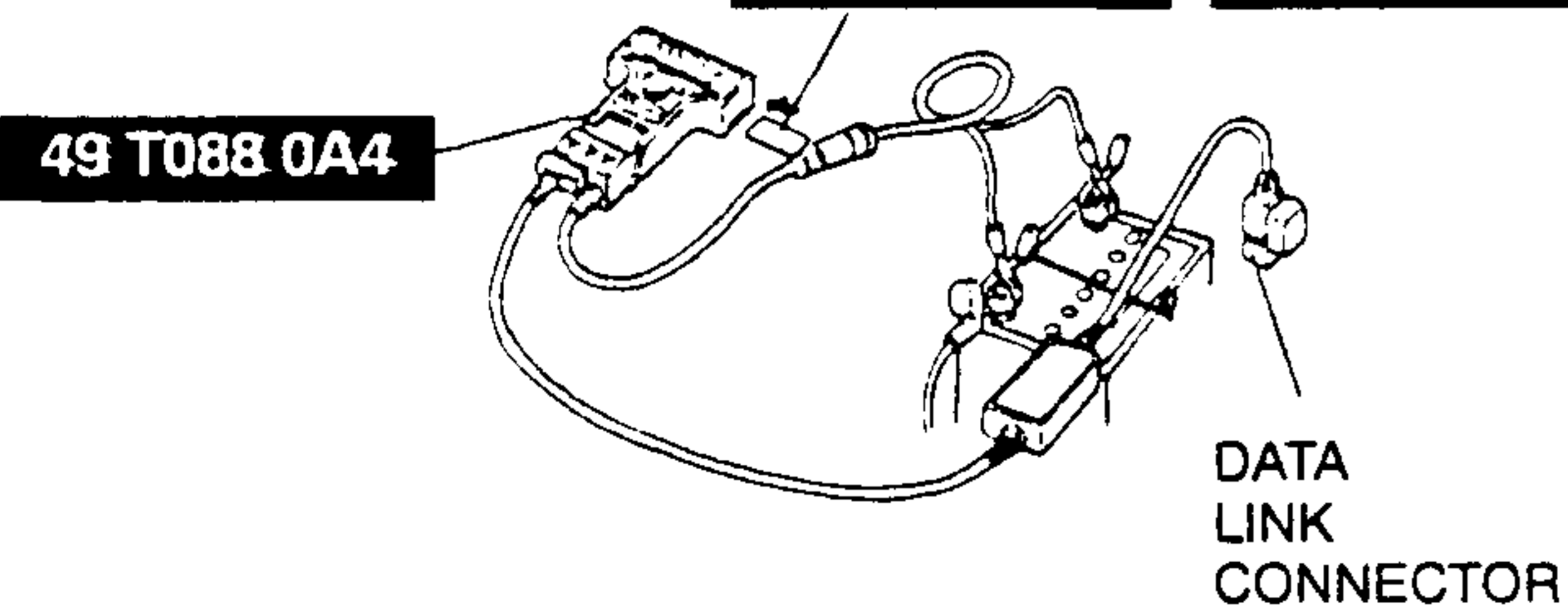
| Condition              | Terminal |     |
|------------------------|----------|-----|
|                        | A        | B   |
| Clutch pedal depressed | ○—○      | ○—○ |
| Clutch pedal released  |          |     |

3. If not as specified, replace the clutch switch.

#### Using the SSTs (NGS)

1. Connect the SSTs (NGS) to the data link connector.

49 T088 030A   49 T088 031A  
49 T088 032A   49 T088 033A



2. Turn the ignition switch to ON.
3. Select the "PID/DATA MONITOR AND RECORD" function on the NGS display.
4. Select the "CPP/PNP" on the NGS display and press START. The NGS display and press START. The NGS measures and shows the operation.

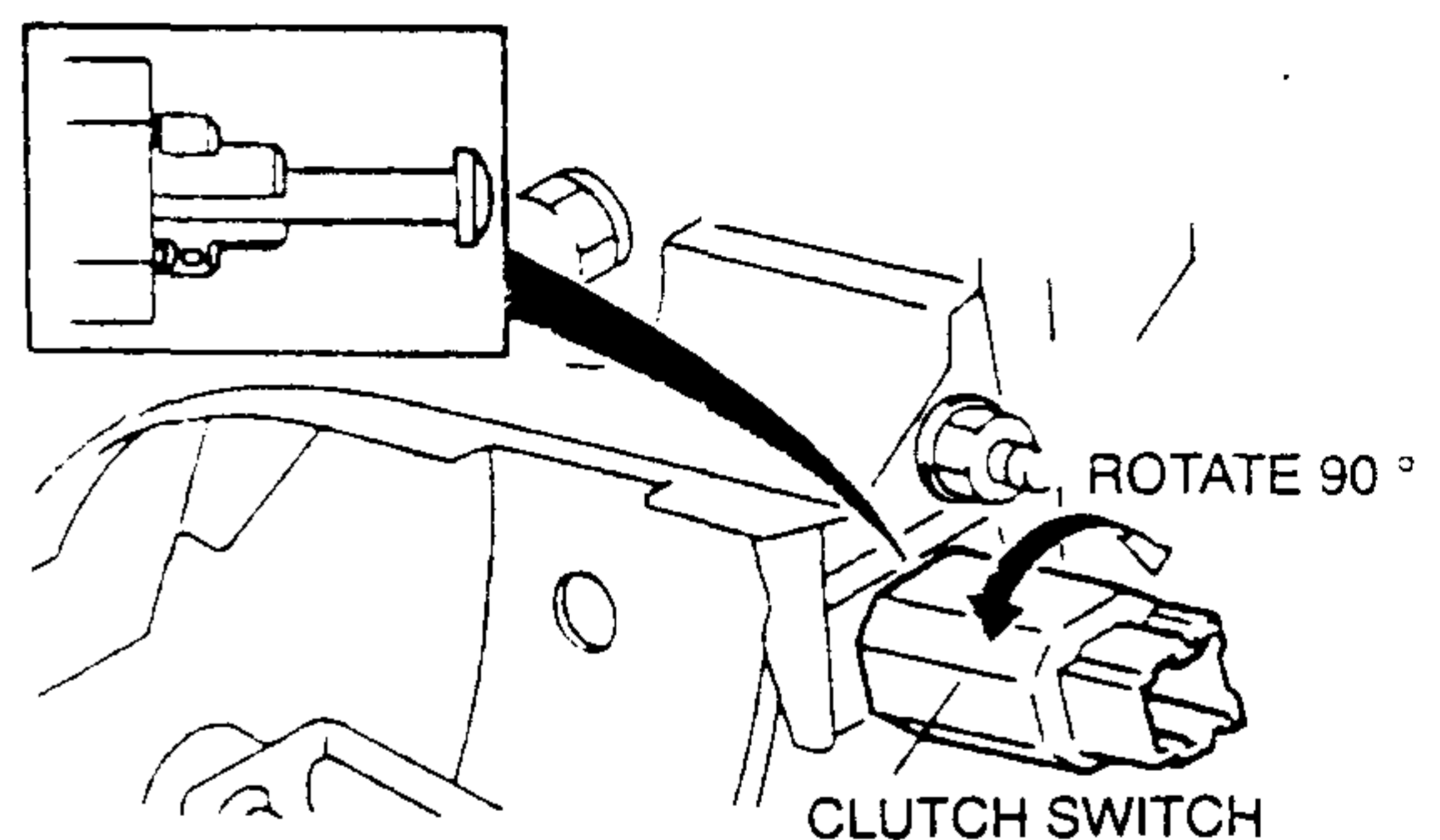
### Specification

| Condition   | "CPP/PNP" operation |
|---|---------------------|
| Other than neutral position and clutch pedal released | OFF                 |
| Neutral position and clutch pedal depressed           | ON                  |

5. Is not as specified, check the related harness and neutral switch continuity.
6. If okay, check for the clutch switch.

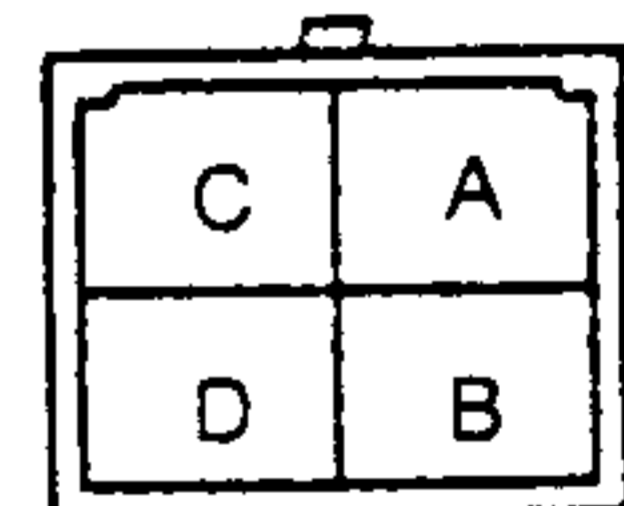
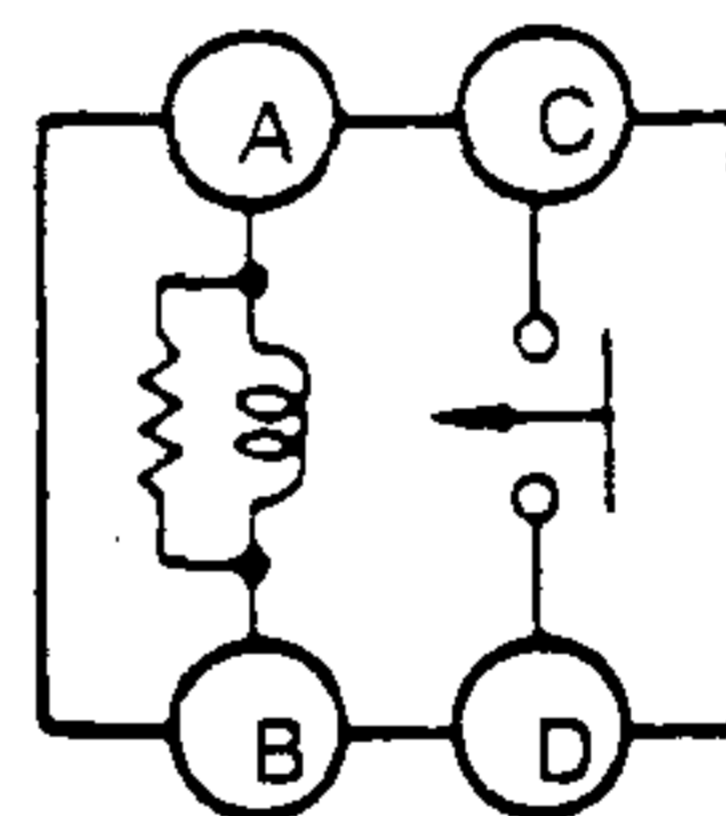
### CLUTCH SWITCH REMOVAL/INSTALLATION

1. Disconnect the battery negative cable.
2. Disconnect the clutch switch connector.
3. Remove the clutch switch.
4. Install the clutch switch as shown in the figure.



### MAIN RELAY INSPECTION

1. Remove the main relay.
2. Apply battery positive voltage and check continuity between terminals of the relay by using an ohmmeter.



○—○ : Continuity

| Step | Terminal |     |     |     |
|------|----------|-----|-----|-----|
|      | A        | B   | C   | D   |
| 1    | ○—○      | ○—○ |     |     |
| 2    | B+       | GND | ○—○ | ○—○ |

3. If not as specified, replace the main relay.

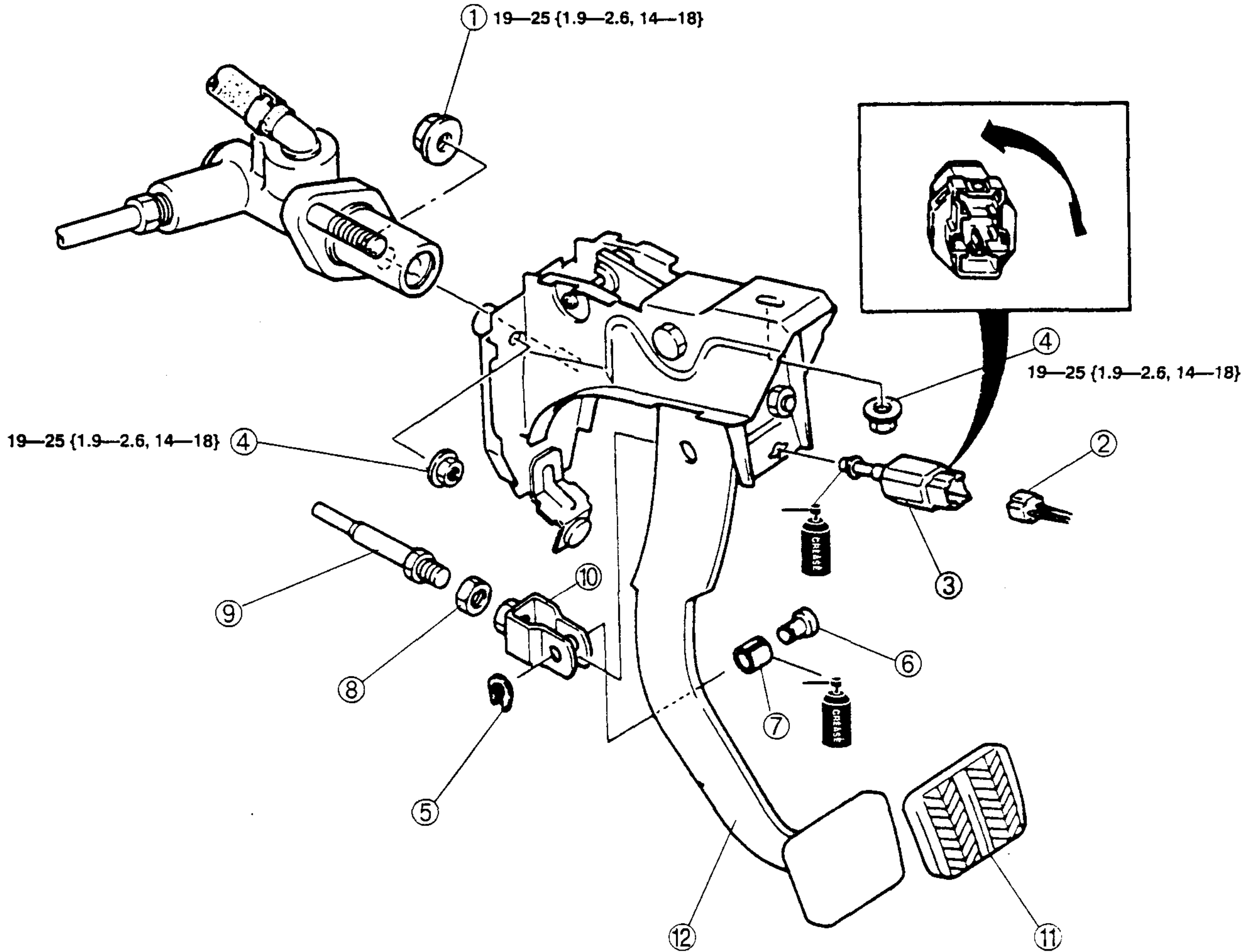
# TROUBLESHOOTING

| Possible factor      |  | Engine coolant temperature gauge points H  | Excessive mechanical resistance | Insufficient/no compression in all cylinders | Insufficient/no compression in some cylinders | High compression pressure | Excessive valve overlap | Incorrect valve timing | Insufficient starter power | Malfunction of starting system - related components | A/C load will not turn off | Excessive A/C load | Warning light malfunction | Clutch disc slippage (MTX) | Brake dragging | Low tire pressure | Discharged battery | In-mobilizer system operation improperly | PCV valve operation improperly | EGR system operation improperly |
|----------------------|--|--|---------------------------------|--|---|---------------------------|-------------------------|------------------------|----------------------------|---|----------------------------|--------------------|---------------------------|----------------------------|----------------|-------------------|--------------------|--|--------------------------------|---------------------------------|
| Troubleshooting item |  |  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 1                    | Melts main or other fuse                                 | Battery power and/or reference voltage circuit short to ground, Determination  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 2                    | Will not crank   |  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 3                    | Hard start/long crank/erratic start/erratic crank        |  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 4                    | Engine stalls  | After start  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
|                      |  | At idle  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 5                    | Cranks normally but will not start                       |  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 6                    | Slow return to idle                                      |  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 7                    | Engine runs rough at idle/rolling idle                   |  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 8                    | Fast idle/runs on  |  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 9                    | Low idle/stalls during deceleration                      |  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 10                   | Engine stalls/quits                                      | Acceleration/cruise  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
|                      | Engine runs rough  | Acceleration/cruise  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
|                      | Misses   | Acceleration/cruise  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
|                      | Buck/jerk  | Acceleration/cruise/deceleration   |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
|                      | Hesitation/stumble                                       | Acceleration   |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
|                      | Surges   | Acceleration/cruise  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 11                   | After burn   | Idle/acceleration/deceleration   |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 12                   | Lack/loss of power                                       | Acceleration/cruise  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 13                   | Knocking/pinging   | Acceleration/cruise  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 14                   | Poor fuel economy  |  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 15                   | Emission compliance                                      |  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 16                   | Automatic transaxle concens                              | Upshift/downshift/engagement   | Refer to section K              |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 17                   | High oil consumption/leaks                               |  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 18                   | Cooling system concens                                   | Overheating  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 19                   | Cooling system concens                                   | Runs cold  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 20                   | Exhaust smoke  |  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 21                   | Fuel odor (in engine compartment)                        |  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 22                   | Engine noise   |  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 23                   | Vibration concens (engine)                               | Loose components, Misadjustment of engine mount, Uneven tire and wheel balance, Malfunction of suspension                  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 24                   | A/C does not work sufficiently                           |  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 25                   | A/C always on/A/C compressor runs continuously           |  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 26                   | A/C does not cut off under wide open throttle conditions |  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 27                   | Exhaust sulphur smell                                    |  |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |
| 28                   | Intermittent concens                                     | Open and/or short circuit intermittently, wrong signal outputs from electrical parts due to loosen parts or part vibration |                                 |  |   |                           |                         |                        |                            |   |                            |                    |                           |                            |                |                   |                    |  |                                |                                 |

# CLUTCH PEDAL

## CLUTCH PEDAL REMOVAL/INSTALLATION

1. Disconnect the negative battery cable.
2. Remove in the order indicated in the table.
3. Install in the reverse order of removal.



N·m { kgf·m, ft·lbf }

|   |                         |
|---|-------------------------|
| 1 | Nut                     |
| 2 | Clutch switch connector |
| 3 | Clutch switch           |
| 4 | Nut                     |
| 5 | Eclip                   |
| 6 | Pin                     |
| 7 | Bushing                 |

|    |                                     |
|----|-------------------------------------|
| 8  | Nut                                 |
| 9  | Push rod                            |
| 10 | Clevis                              |
| 11 | Pedal pad                           |
| 12 | Clutch pedal<br>☞ Installation Note |

### Clutch Pedal Installation Note

- After installation, adjust the pedal height and free play.  
(Refer to CLUTCH PEDAL, CLUTCH PEDAL INSPECTION/ADJUSTMENT.)

# TROUBLESHOOTING

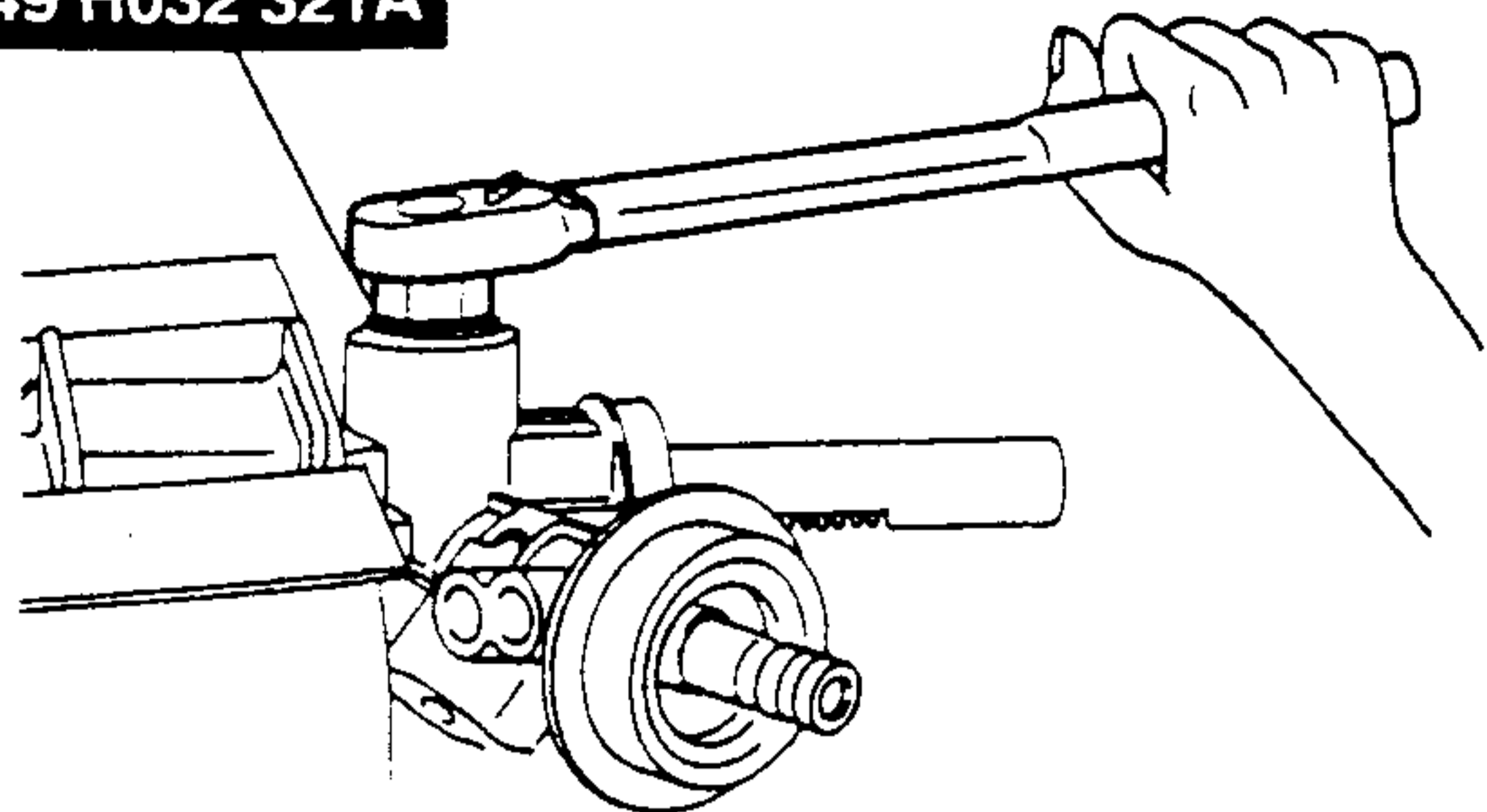
## QUICK DIAGNOSIS CHART

|                                |  |  |                              |                              |                              |                              |                              |                       |                       |                       |                       |                       |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
|--------------------------------|--|--|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|--|--|--|--|-----------------------|-------------------------------|--------------------------|------------------|-------------|--------------|---------------------|-------------|--|-----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|--|--|----------------------------|------------------|------------------------------|------------------------------|------------------|------------------------------|--|---------------------------|--|------------------------------|------------------|------------------------------|------------------|------------------------------|--|--------------------------------|--|--|--|--|--|--|--|---------------------------------------|--|--|--|--|--|--|
| 1                              | Vehicle does not move in D, S, L ranges, or in R position                            | <input type="radio"/>  | <input type="radio"/>        |                              |                              | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/> | <input type="radio"/> |                       |                       |                       |                       |  |  |  |  |                       | <input type="radio"/>         |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 2                              | Vehicle moves in N position  | <input type="radio"/>  | <input type="radio"/>        |                              |                              | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/> | <input type="radio"/> |                       |                       |                       |                       |  |  |  |  |                       | <input type="radio"/>         |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 3                              | Vehicle moves in P position, or parking gear does not disengage when P is disengaged | <input type="radio"/>  |                              |                              |                              |                              |                              |                       |                       |                       |                       |                       |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 4                              | Excessive creep  |  | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/>        |                              |                              |                       |                       |                       |                       |                       |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 5                              | No creep at all  | <input type="radio"/>  | <input type="radio"/>        |                              |                              | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/> | <input type="radio"/> |                       |                       |                       |                       |  |  |  |  |                       | <input type="radio"/>         |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 6                              | Low maximum speed and poor acceleration  |  | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |                       |                       |  |  |  |  |                       | <input type="radio"/>         |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 7                              | No shifting  |  | <input type="radio"/>        |                              |                              | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |                       |  |  |  |  |                       | <input type="radio"/>         |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 8                              | Does not shift to fourth gear  |  | <input type="radio"/>        |                              |                              | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |                       |  |  |  |  |                       | <input type="radio"/>         |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 9                              | Abnormal shifting  | <input type="radio"/>  | <input type="radio"/>        |                              |                              | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |                       |                       |  |  |  |  |                       | <input type="radio"/>         |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 10                             | Frequent shifting  |  | <input type="radio"/>        |                              |                              | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |                       |                       |  |  |  |  |                       | <input type="radio"/>         |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 11                             | Shift point is high or low   |  |                              | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |                       |                       |  |  |  |  |                       | <input type="radio"/>         |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 12                             | TCC non-operation  |  | <input type="radio"/>        |                              |                              | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |  |  |  |  | <input type="radio"/> | <input type="radio"/>         |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 13                             | No kickdown  |  |                              |                              |                              | <input type="radio"/>        | <input type="radio"/>        |                       |                       |                       |                       |                       |                       |  |  |  |  |                       | <input type="radio"/>         |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 14                             | Engine flares up or slips when upshifting or downshifting                            | <input type="radio"/>  | <input type="radio"/>        |                              |                              | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |                       |                       |  |  |  |  |                       | <input type="radio"/>         |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 15                             | Engine flares up or slips when accelerating vehicle                                  | <input type="radio"/>  | <input type="radio"/>        |                              |                              | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |                       |                       |  |  |  |  |                       | <input type="radio"/>         |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 16                             | Judder upon TCC operation  |  | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |                       |                       |  |  |  |  | <input type="radio"/> |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 17                             | Excessive N to D or N to R position/range shift shock                                |  | <input type="radio"/>        | <input type="radio"/>        |                              | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |                       |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 18                             | Excessive shift shock when upshifting and downshifting                               |  | <input type="radio"/>        |                              |                              | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |                       |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 19                             | Excessive TCC shift shock  |  | <input type="radio"/>        |                              |                              | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |                       |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 20                             | Noise at idle when vehicle stopped in all positions/ranges                           |  |                              |                              |                              | <input type="radio"/>        | <input type="radio"/>        |                       |                       |                       |                       |                       |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 21                             | Noise at idle when vehicle stopped in L, D, S, ranges, and or in R position          | <input type="radio"/>  |                              |                              |                              | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/> | <input type="radio"/> |                       |                       |                       |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 22                             | No engine braking in HOLD mode   | <input type="radio"/>  | <input type="radio"/>        |                              |                              | <input type="radio"/>        | <input type="radio"/>        | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 23                             | Transaxle overheats  |  | <input type="radio"/>        |                              |                              |                              |                              |                       |                       |                       |                       |                       |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 24                             | Engine stalls when shifted to D, S, L ranges, and/or in R position                   |  |                              | <input type="radio"/>        |                              | <input type="radio"/>        |                              |                       |                       |                       |                       |                       |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 25                             | Engine stalls when driving at slow speed or stopping                                 |  |                              | <input type="radio"/>        |                              | <input type="radio"/>        |                              |                       |                       |                       |                       |                       |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 26                             | HOLD indicator light does not illuminate when HOLD switch is turned to ON            |  |                              |                              |                              |                              |                              |                       |                       |                       |                       | <input type="radio"/> | <input type="radio"/> |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| 27                             | HOLD indicator light illuminates when HOLD switch is not turned to ON                |  |                              |                              |                              |                              |                              |                       |                       |                       |                       | <input type="radio"/> | <input type="radio"/> |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| <b>No.</b>                     | <b>Item</b>  | <b>Cause of trouble</b>  |                              |                              |                              |                              |                              |                       |                       |                       |                       |                       |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| <b>Symptom</b>                 |  | Electrical system components   |                              |                              |                              |                              |                              |                       |                       |                       |                       |                       |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
|                                |  | ATX outer parts  |                              |                              |                              |                              |                              |                       |                       |                       |                       |                       |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
|                                |  | <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <tr> <td style="width: 15%; height: 100px; vertical-align: middle;">Inspection method</td> <td style="width: 15%;">Selector lever is misadjusted</td> <td style="width: 15%;">Throttle position sensor</td> <td style="width: 15%;">No signal output</td> <td style="width: 15%;">HOLD switch</td> <td style="width: 15%;">Brake switch</td> <td style="width: 15%;">Vehicle speedometer</td> <td style="width: 15%;">Poor ground</td> </tr> <tr> <td></td> <td>Ignition system malfunction</td> <td>Malfunction signal is output</td> <td>Malfunction signal is output</td> <td>Malfunction signal is output</td> <td>Malfunction signal is output</td> <td>Malfunction signal is output</td> <td>Malfunction signal is output</td> </tr> <tr> <td></td> <td>Not within line pressure specification</td> <td>Input/turbine speed sensor</td> <td>No signal output</td> <td>Malfunction signal is output</td> <td>Malfunction signal is output</td> <td>No signal output</td> <td>Malfunction signal is output</td> </tr> <tr> <td></td> <td>Idle speed is misadjusted</td> <td></td> <td>Malfunction signal is output</td> <td>No signal output</td> <td>Malfunction signal is output</td> <td>No signal output</td> <td>Malfunction signal is output</td> </tr> <tr> <td></td> <td>Ignition timing is misadjusted</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>Transaxle range switch is misadjusted</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> |                              |                              |                              |                              |                              |                       |                       |                       |                       |                       |                       |  |  |  |  | Inspection method     | Selector lever is misadjusted | Throttle position sensor | No signal output | HOLD switch | Brake switch | Vehicle speedometer | Poor ground |  | Ignition system malfunction | Malfunction signal is output | Malfunction signal is output | Malfunction signal is output | Malfunction signal is output | Malfunction signal is output | Malfunction signal is output |  | Not within line pressure specification | Input/turbine speed sensor | No signal output | Malfunction signal is output | Malfunction signal is output | No signal output | Malfunction signal is output |  | Idle speed is misadjusted |  | Malfunction signal is output | No signal output | Malfunction signal is output | No signal output | Malfunction signal is output |  | Ignition timing is misadjusted |  |  |  |  |  |  |  | Transaxle range switch is misadjusted |  |  |  |  |  |  |
| Inspection method              | Selector lever is misadjusted  | Throttle position sensor   | No signal output             | HOLD switch                  | Brake switch                 | Vehicle speedometer          | Poor ground                  |                       |                       |                       |                       |                       |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
|                                | Ignition system malfunction  | Malfunction signal is output   | Malfunction signal is output | Malfunction signal is output | Malfunction signal is output | Malfunction signal is output | Malfunction signal is output |                       |                       |                       |                       |                       |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
|                                | Not within line pressure specification   | Input/turbine speed sensor   | No signal output             | Malfunction signal is output | Malfunction signal is output | No signal output             | Malfunction signal is output |                       |                       |                       |                       |                       |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
|                                | Idle speed is misadjusted  |  | Malfunction signal is output | No signal output             | Malfunction signal is output | No signal output             | Malfunction signal is output |                       |                       |                       |                       |                       |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
|                                | Ignition timing is misadjusted   |  |                              |                              |                              |                              |                              |                       |                       |                       |                       |                       |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
|                                | Transaxle range switch is misadjusted  |  |                              |                              |                              |                              |                              |                       |                       |                       |                       |                       |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| <b>Item</b>                    |  |  |                              |                              |                              |                              |                              |                       |                       |                       |                       |                       |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| <b>Line pressure test</b>      |  |  |                              |                              |                              |                              |                              |                       |                       |                       |                       |                       |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| <b>Stall test</b>              |  |  |                              |                              |                              |                              |                              |                       |                       |                       |                       |                       |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| <b>Time lag test</b>           |  |  |                              |                              |                              |                              |                              |                       |                       |                       |                       |                       |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |
| <b>Diagnostic trouble code</b> |  |  |                              |                              |                              |                              |                              |                       |                       |                       |                       |                       |                       |  |  |  |  |                       |                               |                          |                  |             |              |                     |             |  |                             |                              |                              |                              |                              |                              |                              |  |  |                            |                  |                              |                              |                  |                              |  |                           |  |                              |                  |                              |                  |                              |  |                                |  |  |  |  |  |  |  |                                       |  |  |  |  |  |  |



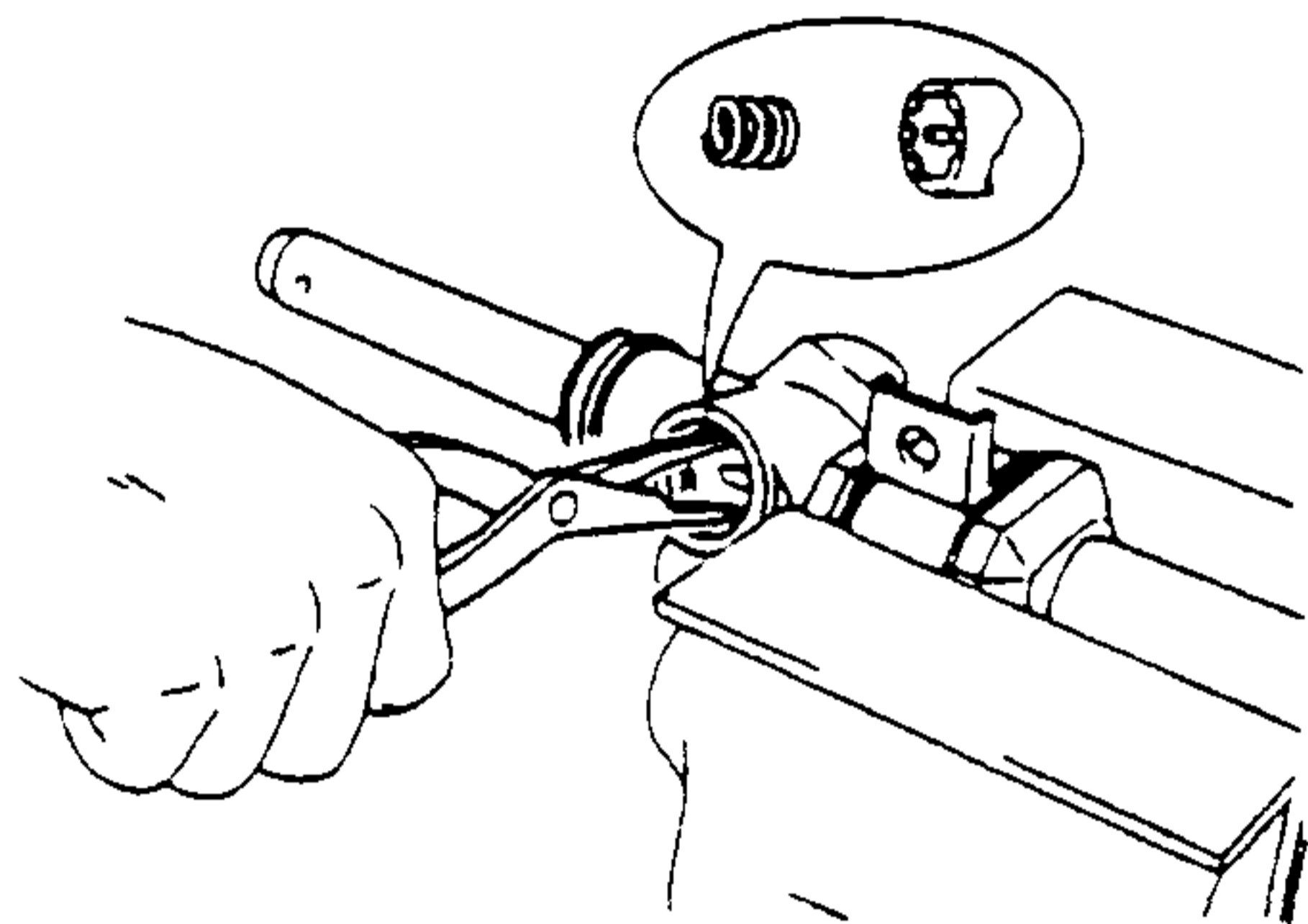
# ENGINE SPEED SENSING POWER STEERING

49 H032 321A



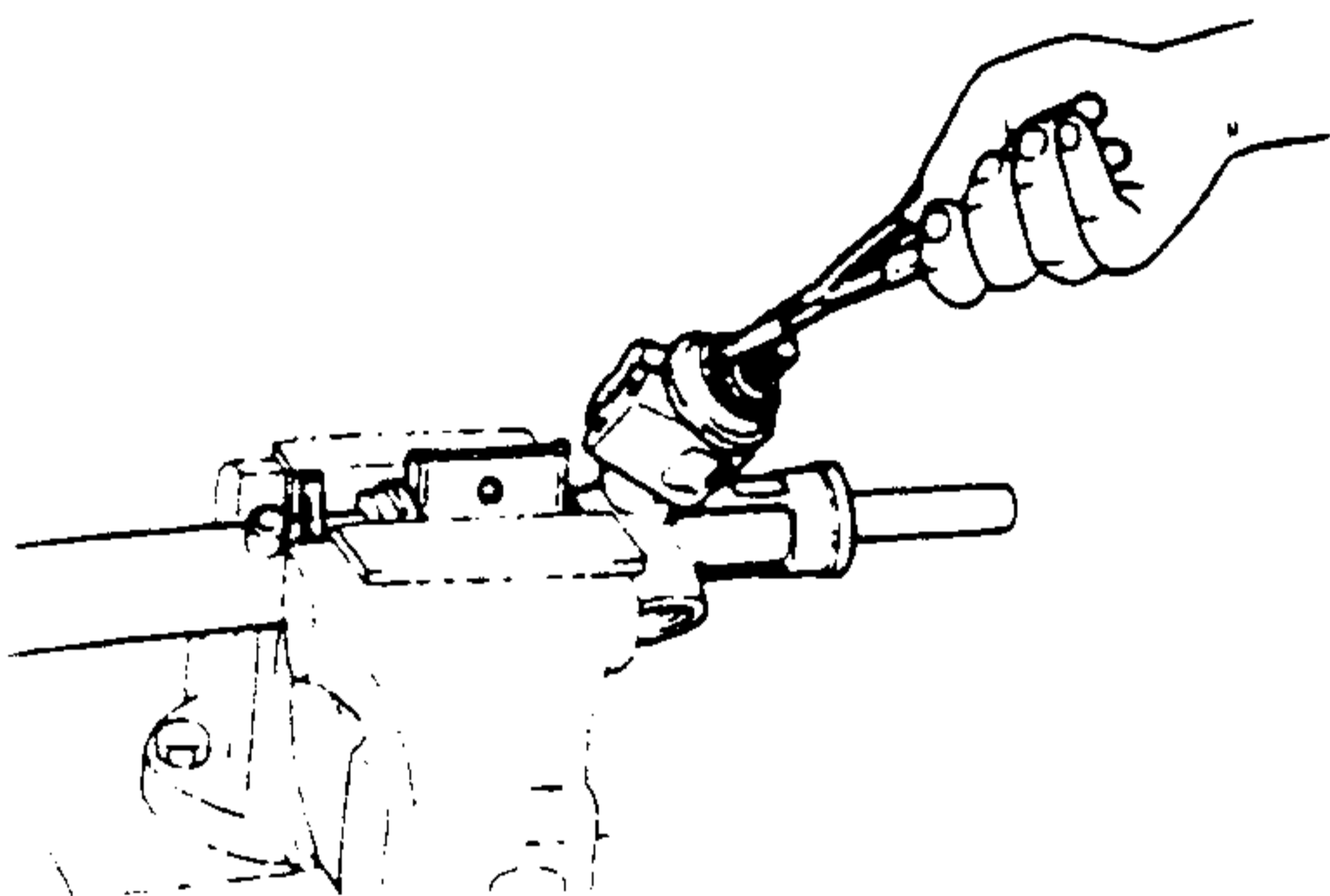
### Support Yoke Disassembly Note

- Disassemble the support yoke by using snap-ring pliers.



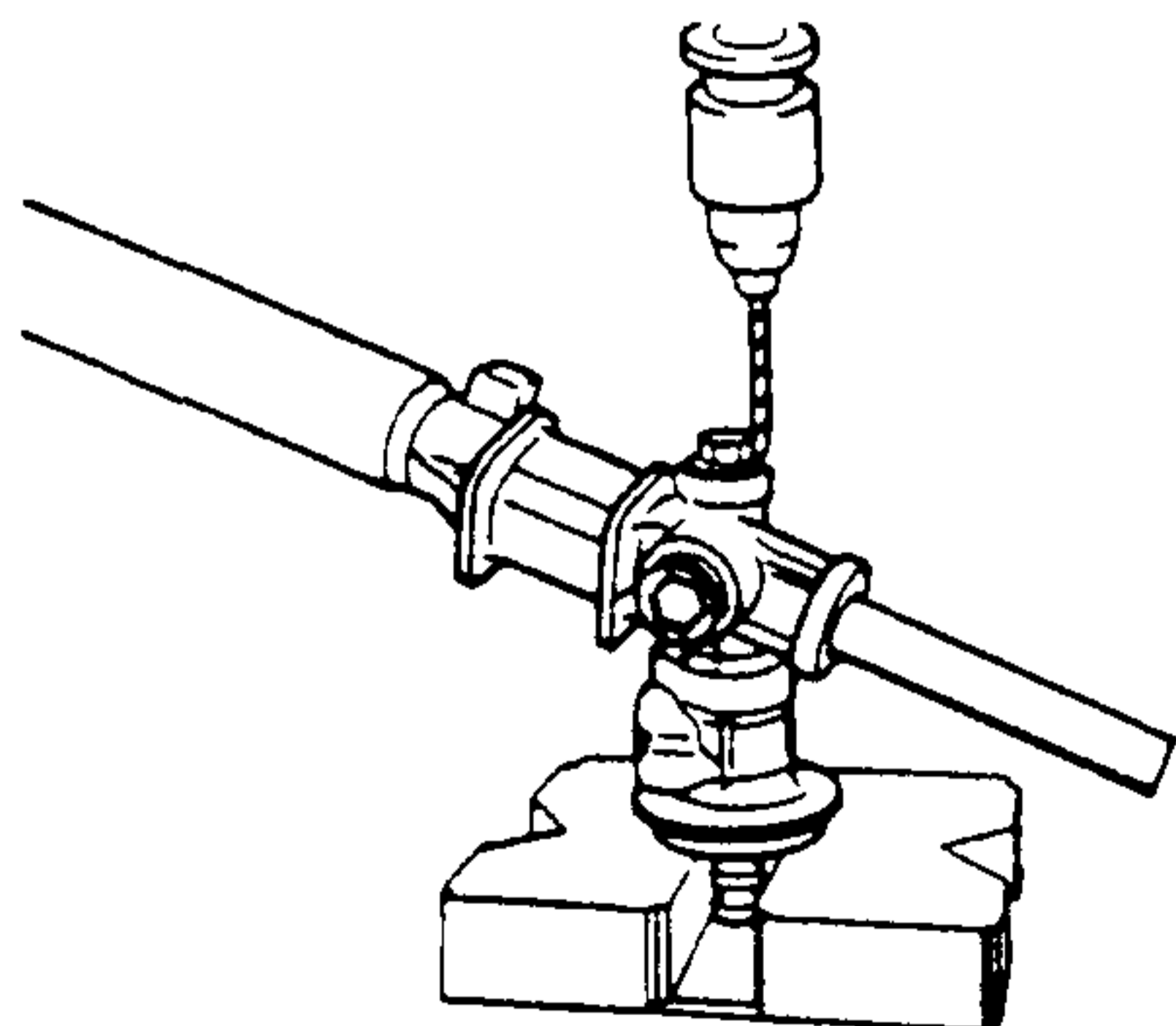
### Snap Ring Disassembly Note

- Disassemble the snap ring by using snap-ring pliers.



### Housing Cover Disassembly Note

- Drill away the staked areas.
- Disassemble the housing cover.



### Pinion Shaft component Disassembly Note

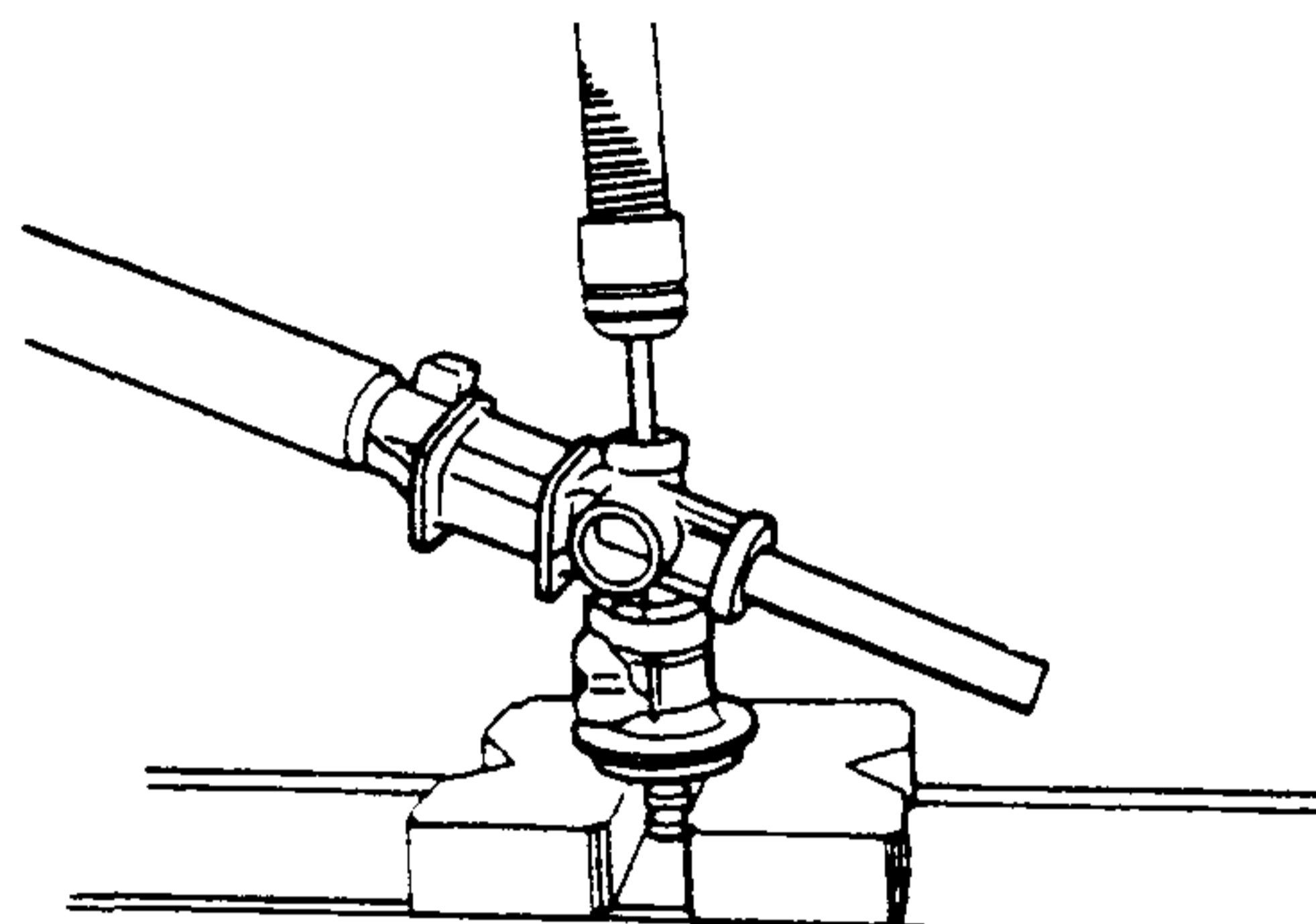
#### Caution

- Do not damage the gear housing by the rack teeth.

#### Note

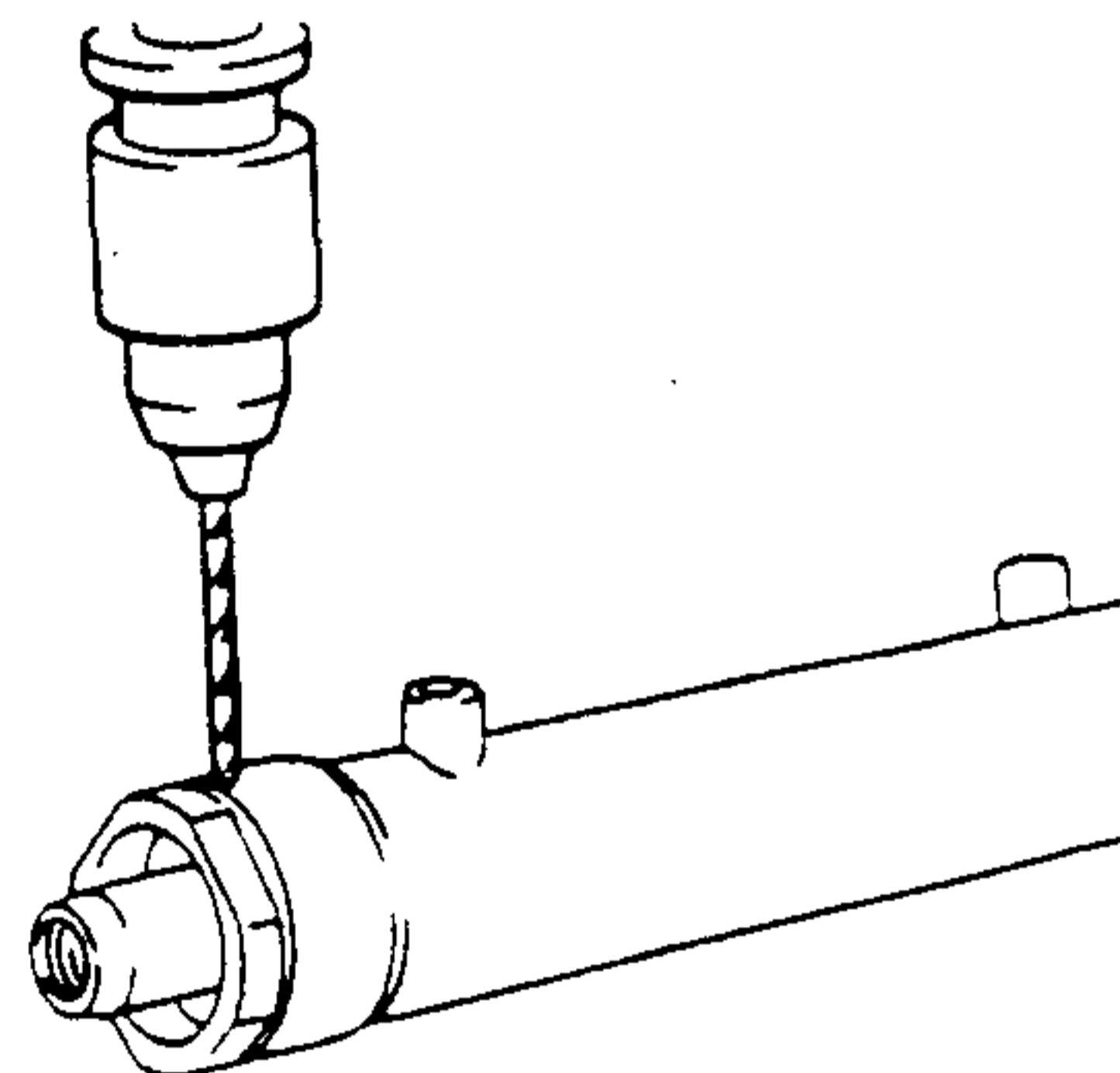
- Install the tie-rod so that the rack does not move.

- Disassemble the locknut.
- Set the gear housing component on a press and disassemble the pinion shaft component as shown in the figure.



### Rack Bushing Disassembly Note

- Drill away the staked areas.
- Disassemble the rack bushing.

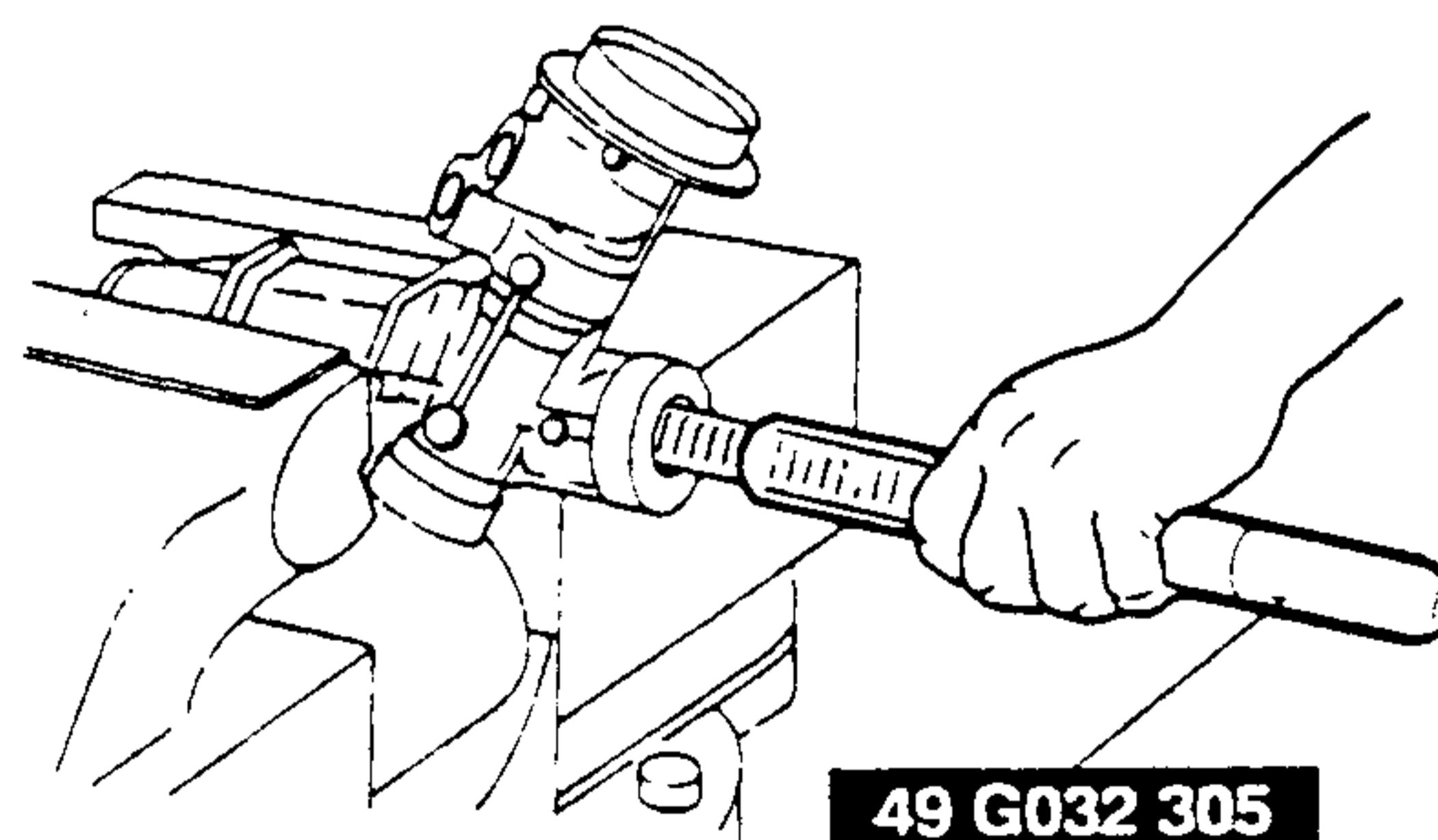


### Steering Rack, Oil Seal Disassembly Note

#### Caution

- If the rack is disassembled without using the SST, there is the possibility that the rack housing may be damaged by the rack teeth.

- Slide the SST over the steering rack from the gear housing side.



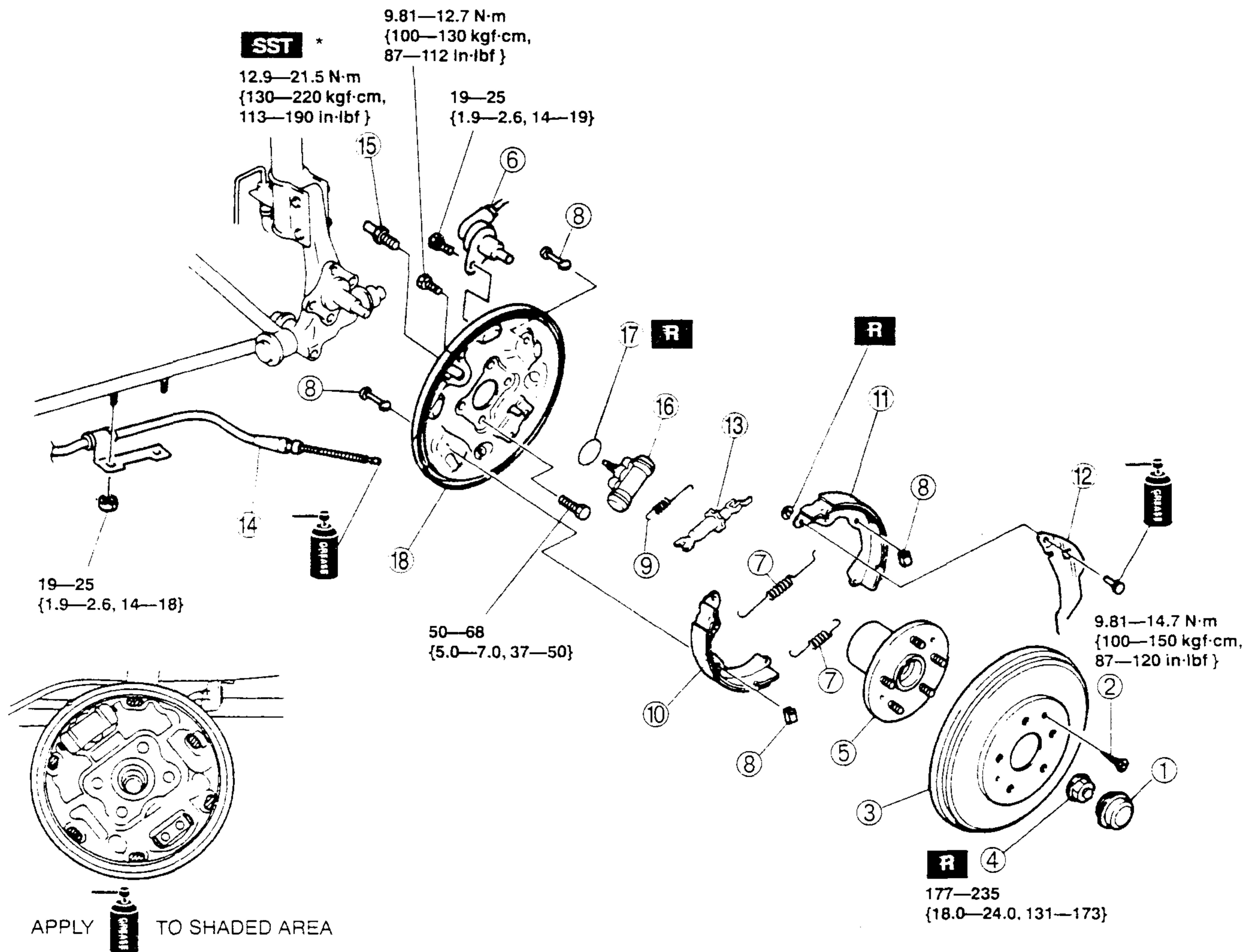
49 G032 305

- Screw the SST into the rack at the tube side.
- Disassemble the oil seal at the tube side by using the SST to pull out the rack.

# CONVENTIONAL BRAKE SYSTEM

## REAR BRAKE (DRUM) REMOVAL/INSTALLATION

1. Remove in the order indicated in the table.
2. Install in the reverse order of removal.
3. After installation, do the followings.
  - (1) Depress the brake pedal a few times. Then verify that the brakes do not drag.
  - (2) Check the pedal-to-floor clearance.
  - (3) Check the parking brake lever stroke.



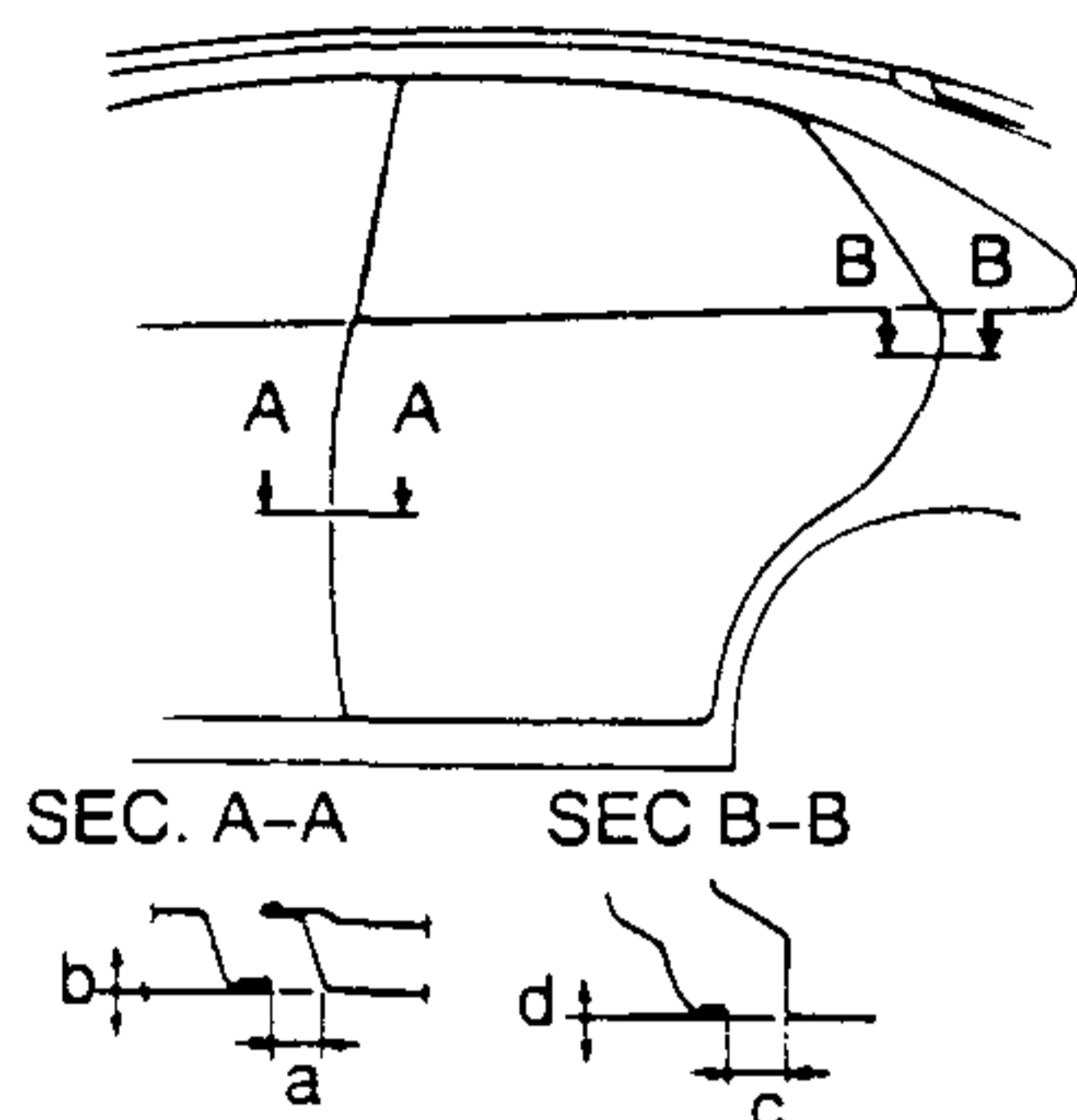
\* 49 0259 770B

N·m { kgf·m , ft·lbf }

|   |  |
|---|--|
| 1 | Hub cap  |
| 2 | Screw  |
| 3 | Brake drum<br><small>☞ Removal Note</small><br><small>☞ Installation Note</small>  |
| 4 | Locknut<br><small>☞ Section M, WHEEL HUB, STEERING KNUCLE REMOVAL/INSTALLATION, LOCKNUT Removal Note</small><br><small>☞ Section M, WHEEL HUB, STEERING KNUCLE REMOVAL/INSTALLATION, LOCKNUT Installation Note</small> |
| 5 | Wheel hub  |
| 6 | ABS wheel-speed sensor (if equipped)   |

|    |                          |
|----|--------------------------|
| 7  | Return spring            |
| 8  | Hold pin and hold spring |
| 9  | Anti-rattle spring       |
| 10 | Leading shoe             |
| 11 | Trailing lever           |
| 12 | Operating lever          |
| 13 | Adjuster                 |
| 14 | Parking brake cable      |
| 15 | Brake pipe               |
| 16 | Wheel cylinder           |
| 17 | O-ring                   |
| 18 | Backing plate            |

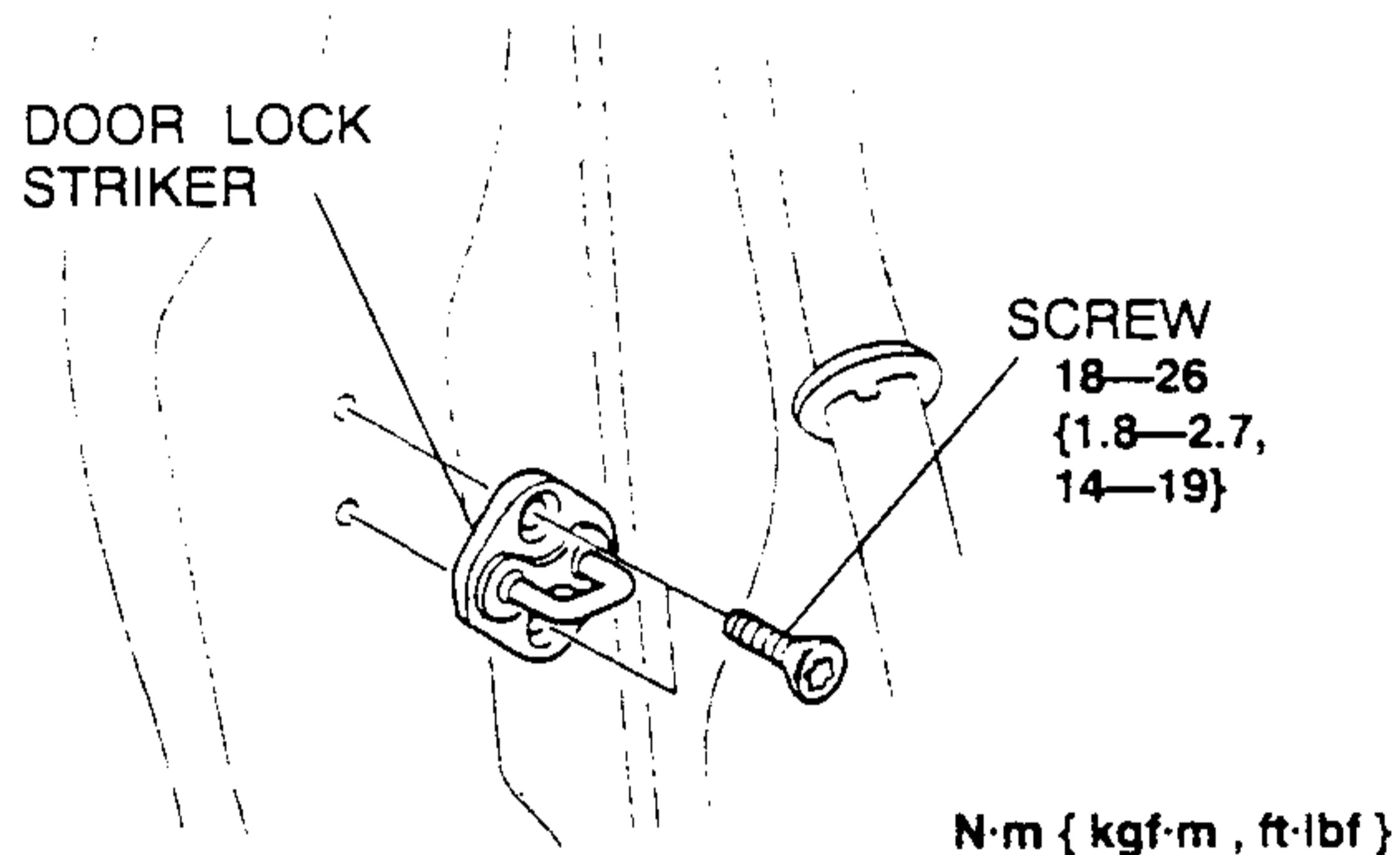
# DOOR



3. Hand tighten the door lock striker.
4. If not as specified, loosen the door hinge installation bolts and door lock striker installation screws, and reposition the door.
5. Tighten the bolts and the screws.
6. Adjust the door lock striker. (Refer to DOOR LOCK STRIKER ADJUSTMENT.)

## DOOR LOCK STRIKER REMOVAL/INSTALLATION

1. Remove the screws.
2. Remove the door lock striker.



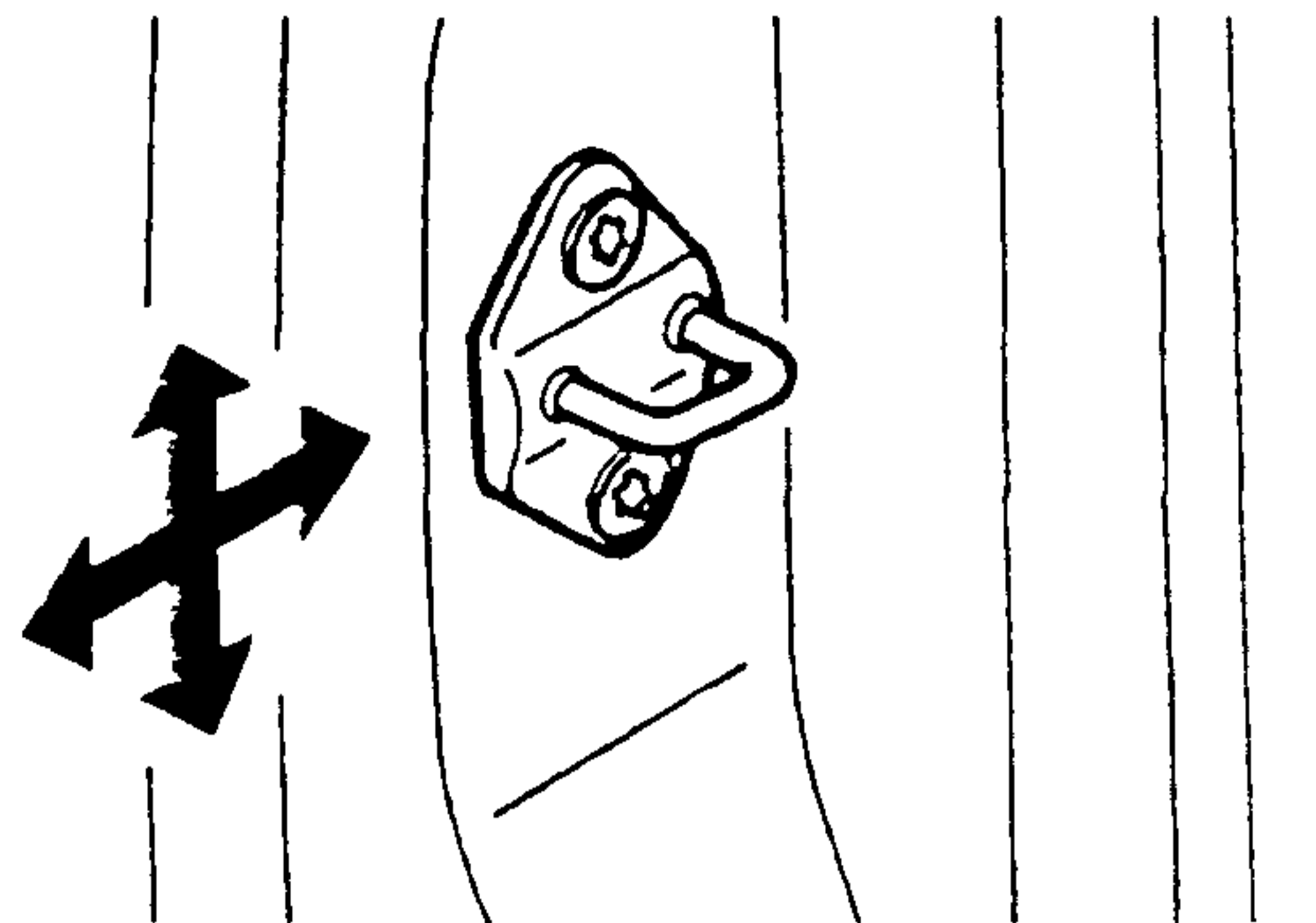
3. Install in the reverse order of removal.
4. Adjust the door lock striker. (Refer to DOOR LOCK STRIKER ADJUSTMENT.)

## DOOR LOCK STRIKER ADJUSTMENT

### Warning

- Adjusting the front door lock striker could give the side air bag sensor shocks and can accidentally deploy the side air bag module, which may seriously injure you. Disconnect the negative battery cable before adjusting the front door lock striker.

1. Disconnect the negative battery cable. (If adjust the front door lock striker.)
2. Verify that the door can be closed easily and that there is no looseness.
3. If not correct, loosen the striker mounting screws and move the striker horizontally or vertically to adjust it.



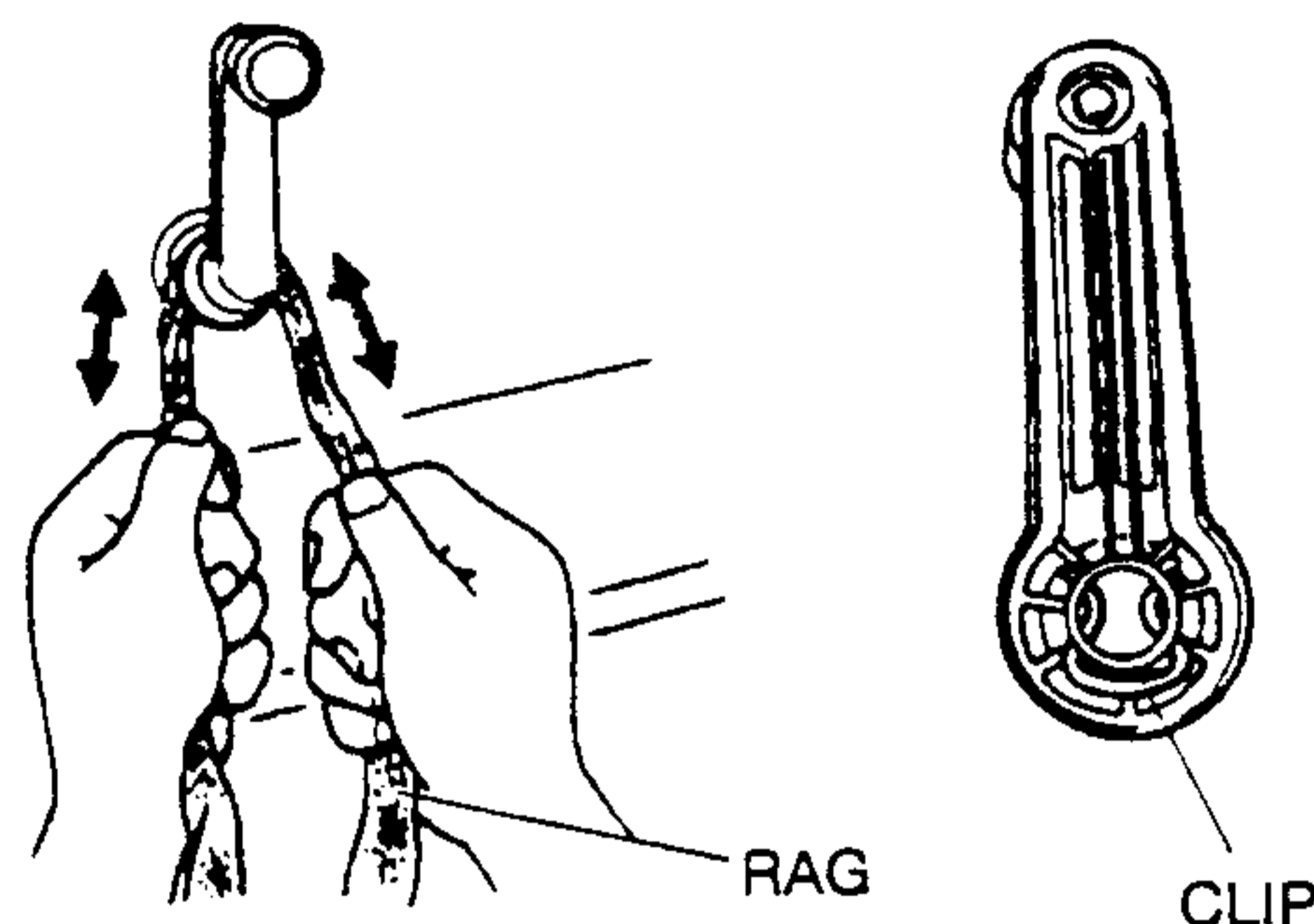
4. Tighten the striker mounting screws.

### Tightening torque

18—26 N·m {1.8—2.7 kgf·m , 14—19 ft·lbf }

## REGULATOR HANDLE REMOVAL

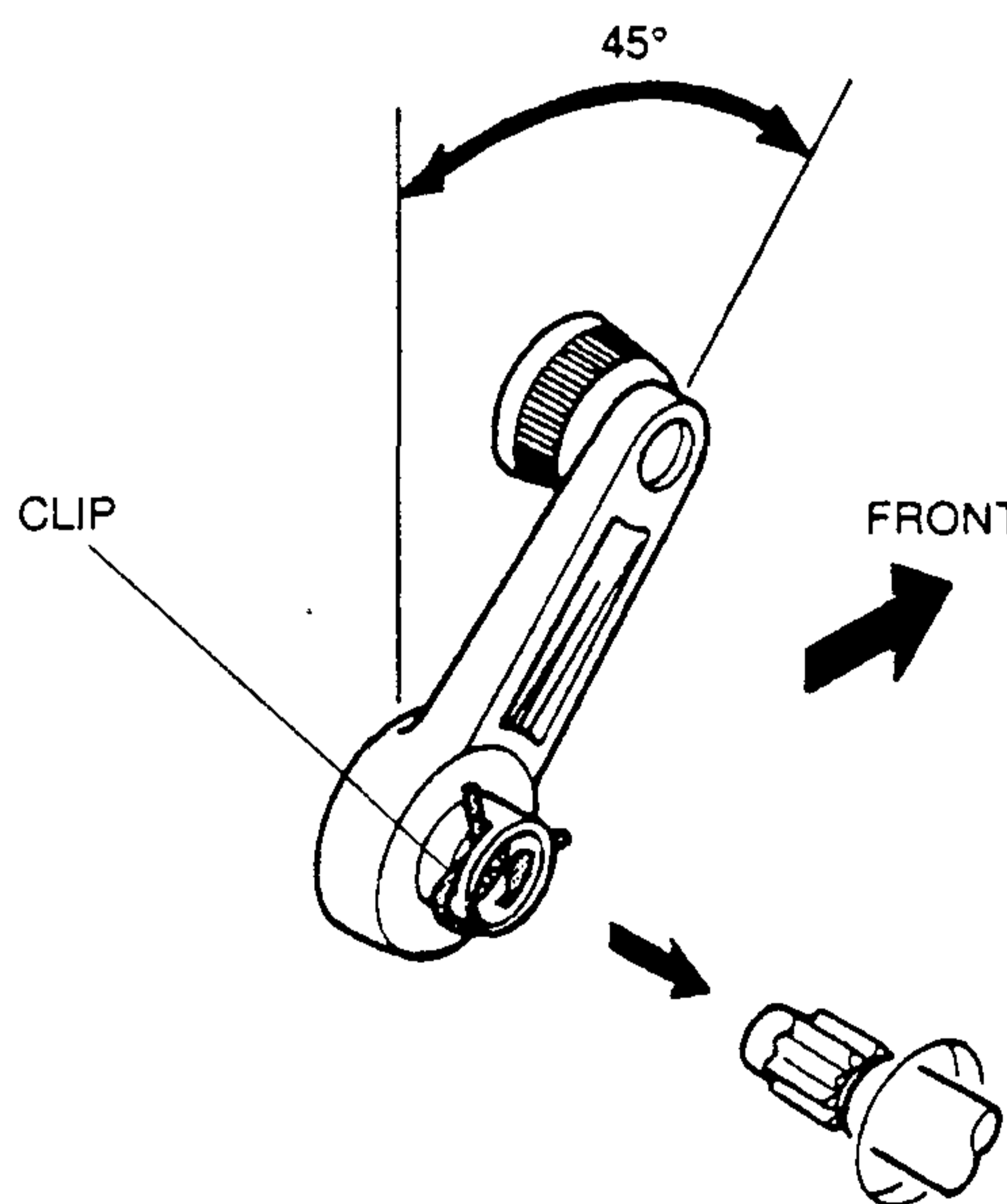
1. Remove the regulator handle clip by using a rag as shown.



2. Remove the regulator handle.

## REGULATOR HANDLE INSTALLATION

1. Install the clip in the regulator handle.
2. Set the door glass at the fully-raised position and push the regulator handle on as shown.



# WINDOW GLASS

## Hardening time of sealant

| Temperature   | Surface hardening time | Time required until car can be put into service |
|---------------|------------------------|---|
| 5 °C {41 °F}  | Approx. 1.5 h          | Approx. 12 h                                    |
| 20 °C {68 °F} | Approx. 1 h            | Approx. 4 h                                     |
| 35 °C {95 °F} | Approx. 10 min         | Approx. 2 h                                     |

7. Check for water leaks. If a leak is found, wipe the water off well and repeat the installation.
8. Install the C-pillar trim. (Refer to TRIM, C-PILLAR TRIM REMOVAL/INSTALLATION, 5HB.)

## REAR WINDOW GLASS REMOVAL

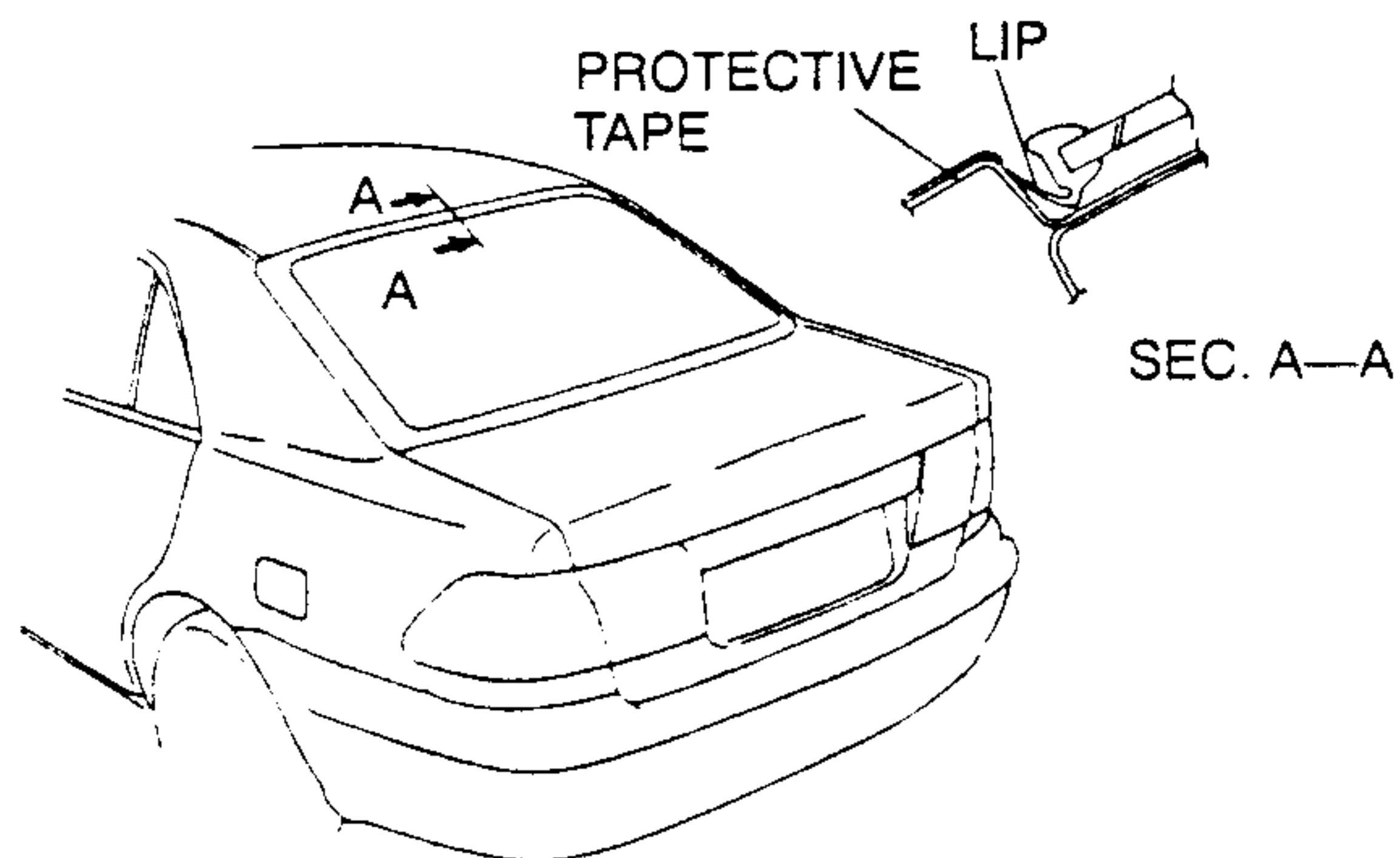
### Sedan

1. Disconnect the negative battery cable.
2. Remove the C-pillar trim. (Refer to TRIM, C-PILLAR TRIM REMOVAL/INSTALLATION, Sedan.)
3. Remove the rear package trim. (Refer to TRIM, REAR PACKAGE TRIM REMOVAL/INSTALLATION, Sedan.)
4. Apply protective tape along the edge of the headliner to protect it from damage.
5. Apply protective tape along the edge of body to protect it from damage.

### Note

- The rear window molding is a replacement part.

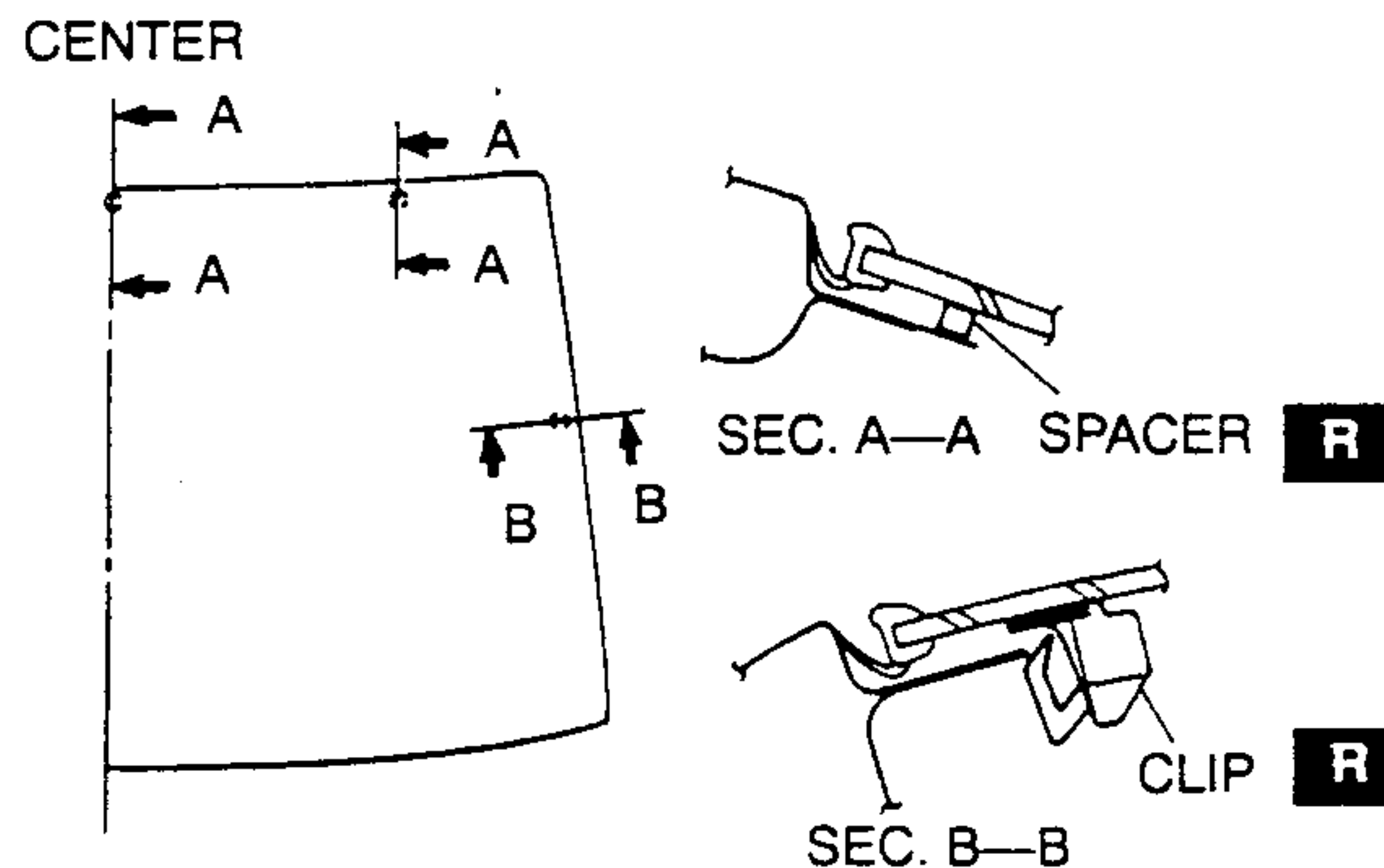
6. Remove the lip of the rear window molding by using a razor knife.



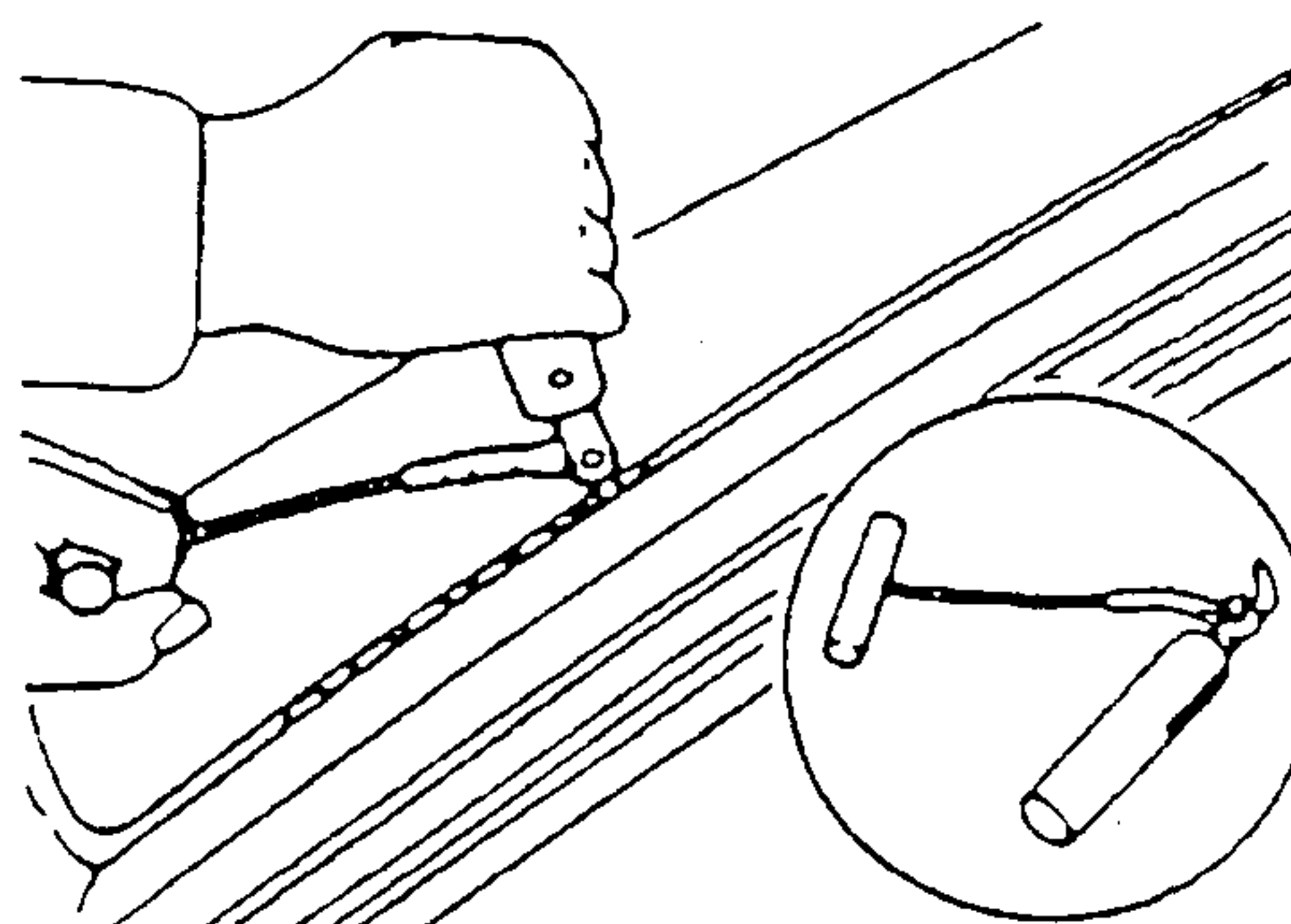
### Not reusing rear window glass

### Note

- For the areas of the sealant that are difficult to cut, use a piano wire and follow the procedures under "Reusing rear window glass".
- There are clips and spacers installed in the areas indicated in the figure.



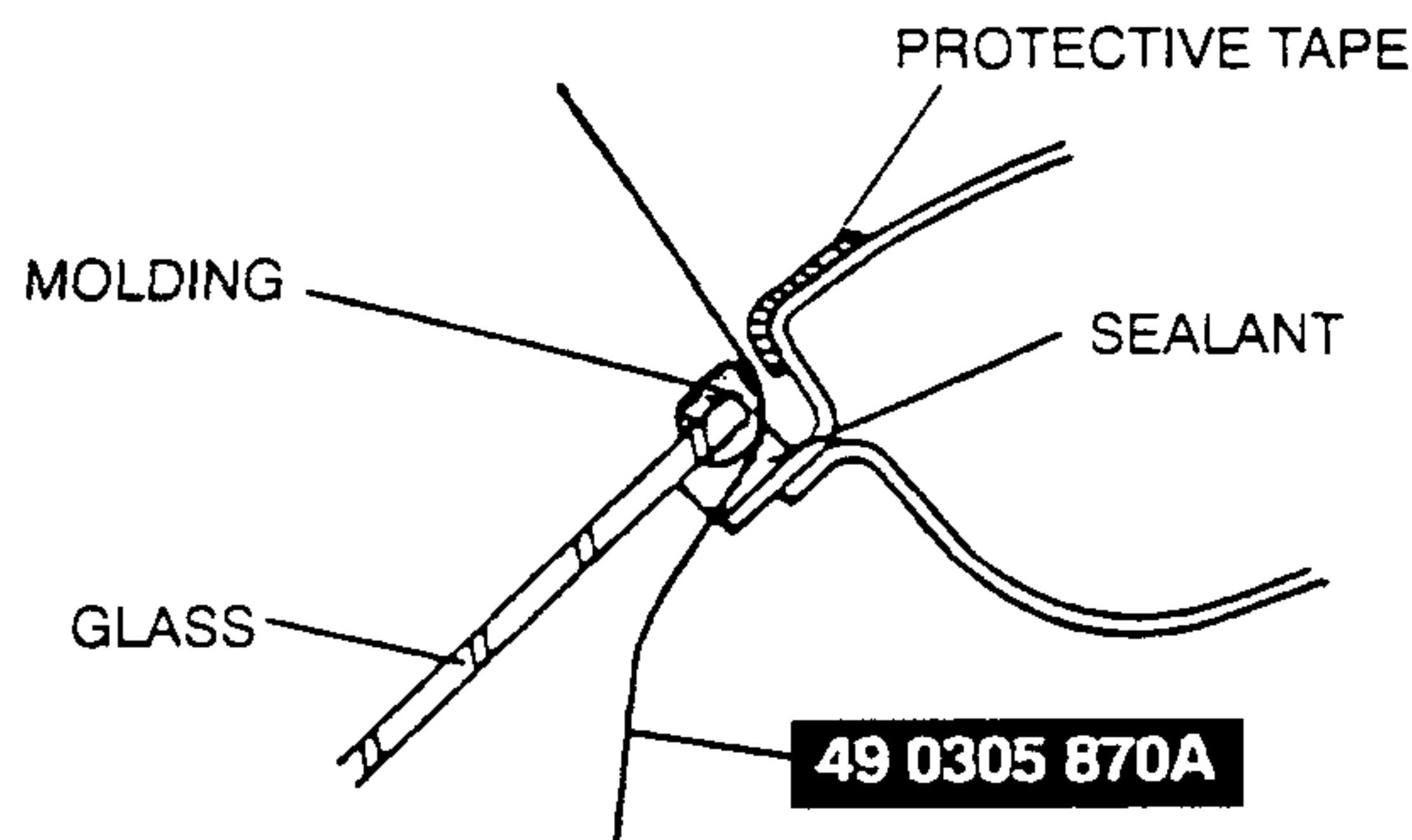
7. Use a tool like that shown in the figure, and insert the blade into the sealant.
8. Pull through the sealant around the edge of the glass.



9. Remove the glass.

### Reusing rear window glass

7. Make a hole through the sealant from the inside of the vehicle by using an awl.
8. Pass the SST (piano wire) through the hole.



9. Wind each end of the wire around a bar.

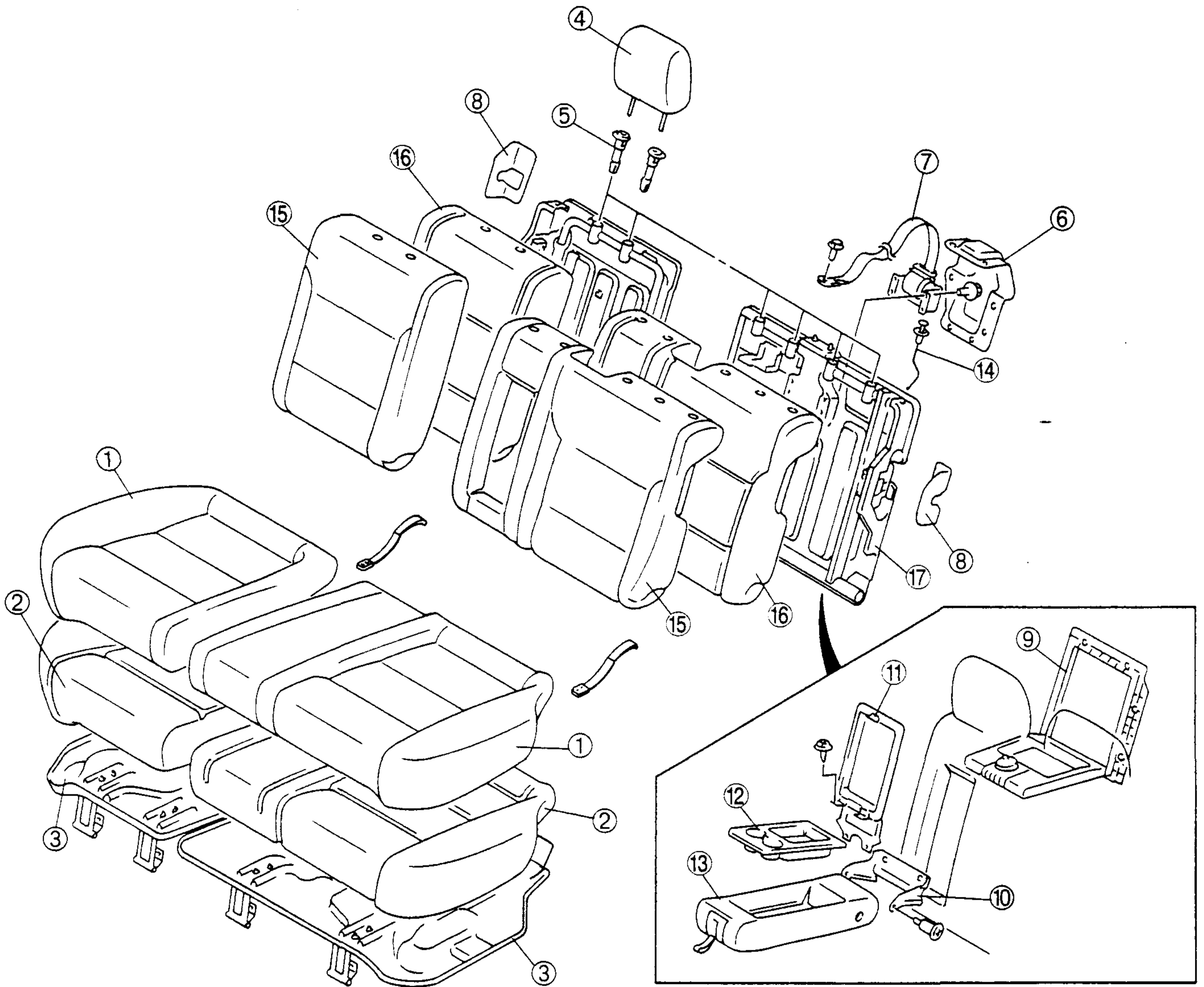
### Note

- Use the entire length of piano wire to prevent it from breaking when cutting through the sealant.

10. Working with another person, saw through the sealant around the edge of the glass, being careful to not damage the vehicle body.

# SEAT

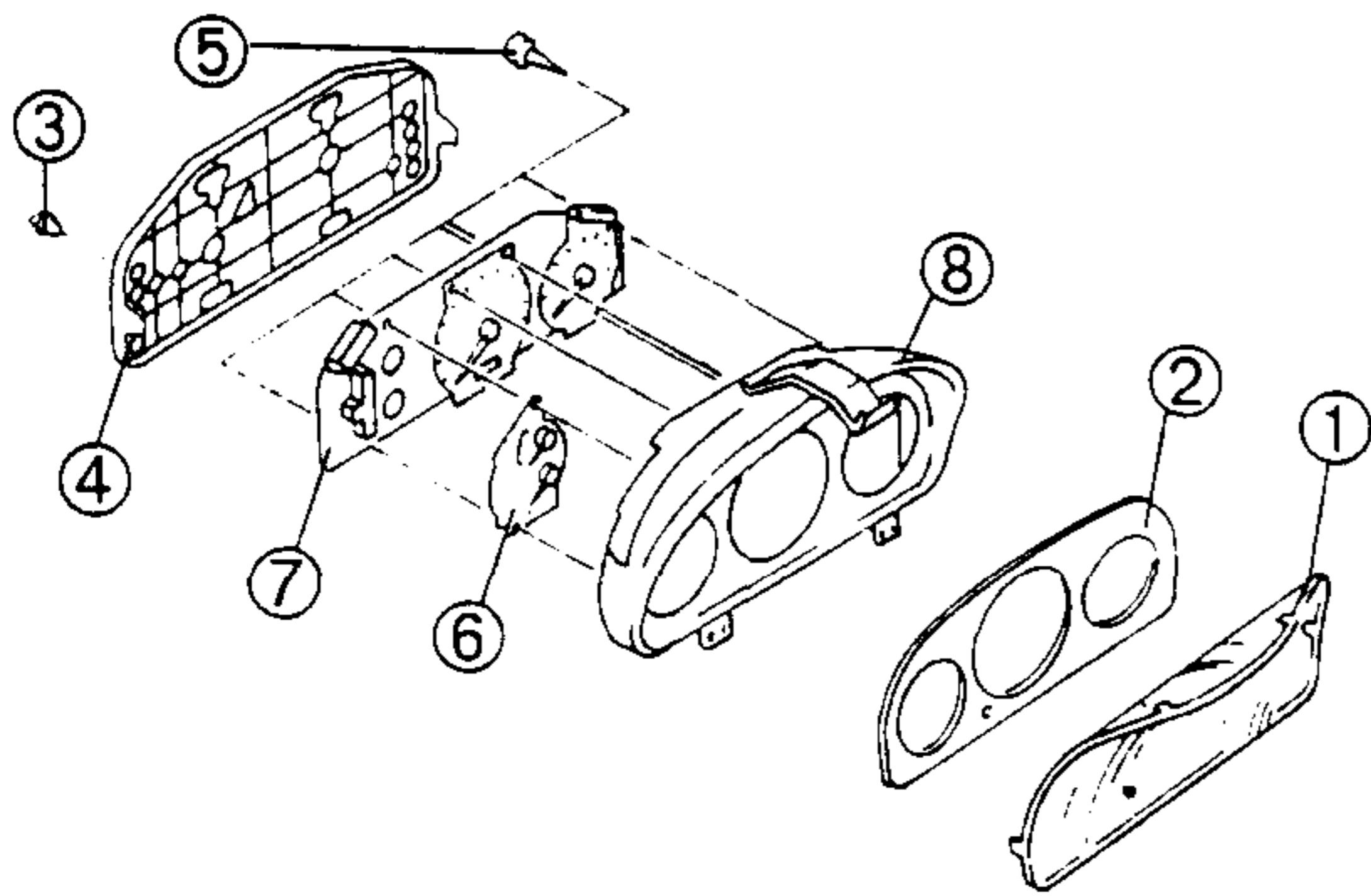
5HB



|   |                             |
|---|-----------------------------|
| 1 | Seat cushion trim           |
| 2 | Seat cushion pad            |
| 3 | Seat cushion frame          |
| 4 | Headrest                    |
| 5 | Pole guide                  |
| 6 | Rear center seat belt cover |
| 7 | Rear center seat belt       |
| 8 | Catch cover                 |
| 9 | Armrest through             |

|    |                 |
|----|-----------------|
| 10 | Armrest bracket |
| 11 | Lid cover       |
| 12 | Armrest box     |
| 13 | Armrest         |
| 14 | Knob            |
| 15 | Seat back trim  |
| 16 | Seat back pad   |
| 17 | Seat back frame |

## WARNING AND INDICATOR SYSTEM



|   |                                   |
|---|-----------------------------------|
| 1 | Lens                              |
| 2 | Plate                             |
| 3 | Bulb                              |
| 4 | Cover                             |
| 5 | Screw                             |
| 6 | Fuel and water temperature gauges |
| 7 | Speedometer and tachometer        |
| 8 | Case                              |

### INSTRUMENT CLUSTER INSPECTION

#### Speedometer

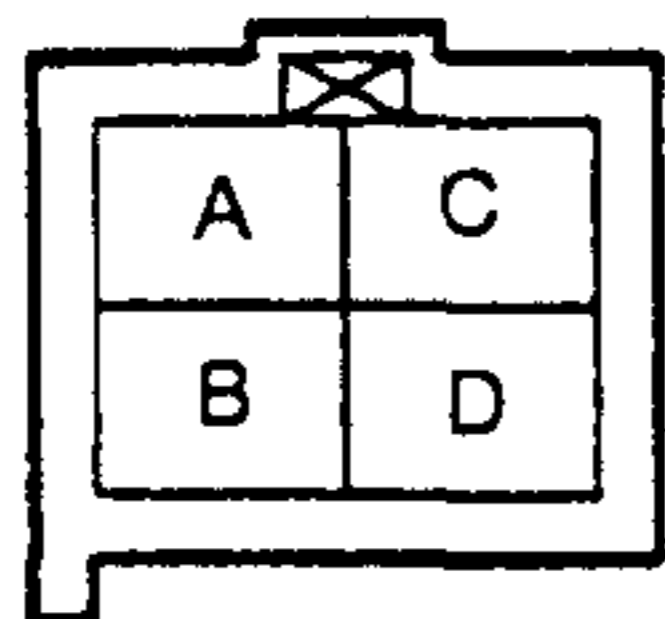
- Inspect the speedometer by setting it in the input/output check mode. (Refer to INSTRUMENT CLUSTER INPUT/OUTPUT CHECK MODE, Inspection of Diagnosis Trouble Code, DTC 12.)

#### Tachometer

- Inspect the tachometer by setting it in the input/output check mode. (Refer to INSTRUMENT CLUSTER INPUT/OUTPUT CHECK MODE, Inspection of Diagnosis Trouble Code, DTC 13.)

#### Fuel Gauge

- Remove the rear seat cushion.
- Turn over the front floor covering.
- Disconnect the fuel pump connector.
- Turn the ignition switch to ON and wait for more than **10 minutes** until the needle stops moving.
- Verify that the needle indicates E.
- Ground terminal D of the fuel gauge sender unit connector and wait for more than **10 minutes** until the needle stops moving.



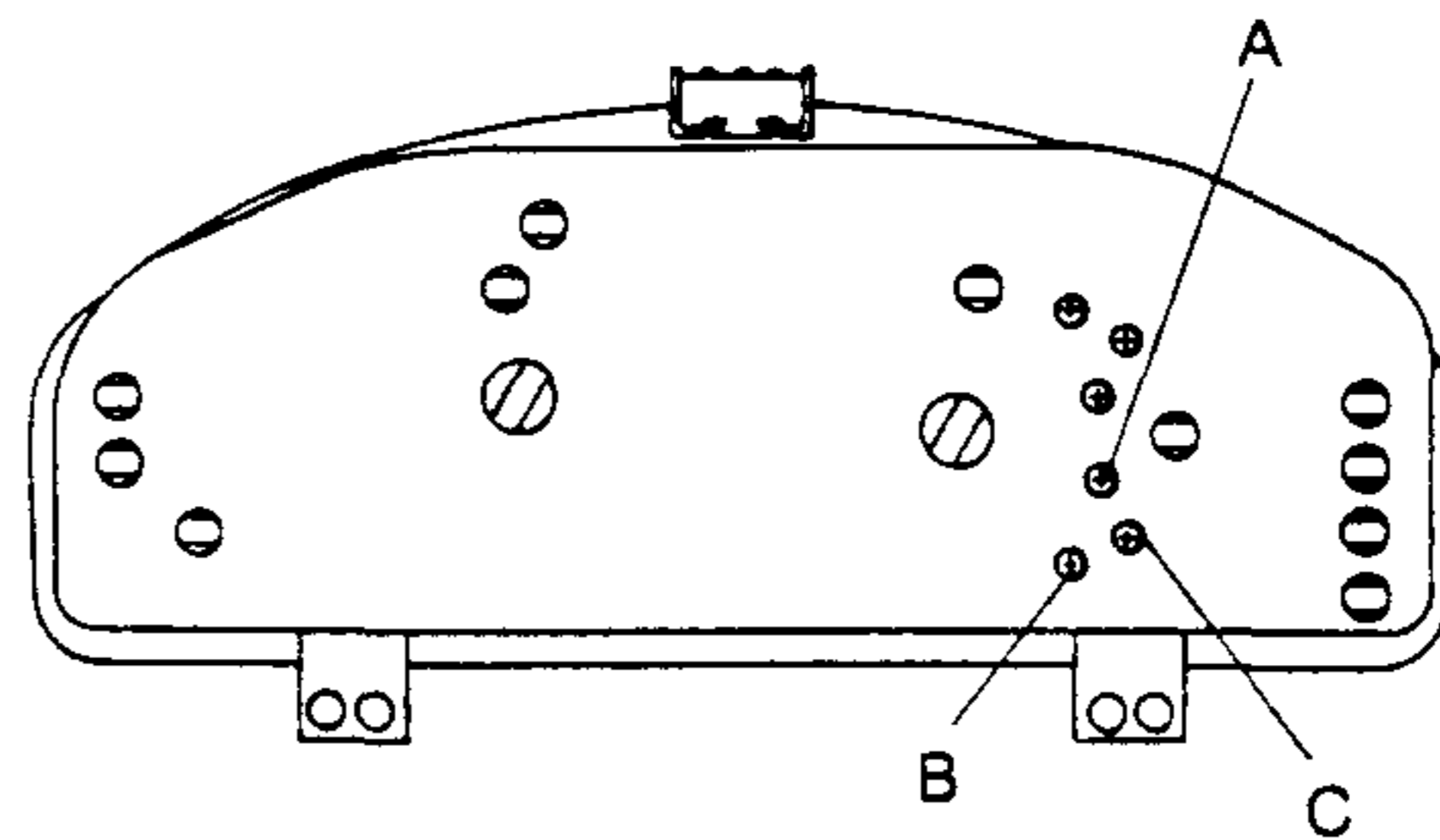
- Verify that the needle indicates F.
- If the needle of the fuel gauge does not move or if it moves irregularly, remove the instrument cluster. (Refer to INSTRUMENT CLUSTER REMOVAL/INSTALLATION.)

- Measure the resistance between the fuel gauge terminals by using an ohmmeter.

○—Ω—○ : Resistance

| Step | Terminal |       |       |                |
|------|----------|-------|-------|----------------|
|      | A        | B     | C     |                |
| 1    | ○—Ω—○    |       |       | R <sub>1</sub> |
| 2    |          | ○—Ω—○ |       | R <sub>2</sub> |
| 3    | ○—Ω—○    |       | ○—Ω—○ | R <sub>3</sub> |

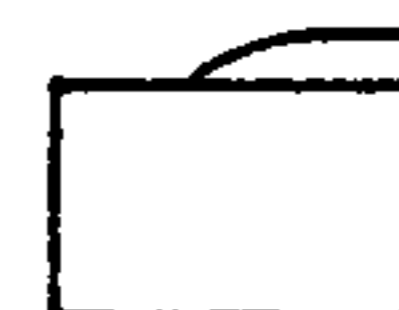
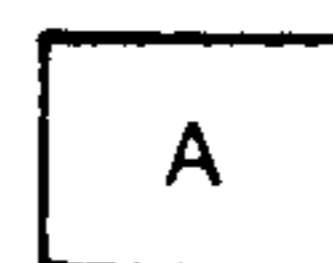
R<sub>1</sub>: 24—31 Ω R<sub>2</sub>: 81—100 Ω R<sub>3</sub>: 90—110 Ω



- If not as specified, replace the fuel and water temperature gauges. (Refer to INSTRUMENT CLUSTER DISASSEMBLY/ASSEMBLY.)

#### Water Temperature Gauge

- Disconnect the water temperature sender unit connector.
- Verify that the needle indicates C when the ignition switch is turned to ON.
- Verify that the needle indicates H when terminal A on the water temperature sender unit connector is grounded.



- If the needle of the water temperature gauge does not move or if it moves irregularly, remove the instrument cluster. (Refer to INSTRUMENT CLUSTER REMOVAL/INSTALLATION.)
- Measure the resistance between the water temperature gauge terminals by using an ohmmeter.

○—Ω—○ : Resistance

| Step | Terminal |       |       |                |
|------|----------|-------|-------|----------------|
|      | A        | B     | C     |                |
| 1    | ○—Ω—○    |       |       | R <sub>1</sub> |
| 2    |          | ○—Ω—○ |       | R <sub>2</sub> |
| 3    | ○—Ω—○    |       | ○—Ω—○ | R <sub>3</sub> |

R<sub>1</sub>: 46—57 Ω R<sub>2</sub>: 142—177 Ω R<sub>3</sub>: 96—120 Ω

## ON-BOARD DIAGNOSTIC FUNCTION

**Output device operation check table**

| Step | Operating device  | Operating conditions |   |   |    |    |    |    | Monitor*1 | Other device conditions  |
|------|---|----------------------|---|---|----|----|----|----|-----------|--|
|      |   | START                | 4 | 8 | 12 | 16 | 20 | 24 |           |  |
| 1    | Blower motor speed  |                      |   |   |    |    |    |    | 1         | <ul style="list-style-type: none"> <li>• Air mix actuator operation . . . 50 %</li> <li>• Airflow mode actuator operation . . . . . VENT</li> <li>• Air intake actuator operation . . . . . FRESH</li> <li>• A/C compressor operation . . . . . ON</li> <li>• Condenser fan operation . . . . . ON</li> <li>• A/C compressor idle-up operation . . . . . ON</li> </ul> |
| 2    | Air mix actuator operation  |                      |   |   |    |    |    |    | 21.0      | <ul style="list-style-type: none"> <li>• Blower motor speed . . . . . 2nd</li> <li>• Airflow mode actuator operation . . . . . VENT</li> <li>• Air intake actuator operation . . . . . FRESH</li> <li>• A/C compressor operation . . . . . ON</li> <li>• Condenser fan operation . . . . . ON</li> <li>• A/C compressor idle-up operation . . . . . ON</li> </ul>      |
|      |   |                      |   |   |    |    |    |    | 20.5      |  |
|      |   |                      |   |   |    |    |    |    | 20.0      |  |
| 3    | Airflow mode actuator operation   |                      |   |   |    |    |    |    | 3         | <ul style="list-style-type: none"> <li>• Blower motor speed . . . . . 2nd</li> <li>• Air mix actuator operation . . . 50%</li> <li>• Air intake actuator operation . . . . . FRESH</li> <li>• A/C compressor operation . . . . . ON</li> <li>• Condenser fan operation . . . . . ON</li> <li>• A/C compressor idle-up operation . . . . . ON</li> </ul>                |
| 4    | Air intake actuator operation   |                      |   |   |    |    |    |    | 4         | <ul style="list-style-type: none"> <li>• Blower motor speed . . . . . 2nd</li> <li>• Air mix actuator operation . . . . . 0%</li> <li>• Airflow mode actuator operation . . . . . VENT</li> </ul>  |
|      | A/C compressor operation<br>A/C compressor idle-up operation<br>Condenser fan operation |                      |   |   |    |    |    |    |           |  |

\*1: Shown on the heater control unit display according to the step.