

General Information

Safety Instructions

Jacking

Caution: *It is best to use the lift when working under the vehicle. Be sure to hold the wheels with chocks and apply parking brake.*

Always use the recommended jacking points.

Always ensure that any lifting apparatus has sufficient load capacity for the weight to be lifted.

Ensure the vehicle is standing on level ground prior to lifting or jacking.

Apply the parking brake and chock the wheels.

Warning: *Do not work on or under a vehicle supported only by a jack. Always support the vehicle on safety stands.*

Do not leave tools, lifting equipment, spilt oil, etc. around or on the work bench area. Always keep a clean and tidy work area.

Brake Shoes and Pads

Always fit the correct grade and specification of brake linings. When renewing brake pads and brake shoes, always replace as complete axle sets.

Brake Hydraulics

Observe the following recommendations when working on the brake system:

- Ensure that hoses run in a natural curve and are not kinked or twisted.
- Fit brake pipes securely in their retaining clips and ensure that the pipe cannot contact a potential chafing point.
- Containers used for brake fluid must be kept absolutely clean.
- Do not store brake fluid in an unsealed container; it will absorb moisture and lower the boiling point. This condition would be dangerous.
- Do not allow brake fluid to be contaminated with mineral oil, or put new brake fluid in a container which has previously contained mineral oil.
- Do not re-use brake fluid removed from the system.
- Always use clean brake fluid or a recommended alternative to clean hydraulic components.
- After disconnection of brake pipes and hoses, immediately fit suitable blanking caps or plugs to prevent the ingress of dirt.
- Only use the correct brake fittings with compatible threads.
- Observe absolute cleanliness when working with hydraulic components.

Cooling System Caps and Plugs

To avoid the possibility of scalding, remove expansion tank caps, coolant drainplugs or bleed screws with great care when the power system is hot, especially if it has been overheated. Where possible, allow the power system to cool before attempting removal.

Screw Threads

General

Metric threads to ISO standards are used.

Damaged nuts, bolts and screws must always be discarded. Cleaning damaged threads with a die or tap impairs the strength and fit of the threads and is not recommended.

Always ensure that replacement bolts are at least equal in strength to those replaced.

Castellated nuts must not be loosened to accept a split-pin, except in recommended cases when this forms part of an adjustment.

Do not allow oil or grease to enter blind threaded holes. The hydraulic action on screwing in the bolt or stud could split the housing.

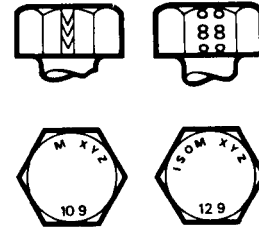
Always tighten a nut or bolt to the recommended torque figure. Damaged or corroded threads can affect the torque reading.

To check or re-tighten a bolt or screw to a specified torque figure, first loosen a quarter of a turn, then re-tighten to the correct torque figure.

Oil thread lightly before tightening to ensure a free running thread, except in the case of threads treated with sealant/lubricant, and selflocking nuts.

Fasteners Identification

Bolt Identification

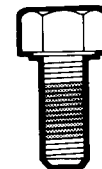


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An ISO metric bolt or screw made of steel and larger than 6 mm in diameter can be identified by either of the symbols ISO M or M embossed or indented on top of the bolt head.

In addition to marks identifying the manufacturer, the top of the bolt head is also marked with symbols indicating the strength grade, e.g. 8.8; 10.9; 12.9; 14.9. As an alternative, some bolts and screws have the M and strength grade symbol stamped on the flats of the hexagon.

Encapsulated Bolts and Screws



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Encapsulated bolts and screws have a microencapsulated locking agent pre-applied to the thread. They are identified by a coloured section which extends 360° around the thread. The locking agent is released and activated by the assembly process and is then chemically cured to provide the locking action.

Unless a specific repair procedure states otherwise, encapsulated bolts may be reused providing the threads are undamaged and the following procedure is adopted:

- Remove loose adhesive from the bolt and housing threads.
- Ensure threads are clean and free of oil and grease.
- Apply an approved locking agent.

Camshaft Phase Adjustment Actuator

Remove

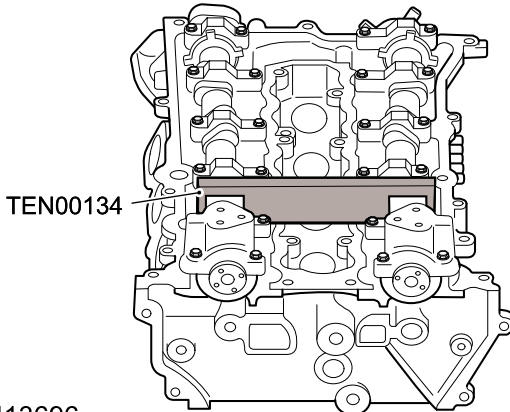
1. Disconnect the negative battery cable.
2. Drain the engine oil.

Engine Oil Drain

3. Remove the timing chain.

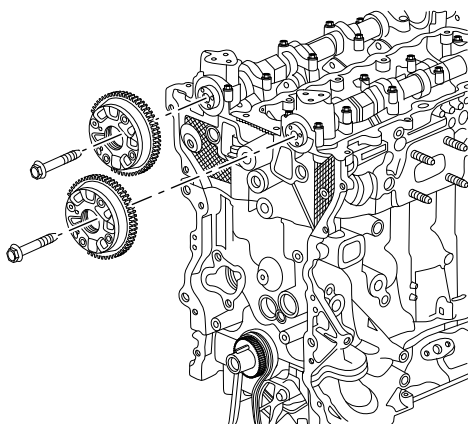
Timing Chain Remove

4. Lock the intake/exhaust camshaft with the special tool **TEN00134**.



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5. Remove 1 bolt fixing the intake camshaft phase adjustment actuator to the camshaft, and remove the intake camshaft phase adjustment actuator, discard the bolts.
6. Remove 1 bolt fixing the exhaust camshaft phase adjustment actuator to the camshaft, and remove the exhaust camshaft phase adjustment actuator, discard the bolts.



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Refit

1. Fix the exhaust camshaft phase adjustment actuator to the camshaft, fit 1 bolt, tighten it to **20Nm+90°**, and check the torque.
2. Fix the intake camshaft phase adjustment actuator to the camshaft, fit 1 bolt, tighten it to **20Nm+90°**, and check the torque.
3. Fit the timing chain.

Timing Chain Refit

4. Refill the engine oil.

Engine Oil Refill

5. Connect the negative battery cable.
6. Place the ignition switch in "ON" position, and perform "Engine Module Reset Self-learning Value" with **VDS/SIPS**.

Note: Some project perform this procedure in **SIPS**.

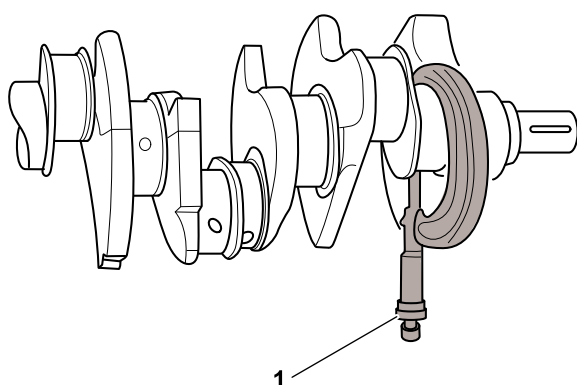
7. Wait for 2-5 seconds, turn off the ignition switch, then restart the vehicle.

- Bearing clearance can be calculated by measurements based on Method A.
- The bearing clearance is directly obtained by Method B, but no information on bearing runout will be given.

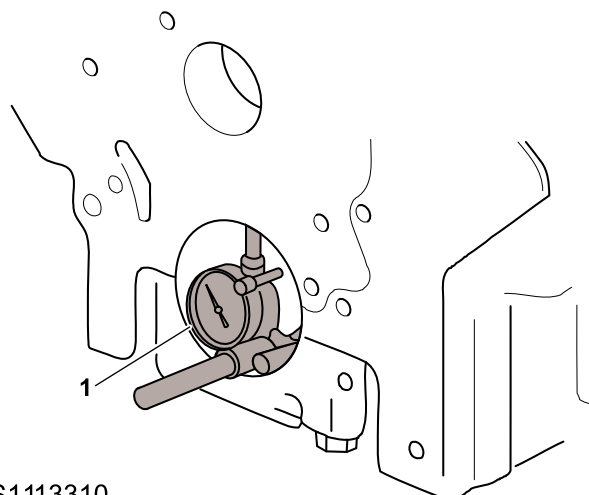
Method A

Tip: DO NOT mix inserts of different nominal size in the same bearing bore.

1. With an angle of 90° , measure the diameter of the crankshaft main journal from more than one point with a micrometer (1), and calculate the average of measured values.
2. Measure the taper and runout of the crankshaft main journal.
3. Fit the bearing and the lower crankcase, and tighten the bearing cap bolt to the specified torque value.
4. With an angle of 90° , measure the inner diameter (ID) of the bearing from several points and average the measured values.
5. Determine the clearance by deducting the measured journal value from the measured bearing inner diameter.
6. Compare the clearance value with the standard value to determine whether the clearance is within the specified range. For detailed parameters, refer to Principle and Functions Manual, "Engine Mechanical System - 1.5T - Parameters".
7. If it is out of the specified range, select another bearing.
8. Measure the inner diameter of the connecting rod along the length of the connecting rod in the same direction with an ID micrometer.



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Method B

1. Clean the used bearing.
2. Fit the used bearing.
3. Locate the plastic clearance gauge across the entire width of the bearing.
4. Fit the bearing cap.
5. Fit the bearing cap bolt to the specified value.

Caution: Before connecting the bolt, use copper, lead or leather hammers to knock the crankshaft bearing cover into the cylinder hole, avoiding the damage to the cylinder block or crankshaft bearing cover. Never use the connection bolt to pull the crankshaft bearing cover into the seat. Otherwise, the cylinder block or bearing cover may be damaged.

6. Remove the bearing cap to release the plastic clearance gauge from its original position. Whether the plastic of the gauge is stuck to the journal or bearing cap is not the key point.

DO NOT rotate the crankshaft.

7. According to the scale mark (1) printed on the plastic clearance gauge component, measure the widest point of the plastic clearance gauge.
8. Remove the plastic clearance gauge.

Service Procedures

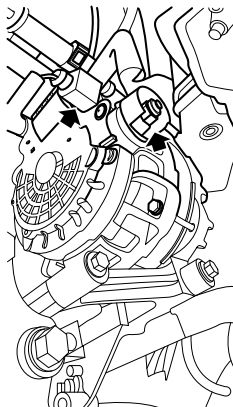
Alternator

Remove

1. Disconnect the battery negative.
2. Remove the auxiliary drive belt.

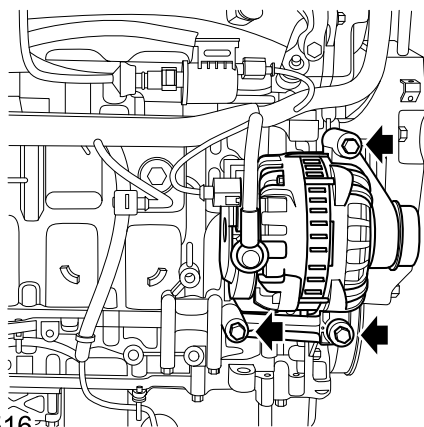
 Auxiliary Drive Belt Remove

3. Disconnect the alternator harness connector.
4. Remove 1 nut fixing the power cord to the alternator and take away the power cord.



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5. Remove 3 bolts fixing the alternator to the alternator mounting bracket.



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6. Remove the alternator.

Refit

1. Fix the alternator to the mounting bracket, fit 3 bolts, tighten to **19–25Nm** and check the torque.
2. Connect the power cord to the alternator, fit 1 nut, tighten to **11–15Nm** and check the torque.
3. Connect the alternator to the engine harness connector.
4. Fit the auxiliary drive belt.

 Auxiliary Drive Belt Refit

5. Connect the battery negative.

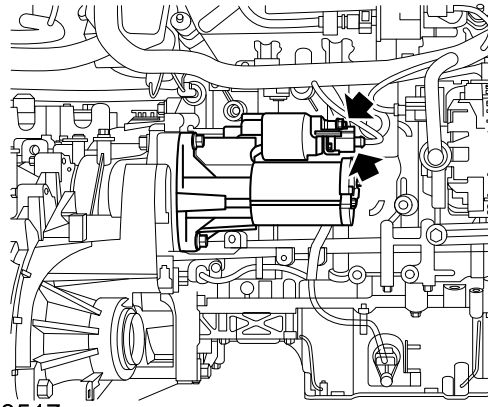
Starter Motor

Remove

1. Disconnect the battery negative.
2. Remove the bottom deflector.

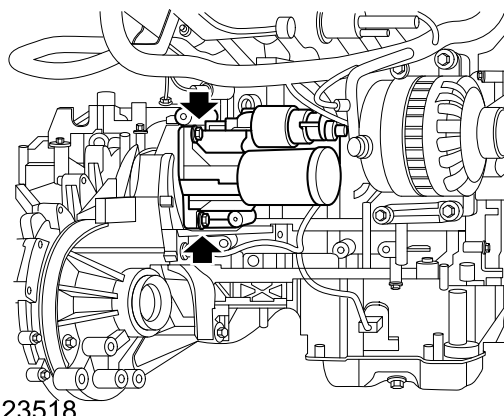
 Bottom Deflector Remove

3. Disconnect the harness connector of the starter solenoid coil.
4. Remove 1 nut fixing the battery wire to the starter, and disconnect the battery wire.



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5. Remove 1 bolt and 1 nut fixing the starter to the cylinder block.



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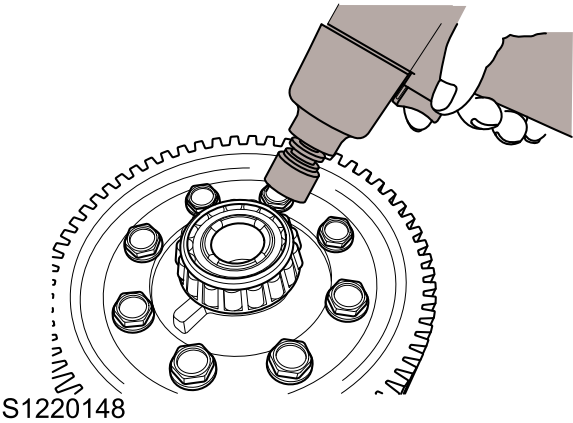
6. Remove the starter.

Refit

1. Fix the starter to the engine block, fit 1 bolt, tighten to **40–50Nm** and check the torque; fit 1 nut and then tighten it to **40–50Nm**.
2. Connect the battery wire to the starter, fit 1 nut, tighten to **11–15Nm** and check the torque.
3. Connect the starter connector.
4. Fit the bottom deflector.

 Bottom Deflector Refit

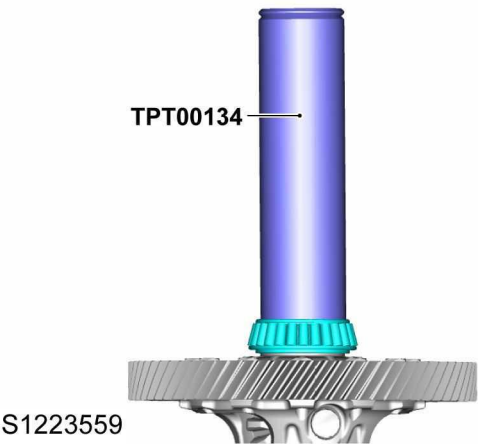
5. Connect the battery negative.



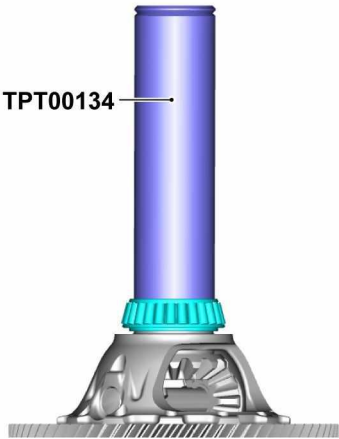
- 8. Remove the planet shaft, planet gear, axle shaft gear and gasket.

Refit

- 1. Fit the planet gear, axle shaft gear, planet gear gasket and axle shaft gear gasket.
- 2. Rotate the planet gear and axle shaft gear until the planet shaft holes of the planet gear and differential case are aligned.
- 3. Fit the planet shaft.
- 4. Fit the planet shaft pin.
- 5. Fit the driven gear of final drive, and tighten connecting bolts to 90–100Nm.
- 6. Fit the rear differential bearing with TPT00134.



- 7. Fit the front differential bearing with TPT00134.



- 8. Check the thickness of adjusting gasket, and determine whether to replace it according to the check result.

0.95
1.00
1.05
1.10
1.15
1.20
1.25

- 9. Assemble the manual transmission assembly.

 Manual Transmission Assembly Assembling

- 10. Fit the manual transmission assembly.

 Manual Transmission Assembly Refit

- 11. Refill the manual transmission fluid.

 Manual Transmission Fluid Refill

Service Procedures

Four-wheel Alignment

Check

Steering and vibration complaints are not always caused by improper wheel alignment. One possible reason could be wheel and tyre imbalance, and another possibility is tyre off-track due to worn or improper manufacture. Vehicle off-track is defined as follows. Vehicle off-track refers to the phenomenon in which when the vehicle is being driven in a straight line on a flat level road it pulls to one side of its own accord.

Before performing any adjustment that may affect wheel alignment, perform the following inspections and adjustments in order to ensure correct alignment readings.

- Check tyres for correct inflation pressure or irregular wear.
- Check the radial runout of wheels and tyres.
- Check wheel bearings for excessive freeplay.
- Check ball joint and steering tie rod ends for looseness or wear.
- Check control arms and anti—roll bar for security or wear.
- Check the steering rack on the frame for security.
- Check struts or shock absorbers for wear, leakage or any noticeable noises.
- Check the vehicle trim height.
- Check the steering wheel for excessive drag or poor return ability due to stiffness or corrosion of linkage mechanism or suspension components.

Also give consideration to the condition of the equipment being used for the alignment. Follow the equipment manufacturer's instructions.

Satisfactory vehicle operation may occur within manufacturer set tolerances. However, if the setting value exceeds the specified tolerances, correct the alignment to the service recommended specifications.

Perform the following steps when measuring front and rear wheel alignment angles.

1. Fit the alignment equipment according to the manufacturer's instructions.
2. Bounce the vehicle up/down at least 3 times prior to checking the wheel alignment.
3. Measure the alignment angles and record the readings.
4. Adjust alignment angles to the specified value if necessary.

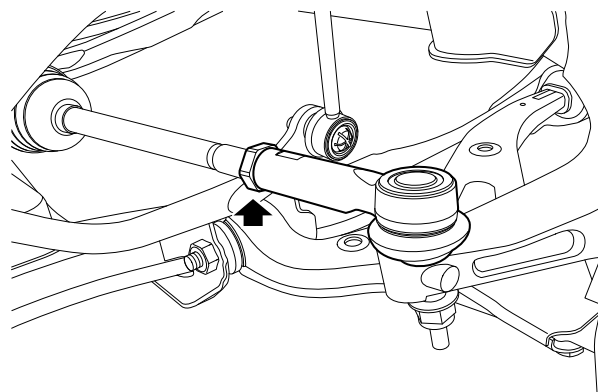
Adjustment

1. Observe the readings indicated on the test equipment, and adjust the four-wheel alignment data according to

the requirements.

2. Front wheel toe-in adjustment:

- a. Release the locking nut of the steering outer tie rod.
- b. Adjust the steering inner tie rod to set the front wheel alignment parameters to the specified value.

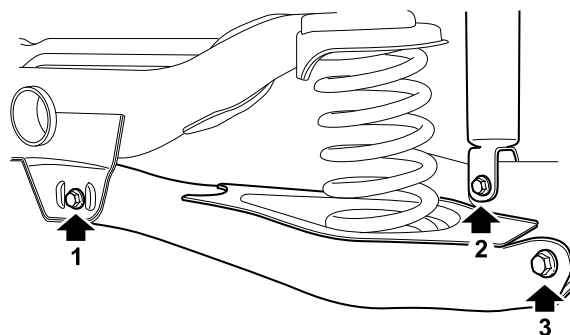


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- c. Tighten the locking nut to **65–75Nm**.
- d. For the other side, repeat the above steps.

3. Rear wheel camber adjustment:

- a. Loosen the nut (1) fixing the rear lower control arm to the rear subframe.
- b. Rotate the eccentric bolt to set the rear wheel camber angle to the specified value.



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- c. Tighten the locking nut to **90–110Nm**.
- d. For the other side, repeat the above steps.

4. Rear wheel toe-in adjustment:

- a. Release the nut (2) fixing the rear lateral rod assembly to the rear subframe.
- b. Rotate the eccentric bolt (2) to set the rear wheel toe-in angle to the specified value.

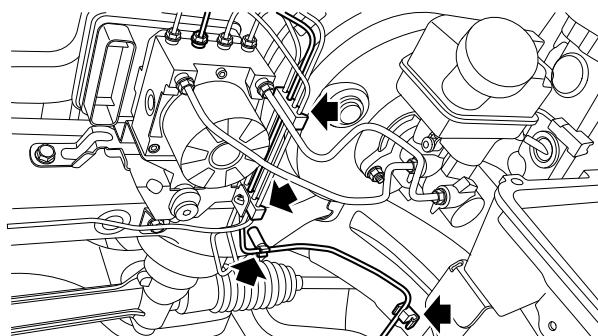
Front Left Brake Hard Pipe

Remove

1. Remove the wheels.

Wheels Remove

2. Put the cloth under the **ABS/SCS** modulator to absorb the spilled oil.
3. Remove the nut (2) fixing the front left brake hard pipe to the **ABS/SCS** modulator, and disconnect the pipeline.



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6. Remove the front left brake hard pipe from the vehicle.

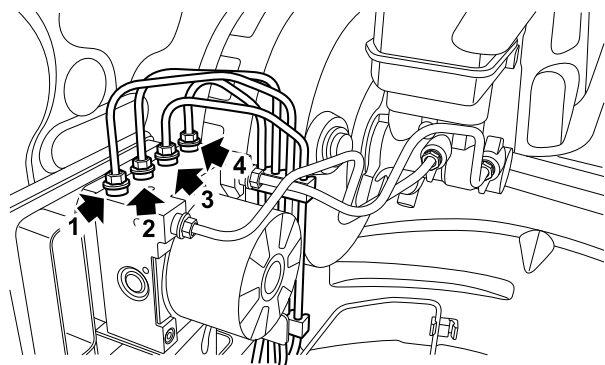
Refit

1. Fit the front left brake hard pipe to the pipe clamp on the body.
2. Locate the front left brake hard pipe fitting to the brake hose, and tighten the fitting nut to **15–19Nm**.
3. Locate the front left brake hard pipe fitting to the **ABS/SCS** modulator, and tighten the fitting nut to **15–19Nm**.
4. Take the cloth for absorbing spilled fuel away and dispose of it.
5. Drain the brake system.

Brake System Drain

6. Fit the wheels.

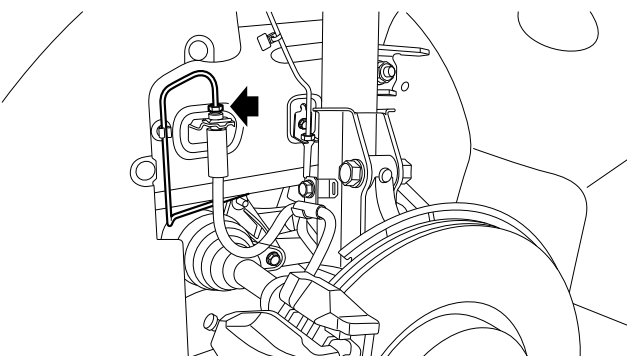
Wheels Refit



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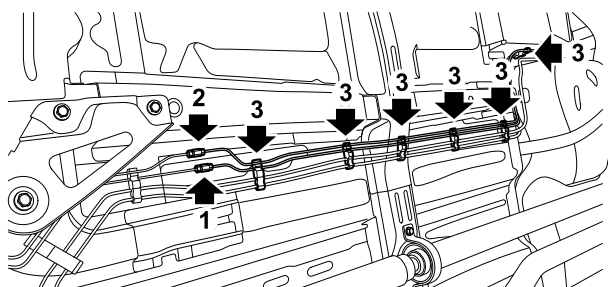
4. Remove the fitting nut fixing the front left brake hard pipe to the brake hose, and disconnect the connection.

Caution: Before disconnecting or removing components, ensure the immediate area around joint faces and connections are clean. Plug open connections to prevent contamination.



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5. Disconnect the clip connecting the front left brake hard pipe to the body.



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7. Pull the rear left brake hard pipe out of the vehicle.

Refit

1. Clean the brake pipeline fittings.
2. Locate the rear left brake pipe to the pipe clamp on the body.
3. Remove the plug, locate the rear left brake hard pipe fitting to the rear left brake hose, and tighten the fitting nut to **15–19Nm**.
4. Remove the plug, locate the rear left brake hard pipe fitting to the connecting pipe between **ABS/SCS** modulator and rear left brake hard pipe, and tighten the fitting nut to **13–15Nm**.
5. Drain the brake system.

Brake System Drain

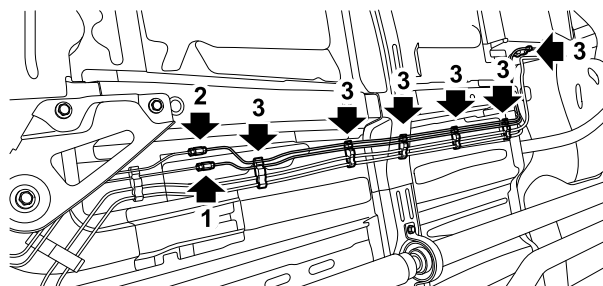
6. Take the container for collecting fluid away, and clean it.
7. Fit the wheels.

Wheels Refit**Right Rear Brake Hard Pipe****Remove**

1. Remove the wheels.

Wheels Remove

2. Place an appropriate container under the vehicle to collect the spilled liquid.
3. Remove the nut (1) connecting the connecting pipe between **ABS/SCS** modulator and rear right brake hard pipe to the rear right brake hard pipe.



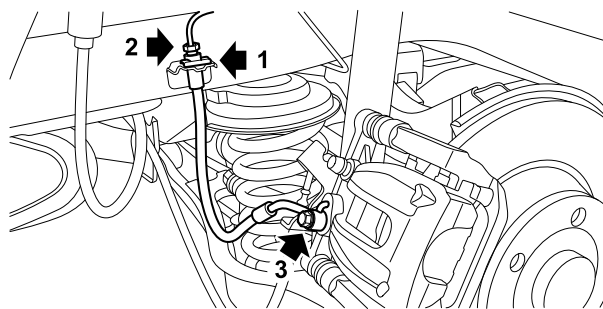
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4. Disconnect the brake hard pipe, plug the opening of the brake pipe fitting for the avoidance of brake fluid loss or contamination.

Caution: Before disconnecting or removing components, ensure the immediate area around joint faces and connections are clean. Plug open connections to prevent contamination.

5. Remove the fitting nut (2) fixing the rear right brake hard pipe to the rear right brake hose, and disconnect the connection.

Caution: Before disconnecting or removing components, ensure the immediate area around joint faces and connections are clean. Plug open connections to prevent contamination.



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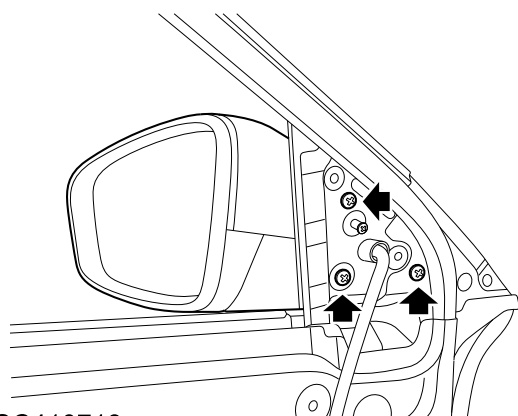
6. Disconnect the connection (3) between the rear right brake hard pipe and the pipe clamp on the body.

Service Procedures**Exterior Rearview Mirror Assembly****Remove**

1. Disconnect the negative battery cable.
2. Remove the front door interior trim panel.

Front Door Interior Trim Panel Remove

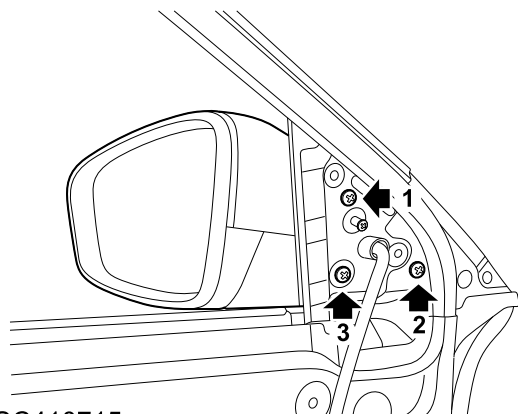
3. Remove the exterior rearview mirror triangle trim panels on the inside of the front door.
4. Disconnect the harness connector of the exterior rearview mirror assembly.
5. Remove 3 screws fixing the exterior rearview mirror assembly to the door, and remove the exterior rearview mirror assembly.



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Refit

1. With the locating pins on exterior rearview mirror assembly, position the assembly to the corresponding location hole on the door, fit 3 screws fixing the exterior rearview mirror assembly to the door in the sequence as shown, tighten them to **7-10Nm**, and check the torque.



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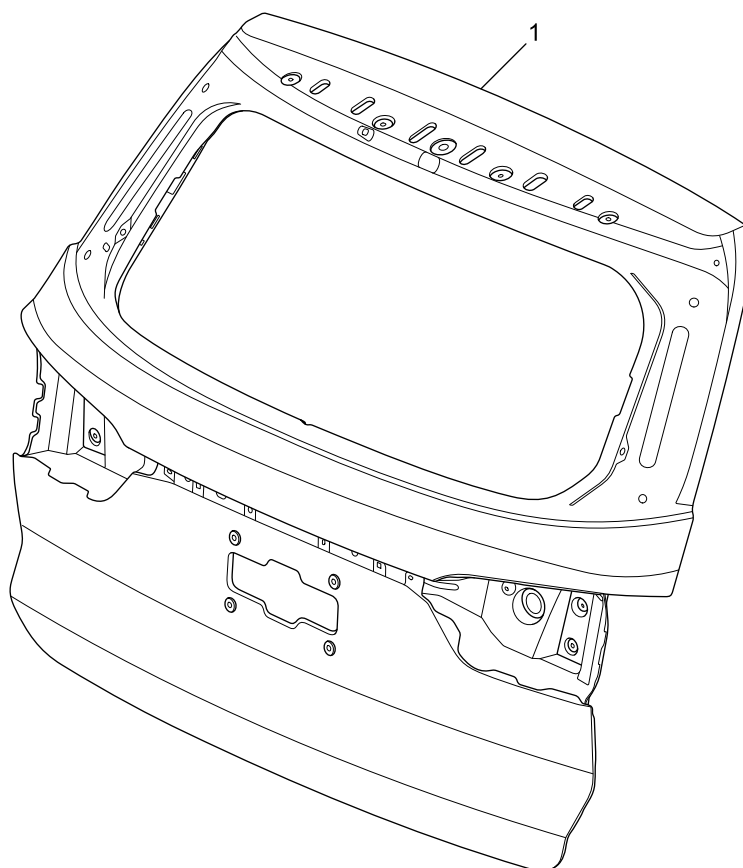
2. Connect the harness connector of the exterior rearview mirror assembly.
3. Fit the front door interior triangle trim panel of the exterior rearview mirror.

4. Fit the front door interior trim panel.

Front Door Interior Trim Panel Refit

5. Connect the negative battery cable.

Tail Gate Panel Assembly



I. Tail Gate Panel Assembly

weldment, but will lead to just the opposite; therefore, spacing of the welding spot should step outside leakage area of the current.

The use of resistance spot welding method requires a correct welding sequence; generally, the spot welding should not be conducted continuously along a single direction; when the electrode head goes hot and changes its color, the welding should be stopped immediately for cooling. Do not weld any edge at the corner, so as to prevent cracking caused by stress concentration.

Aluminum welding

With the use of new materials, many vehicle panels are made of aluminum which is more difficult to be repaired as compared to steel. Aluminum is softer than steel and is more difficult to be processed and formed after being subject to work hardening, and is easily deformed after heating. The thickness of aluminum body and vehicle structure is usually as 1.5-2.0 times as that of the steel parts, so during processing of aluminum panels, pay attention to the following points:

Align the aluminum panel.

Aluminum material is highly extensible and can hardly be restored to its original shape or size after being collided. During repair, use wooden hammer or rubber hammer to perform roller hammer misplaced strike, so as to reduce extension of aluminum material. If it is necessary to perform roller hammer positive-position strike, strike gently for many times; otherwise, it will worsen the damage degree of aluminum materials. Prior to aluminum plate repair, distinguish the category of deformation: flexibly strike the protruding parts with wooden hammer or rubber hammer to release the stress generated by collision, so as to reduce the likelihood of bending at the hard brake part; for repair of depressed part, avoid stretching the aluminum plate instead of raising too much each time of repair. For aluminum panel repair, you can also use aluminum shaper to level the damaged part. After completion of repair, use spacial tool to cut down the entire Meson welding screw and polish evenly. For steel body, when the panel and inner structure are deformed at the same time, separately repair the inner and the outer layer, and then articulate the folding edge. But for aluminum panel, this method does not apply. If using this method to repair the aluminum panel, the folding part will crack or fracture due to low aluminum toughness.

If using heat shrinkage method to calibrate the aluminum plate, keep in mind the major differences between steel plate calibration and aluminum plate calibration: for metal plate, avoid heating as much as possible so as to prevent the steel strength being reduced; for aluminum plate, restore the lowered plasticity during work hardening by heating. Without heating, the aluminum plate will crack when the calibration

force is applied to the aluminum plate. Prior to calibration, heat the damaged aluminum plate with welding torch. As aluminum does not change colour at high temperature, it is likely to be overheated. In this case, the thermal coating or thermal pen that changes colour at the temperature of 120°C can be used to control the temperature.

When the aluminum plate extends, it can be treated with the method of heat shrinkage. During operation, slowly cool the contracted part instead of cooling it down rapidly, so as to avoid plate deformation due to excess shrinkage. In addition, during repair of aluminum plate, do not use the shrinking hammer or shrinking shim plate that are used to repair steel body, so as to avoid crack of the damaged part.

Aluminum Plate Welding

In normal cases, alloy aluminum can be welded with the method of inert-gas welding. But, because of the annealing effect in welding process, there is a great loss of strength at the welding part. After repair, the welding part will crack due to vehicle vibration and bumpy driving. So, welding is rarely applied to aluminum body repair, and bonding and riveting are normally used instead. Nevertheless, welding is not an unnecessary process during aluminum body repair. During replacement of structural parts, welding is generally used between structural parts so as to strengthen the completeness and conductivity of the vehicle.

For aluminum plate welding instead of steel plate welding, pay attention to the following points:

- During aluminum plate welding, the wire feed speed is higher and more stable, and by using aluminum welding wire and 100% argon, the amount of airflow increases about 50% as compared to steel body welding.
- During aluminum plate welding, the welding torch should be more closer to the vertical position, and the welding direction can only be tilted from the vertical direction by 5-15°;
- Use the positive-direction welding method without push or pull. For vertical welding, weld from the bottom up;
- During aluminum plate welding, the amount of protective air increases about 50%, and there are more splashes, so apply anti-splash agent to the nozzle and the conductive steel nozzle;
- The distance between the conductive steel nozzle and the workpiece is generally within the range of 7-14mm.

Repair through Tin Welding

For curved shape partially unrepairable or difficult to repair, use tin welding to fill the part to be repaired into curved shape. Prior to tin welding, apply tin welding paste to the repair welding surface, toast the plate surface with the welding torch flame, melt the welded tin, and weld it to the surface to

Drive Assistant System

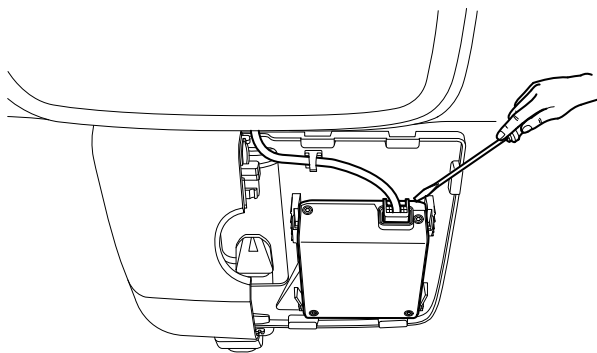
Service Procedures

Front View Camera Module

Remove

1. Disconnect the negative battery cable.
2. Remove the interior rearview mirror cover.
3. Disconnect the harness connector from the front view camera module.
4. Use a tool to carefully pry off the clips (see the figure).

Caution: Immediately place suitable covers over the view point holes in the camera and bracket to avoid the entry of moisture or debris.



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5. Remove the front view camera module.

Refit

1. Fit the front view camera module and secure it with clips.

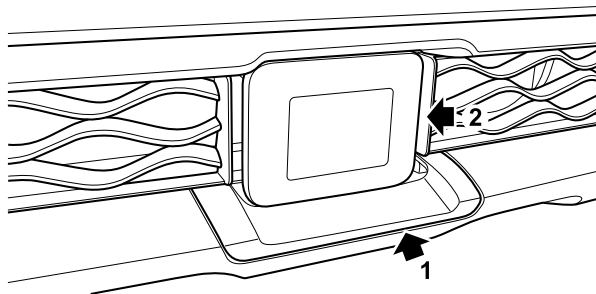
Caution: After removal of the protective covers please ensure the refit operation is completed within 10 seconds so as to avoid contamination of debris or moisture.

2. Connect the harness connector to the front view camera module.
3. Fit the interior rearview mirror cover.
4. Connect the negative battery cable.
5. Perform a self-learning for the front view camera module. Refer to Module Self-learning and Programming Manual, "Front View Camera Module (FVCM)".

Front Detection Radar Module

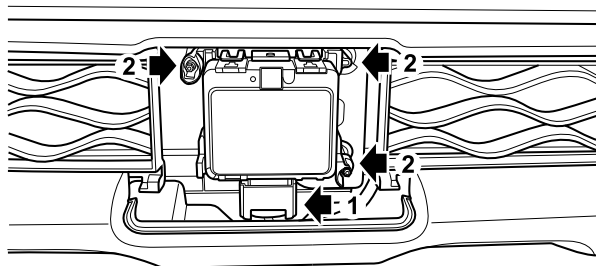
Remove

1. Disconnect the negative battery cable.
2. Remove the front bumper lower trim cover (1) and the front detection radar cover (2).



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3. Disconnect the harness connector (1) from the front detection radar.
4. Remove 3 plastic clips (2) fixing the front detection radar to the bracket.



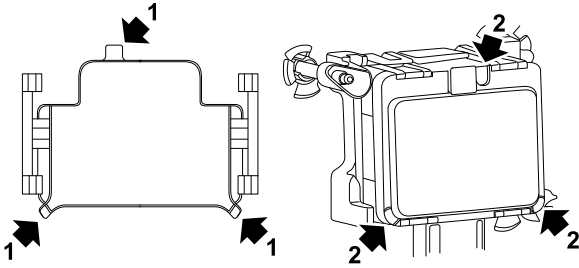
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5. Remove the front detection radar.

Refit

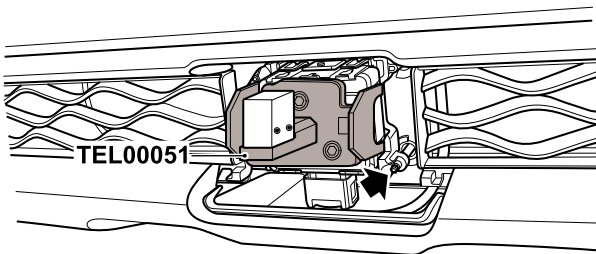
1. Locate the front detection radar to the bracket, fit 3 plastic clips and fasten them.
2. Connect the harness connector to the front detection radar.
3. Fit the front bumper lower trim cover and the front detection radar cover.
4. Connect the negative battery cable.
5. Move the vehicle onto the wheel aligner and apply the parking brake.
6. Remove the front detection radar cover.
7. Align 3 locating lugs (1) of special tool **TEL00051** with 3 locating grooves (2) on the front detection radar, and fix the special tool to the front detection radar with the

2 clamping jaws of special tool **TEL0005 I**.



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8. Perform a self-learning for the front detection radar in vertical direction.
 - a. Place the radar calibration level on the wheel aligner and carry out a zero point calibration.
 - b. Place the radar level after zero point calibration on the appropriate position of special tool **TEL0005 I**, and adjust the adjusting bolt on the lower right of the front detection radar until the radar calibration level value is -2degrees (pointing slightly downwards).



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- c. Remove the radar calibration level and special tool **TEL0005 I**.
9. Perform a self-learning for the front detection radar in horizontal direction. Refer to Module Self-learning and Programming Manual, "Front Detection Radar Self-learning".
 - a. If necessary, adjust the adjusting bolt on the upper left of the front detection radar according to the prompts.
10. Fit the front detection radar cover.

Front Detection Radar Module Bracket

Remove

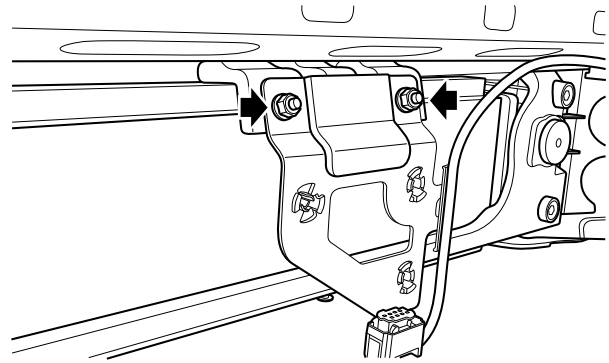
1. Remove the front detection radar module.

Front Detection Radar Module Remove

2. Remove the front bumper.

Front Bumper Remove

3. Remove and discard 2 bolts and nuts fixing the front detection radar module bracket to the front bumper beam.



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4. Loosen the harness clips and remove the front detection radar module bracket.

Refit

1. Secure the harness to the front detection radar module bracket.
2. Locate the front detection radar module bracket to the front bumper beam, tighten the 2 new bolts and nuts to **7-10Nm**.
3. Fit the front bumper.

Front Bumper Refit

4. Fit the front detection radar module.

Front Detection Radar Module Refit

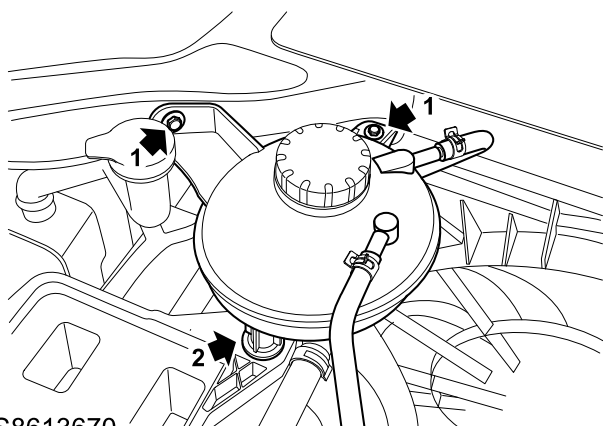
Battery Tray

Remove

1. Remove the battery assembly.

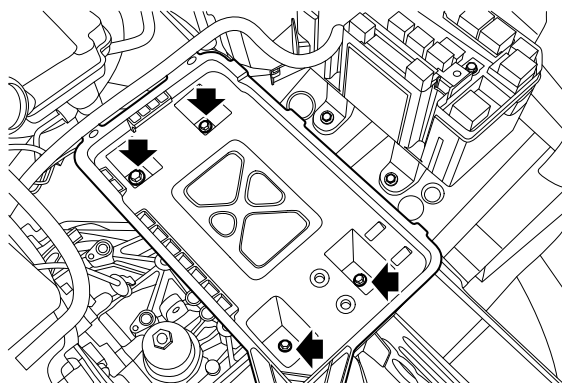
Battery Remove

2. Remove 2 bolts (1) fixing the coolant expansion tank to the headlamp bracket without draining the coolant.
3. Loosen the clip (2) fixed to the battery tray, and remove the coolant expansion tank.



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4. Remove 4 bolts fixing the battery tray to the battery bracket.



S8413372

5. Remove the battery tray.

Refit

1. Fix the battery tray to the battery bracket, fit 4 bolts, tighten them to **19–25Nm**, and check the torque.
2. Fit the coolant expansion tank and secure with clips.
3. Fix the coolant expansion tank to the headlamp bracket; fit 2 bolts, tighten them to **4–6Nm**, and check the torque.
4. Fit the battery assembly.

Battery Assembly Refit

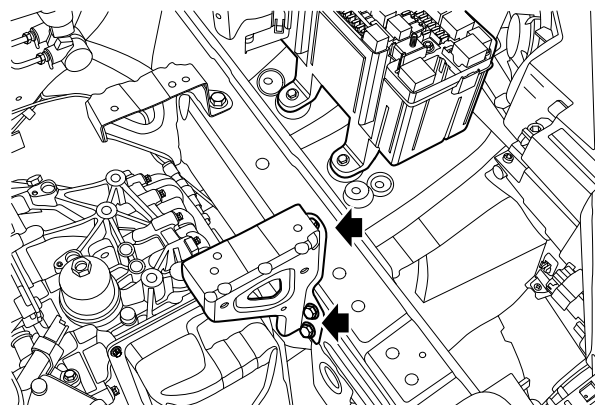
Battery Tray Front Bracket

Remove

1. Disconnect the negative battery cable.
2. Remove the battery tray.

Battery Tray Remove

3. Remove 3 bolts fixing the front bracket of the battery tray to the front left longitudinal beam.



S8413373

4. Remove the front bracket of the battery tray.

Refit

1. Fix the front bracket of the battery tray to the front left longitudinal beam, fit 3 bolts, tighten them to **40–50Nm**, and check the torque.
2. Fit the battery tray.

Battery Tray Refit

3. Connect the negative battery cable.