



1983

DATSUN 280ZX

SERVICE MANUAL



DATSUN 280ZX

Model S130 Series

FOREWORD

This service manual has been prepared primarily for the purpose of assisting service personnel in providing effective service and maintenance of the 1983 DATSUN 280ZX.

This manual includes procedures for maintenance, adjustments, removal and installation, disassembly and assembly of components, and trouble-shooting.

All information, illustrations and specifications contained in this manual are based on the latest product information available at the time of publication. If your DATSUN model differs from the specifications contained in this manual, consult your NISSAN/DATSUN dealer for information.

The right is reserved to make changes in specifications and methods at any time without notice.

NISSAN MOTOR CO., LTD.

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QUICK REFERENCE INDEX

GENERAL INFORMATION.....	GI
MAINTENANCE	MA
ENGINE MECHANICAL.....	EM
ENGINE LUBRICATION & COOLING SYSTEMS.....	LC
ENGINE FUEL & EMISSION CONTROL SYSTEM	EF&EC
ENGINE REMOVAL & INSTALLATION	ER
ENGINE CONTROL, FUEL & EXHAUST SYSTEMS.....	FE
CLUTCH	CL
MANUAL TRANSMISSION	MT
AUTOMATIC TRANSMISSION	AT
PROPELLER SHAFT & DIFFERENTIAL CARRIER	PD
FRONT AXLE & FRONT SUSPENSION.....	FA
REAR AXLE & REAR SUSPENSION.....	RA
BRAKE SYSTEM.....	BR
STEERING SYSTEM.....	ST
BODY	BF
HEATER & AIR CONDITIONER	HA
ELECTRICAL SYSTEM	EL



HOW TO USE THIS MANUAL

- ▶ This Service Manual is designed as a guide for servicing cars.
- ▶ This manual deals with the engine, chassis, body and electrical system.
- ▶ A **QUICK REFERENCE INDEX** is provided on the first page. Refer to this index along with the index of the particular section you wish to consult.
- ▶ The first page of each section lists the contents and gives the page numbers for the respective topics.
- ▶ **SERVICE DATA AND SPECIFICATIONS** are contained in each section.
- ▶ **TROUBLE DIAGNOSES AND CORRECTIONS** are also included in each section. This feature of the manual lists the likely causes of trouble and recommends the appropriate corrective actions to be taken.
- ▶ A list of **SPECIAL SERVICE TOOLS** is included in each section. The special service tools are designed to assist you in performing repair safely, accurately and quickly. For information concerning how to obtain special service tools, write to the following address:

Kent-Moore Corporation
29784 Little Mack
Roseville, Michigan 48066

Kent-Moore of Canada, Ltd.
5466 Timberlea Blvd.,
Unit 2
Mississauga, Ontario
Canada L4W2T7

- ▶ The measurements given in this manual are primarily expressed with the SI unit (International System of Unit), and alternately expressed in the metric system and in the yard/pound system.
- ▶ The back cover of the manual provides maintenance data for quick reference.
- ▶ In the text, the following abbreviations are used:

S.D.S.: Service Data and Specifications
(T): Tightening Torque

L.H., R.H.: Left Hand, Right Hand
M/T, A/T: Manual Transmission, Automatic Transmission

- ▶ The captions **CAUTION** and **WARNING** warn you of steps that must be followed to prevent personal injury and/or damage to some part of the car.



IMPORTANT SAFETY NOTICE

The proper performance of service is essential for both the safety of the mechanic and the efficient functioning of the car.

The service methods in this Service Manual are described in such a manner that the service may be performed safely and accurately.

Special service tools have been designed to permit safe and proper performance of service. Be sure to use them.

Service varies with the procedures used, the skills of the mechanic and the tools and parts available. Accordingly, anyone using service procedures, tools or parts which are not specifically recommended by NISSAN must first completely satisfy himself that neither his safety nor the car's safety will be jeopardized by the service method selected.

CONTENTS

MODEL VARIATION	GI-2	GARAGE JACK AND SAFETY	
IDENTIFICATION NUMBERS	GI-4	STAND	GI-5
ENGINE NUMBER	GI-4	TOWING	GI-5
MANUAL TRANSMISSION NUMBER ..	GI-4	TIE-DOWN	GI-6
AUTOMATIC TRANSMISSION		SPECIAL SERVICE TOOLS	GI-6
NUMBER	GI-4	TIGHTENING TORQUE OF	
LIFTING POINTS AND TOWING	GI-5	STANDARD BOLT	GI-7
PANTOGRAPH JACK	GI-5		

MODEL VARIATION

MODEL VARIATION

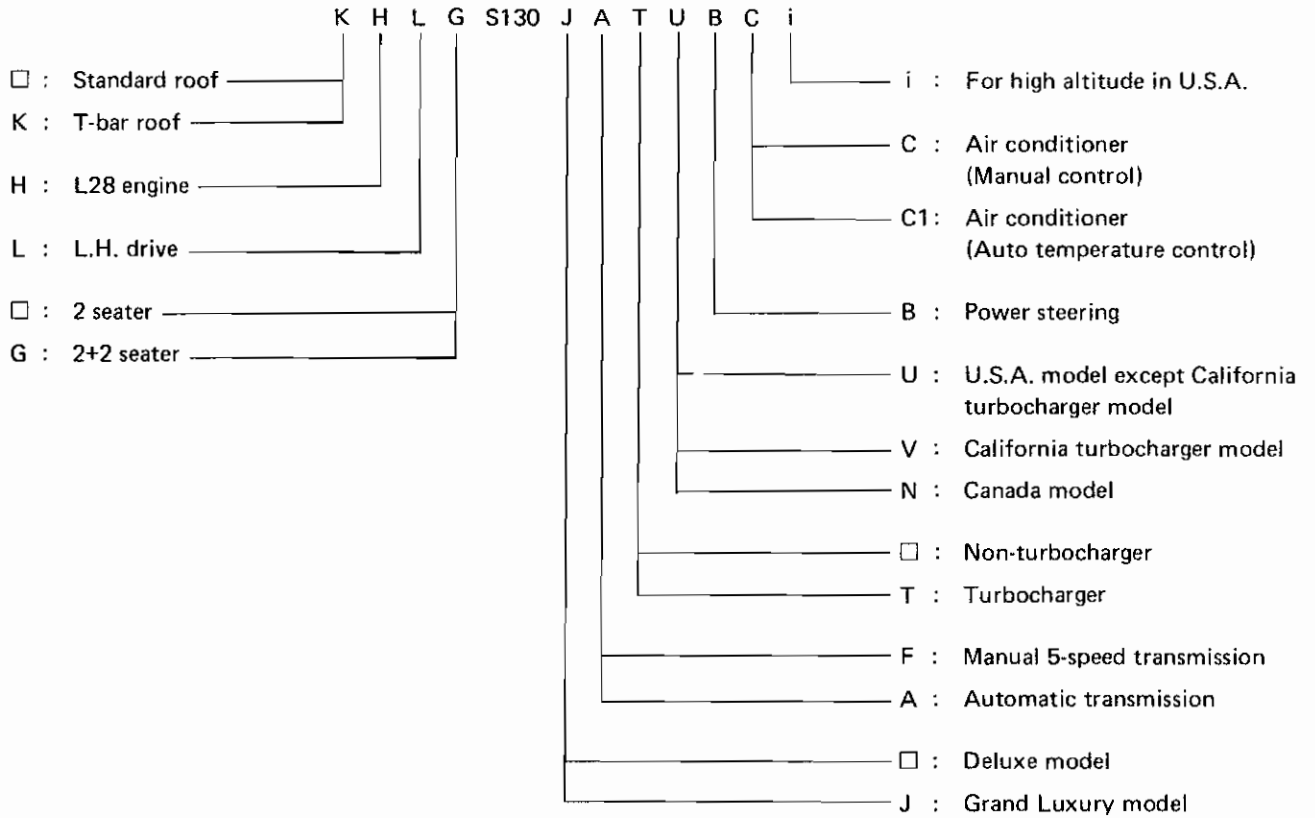
Engine	Destination	Model		Transmission	Differential carrier	Road wheel size ... offset mm (in)	Tire size		
L28E	U.S.A.	2 seater	HLS130FU	FS5W71B	R180	5-1/2JJ-14 ... 15 (0.59)	195/70HR14		
			HLS130JFU		R200				
			T-bar roof	HLS130JAU	L3N71B			R180	
				KHLS130JFU	FS5W71B			R200	
		2+2 seater	KHLS130JAU	L3N71B	R180		6JJ-14*2 ... 10 (0.39)	P205/70R14	
			HLGS130JFU	FS5W71B	R200				
			HLGS130JAU	L3N71B	R180				
			T-bar roof	KHLGS130JFU	FS5W71B				R200
	KHLGS130JAU	L3N71B		R180					
	Canada	2 seater	HLS130FN	FS5W71B	R180	5-1/2JJ-14 ... 15 (0.59)	195/70HR14		
			KHLS130FN		R200				
			T-bar roof	KHLS130JFN	L3N71B			R180	
2+2 seater		KHLS130JAN	L3N71B	R180	6JJ-14*2 ... 10 (0.39)	P205/70R14			
		KHLGS130JFN	FS5W71B	R200					
		KHLGS130JAN	L3N71B	R180					
L28ET	U.S.A.	Non-California	2 seater	T-bar roof	KHLS130JTU	FS5R90A*1	R200	6JJ-15*2 10 (0.39)	P205/60R15
			2+2 seater		KHLS130JATU	3N71B			
		California	2 seater		KHLGS130JTU	FS5R90A*1			
			2+2 seater		KHLGS130JATU	3N71B			
	Canada	2 seater	KHLS130JTV		FS5R90A*1				
			KHLS130JATV		3N71B				
			KHLGS130JTV		FS5R90A*1				
			KHLGS130JATV		3N71B				
		2+2 seater	KHLS130JTN	FS5R90A*1					
			KHLS130JATN	3N71B					
			KHLGS130JTN	FS5R90A*1					
			KHLGS130JATN	3N71B					

*1: Borg-Warner T-5 manual transmission

*2: Aluminum wheel (2-piece type)

MODEL VARIATION

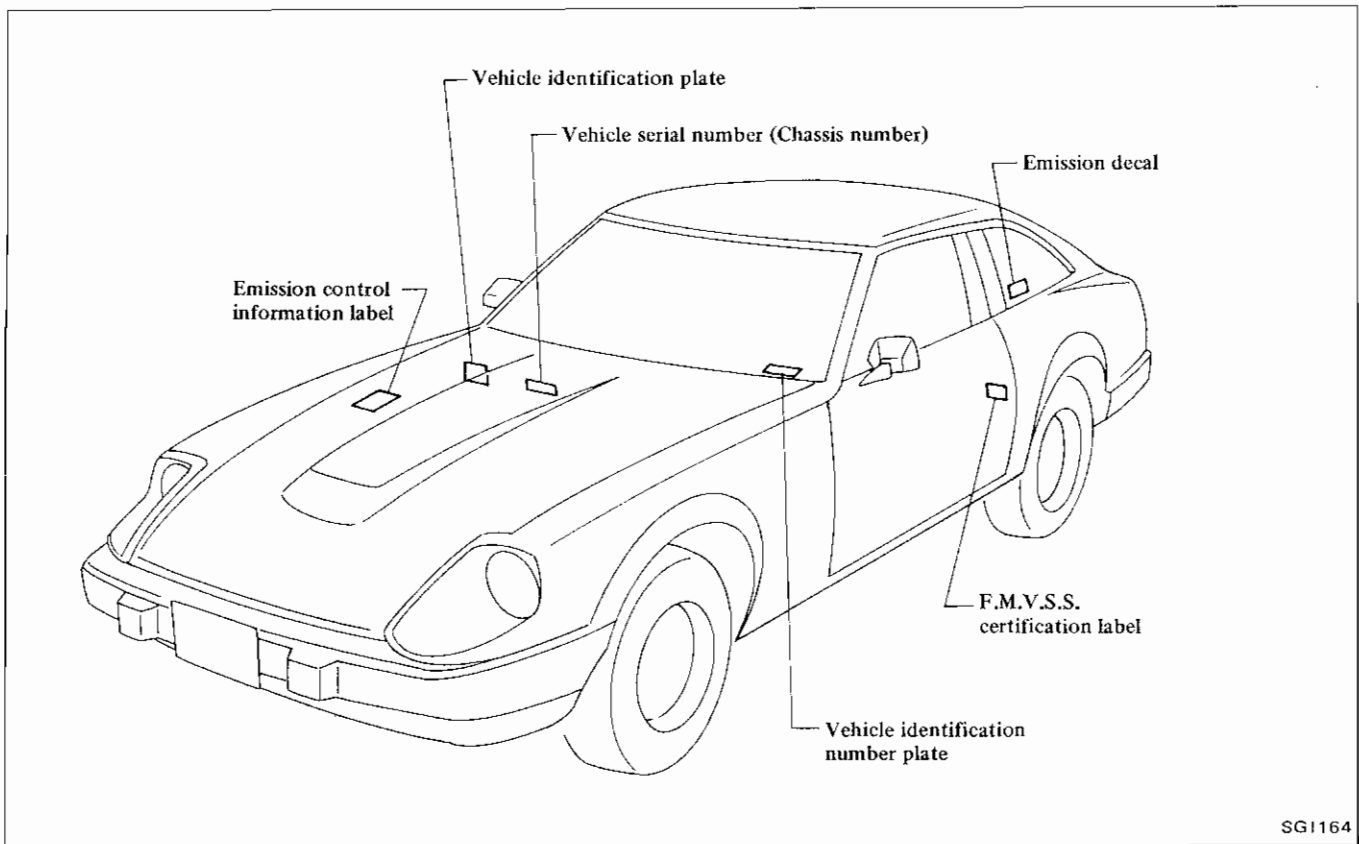
Prefix and suffix designations



Note: means no indication.

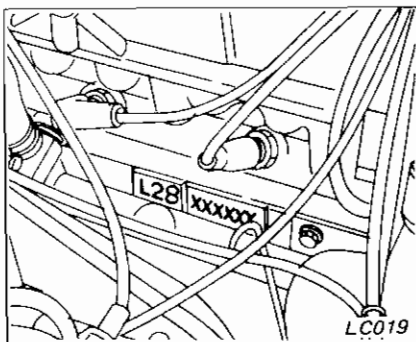
IDENTIFICATION NUMBERS

IDENTIFICATION NUMBERS

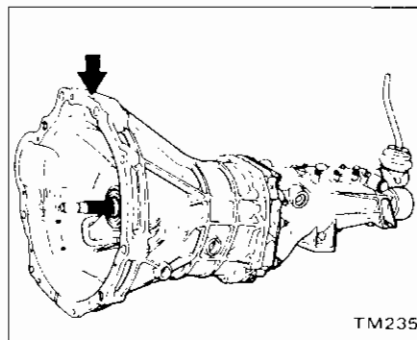


ENGINE NUMBER

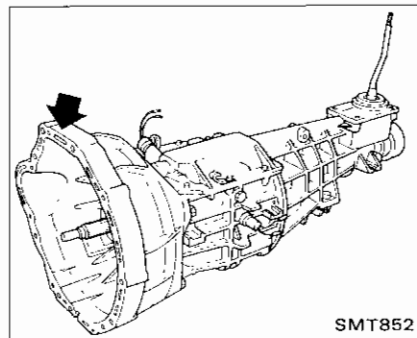
The engine serial number is stamped on the right-hand side of the cylinder block.



FS5W71B for non-turbocharger model

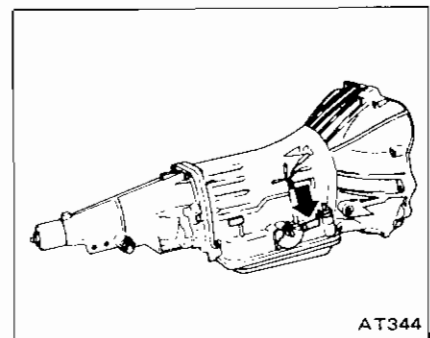


FS5R90A (Borg Warner T-5) for turbocharger model



AUTOMATIC TRANSMISSION NUMBER

The transmission serial number plate is attached to the right-hand side of the transmission case.



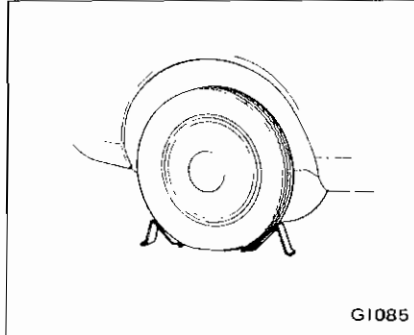
MANUAL TRANSMISSION NUMBER

The transmission serial number is stamped on the upper front face of the transmission case.

LIFTING POINTS AND TOWING

PANTOGRAPH JACK

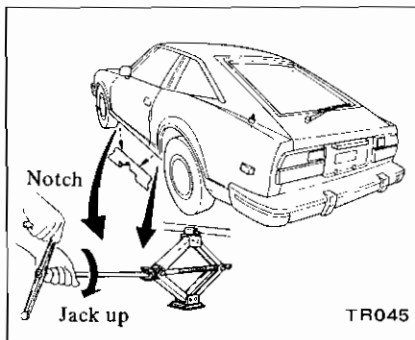
Place wheel chocks at both the front and back of the wheel diagonally opposite the jack position.



Apply the pantograph jack furnished with the car to the position indicated below in a safe manner.

WARNING:

- a. Never get under the car while it is supported only by the jack. Always use safety stands to support frame when you have to get under the car.
- b. Block the wheels diagonally with wheel chocks.



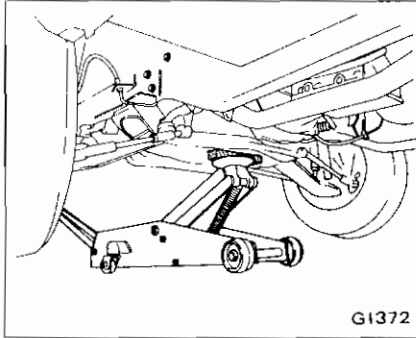
GARAGE JACK AND SAFETY STAND

WARNING:

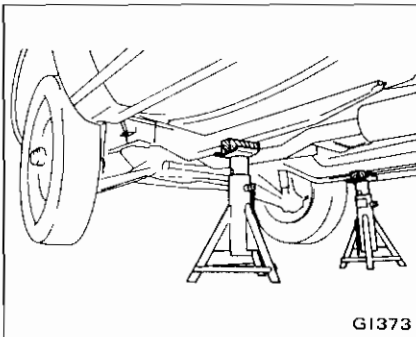
When carrying out operations with the garage jack, be sure to support the car with safety stands.

FRONT SIDE

1. When jacking up the front of the car, place the chocks behind the rear wheels to hold them.
2. Apply the garage jack under the front suspension member. Be sure not to lift up the engine oil pan.



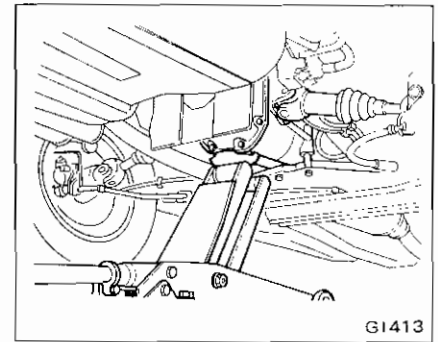
3. Jack up the car gently just high enough to place the safety stands under both the side members. Place the stands at the position indicated in Figure.



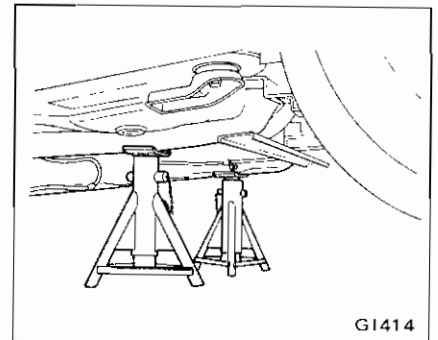
4. Release the jack slowly.

REAR SIDE

1. When jacking up the rear of the car, place the chocks at the front side of the front wheels to hold them.
2. Apply the garage jack under the differential carrier.



3. Jack up the car gently just high enough to place the safety stands under both the side members. Place the stands at the position indicated in Figure.



TOWING

CAUTION:

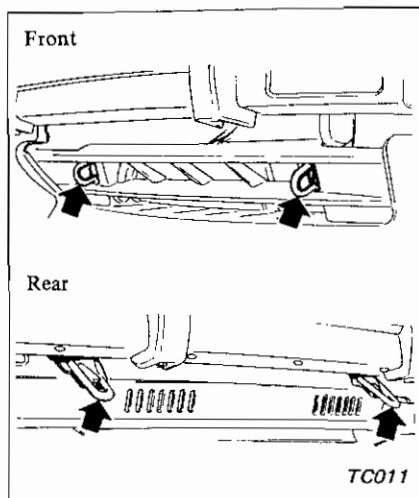
- a. It is necessary to use proper towing equipment, to avoid possible damage to the car during a towing operation. Towing is in accordance with Towing Procedure Manual at dealer side.
- b. All applicable State or Provincial (in Canada) laws and local laws regarding the towing operation must be obeyed.

Front towing hooks are provided on both front side members.

Front tow: Not recommended with conventional sling-type equipment.

SPECIAL SERVICE TOOLS

Rear towing hooks are combined with shock absorber for rear bumper.



CAUTION:

- Before towing, make sure that the transmission, axles, steering system and power train are in good order. If any unit is damaged, a dolly must be used.
- If the transmission is inoperative, tow the car with the rear wheels off the ground, or with the propeller shaft removed.
- When the car is towed with its front wheels on the ground, secure the steering wheel in a straight ahead position with the ignition key turned in "OFF" position.
- When towing an automatic transmission model, try to restrict towing speed below 30 km/h (20 MPH) and towing distance less than 30 km (20 miles).
With manual transmission model, try to restrict towing speed 80 km/h (50 MPH) and towing distance less than 80 km (50 miles).
If the speed or distance must necessarily be greater, remove the propeller shaft beforehand to prevent damage to the transmission.
- Release the parking brake and set the gearshift lever in "Neutral" position before starting to tow the car.

TIE-DOWN

Use front and rear towing hooks for tie-down at front and rear sides.

SPECIAL SERVICE TOOLS

Special Service Tools play very important role in the maintenance of cars. These are essential to the safe, accurate and speedy servicing.

The working times listed in the column under FLAT RATE TIME in FLAT RATE SCHEDULE are com-

puted based on the use of Special Service Tools.

The identification code of maintenance tools is made up of 2 alphabetical letters and 8-digital figures.

The heading two letters roughly classify tools or equipment as:

ST00000000:	Special Service Tool
KV00000000:	Special Service Tool
EM00000000:	Engine Overhauling Machine
GG00000000:	General Gauge
LM00000000:	Garage Tool
HT00000000:	Hand Tool

TIGHTENING TORQUE OF STANDARD BOLT

Grade	Nominal size	Diameter mm	Pitch mm	Tightening torque		
				N-m	kg-m	ft-lb
4T	M6	6.0	1.0	3 - 4	0.3 - 0.4	2.2 - 2.9
	M8	8.0	1.25	8 - 11	0.8 - 1.1	5.8 - 8.0
			1.0	8 - 11	0.8 - 1.1	5.8 - 8.0
	M10	10.0	1.5	16 - 22	1.6 - 2.2	12 - 16
			1.25	16 - 22	1.6 - 2.2	12 - 16
	M12	12.0	1.75	26 - 36	2.7 - 3.7	20 - 27
1.25			30 - 40	3.1 - 4.1	22 - 30	
M14	14.0	1.5	46 - 62	4.7 - 6.3	34 - 46	
7T	M6	6.0	1.0	6 - 7	0.6 - 0.7	4.3 - 5.1
	M8	8.0	1.25	14 - 18	1.4 - 1.8	10 - 13
			1.0	14 - 18	1.4 - 1.8	10 - 13
	M10	10.0	1.5	25 - 35	2.6 - 3.6	19 - 26
			1.25	26 - 36	2.7 - 3.7	20 - 27
	M12	12.0	1.75	45 - 61	4.6 - 6.2	33 - 45
1.25			50 - 68	5.1 - 6.9	37 - 50	
M14	14.0	1.5	76 - 103	7.7 - 10.5	56 - 76	
9T	M6	6.0	1.0	8 - 11	0.8 - 1.1	5.8 - 8.0
	M8	8.0	1.25	19 - 25	1.9 - 2.5	14 - 18
			1.0	20 - 27	2.0 - 2.8	14 - 20
	M10	10.0	1.5	36 - 50	3.7 - 5.1	27 - 37
			1.25	39 - 51	4.0 - 5.2	29 - 38
	M12	12.0	1.75	65 - 88	6.6 - 9.0	48 - 65
1.25			72 - 97	7.3 - 9.9	53 - 72	
M14	14.0	1.5	109 - 147	11.1 - 15.0	80 - 108	

1. Special parts are excluded.

2. This standard is applicable to bolts having the following marks embossed on the bolt head.

Grade	Mark
4T	4
7T	7
9T	9

CONTENTS

PERIODIC MAINTENANCE	MA- 2	CHASSIS AND BODY	
GENERAL MAINTENANCE	MA- 4	MAINTENANCE	MA-28
LUBRICATION CHART	MA- 7	Exhaust systems	MA-28
RECOMMENDED FUEL AND		Clutch	MA-28
LUBRICANTS	MA- 8	Manual transmission	MA-28
Fuel	MA- 8	Automatic transmission	MA-29
Lubricants	MA- 8	Propeller shaft and differential carrier ..	MA-29
SAE viscosity number	MA- 8	Front axle and front suspension	MA-30
APPROXIMATE REFILL		Rear axle and rear suspension	MA-33
CAPACITIES	MA- 8	Brake system	MA-34
ENGINE MAINTENANCE	MA- 9	Wheel and tire	MA-36
Before engine start	MA- 9	Steering system	MA-41
After engine warm-up	MA-13	Body	MA-42
DIAGNOSTIC PROCEDURE FOR		Heater and air conditioner	MA-43
PROBLEMS	MA-17	Checking refrigerant leak	MA-45
Diagnostic procedure for E.F.I.		SERVICE DATA AND	
engine	MA-17	SPECIFICATIONS (S.D.S.)	MA-46
Diagnostic procedure for E.C.C.S.		Engine maintenance	MA-46
engine	MA-24	Chassis and body maintenance	MA-47
		SPECIAL SERVICE TOOLS	MA-48

PERIODIC MAINTENANCE

PERIODIC MAINTENANCE

The following charts show the normal maintenance schedule. Under severe driving conditions, additional or more frequent maintenance will be required. Refer to "Maintenance under severe driving conditions".

The periodic maintenance schedule is repeated beyond the last mileage and period shown.

EMISSION CONTROL SYSTEM MAINTENANCE

MAINTENANCE OPERATION	Miles x 1,000 (Kilometers x 1,000)	MAINTENANCE INTERVAL				Reference page
		15 (24)	30 (48)	45 (72)	60 (96)	
Periodic maintenance should be performed at number of miles, kilometers or months, whichever comes first.	Months	12	24	36	48	
Drive belts			I	I		MA-9
Air cleaner filter			R	R		MA-9
Vapor lines			I*	I*		MA-9
Fuel lines (hoses, piping, connections, etc.)			I*	I*		MA-10
Fuel filter			See NOTE (1)*			MA-11
Engine coolant			R	R		MA-11
Engine oil (Except turbocharged engine) & oil filter			Replace every 7,500 miles (12,000 km) or 6 months.			MA-11
Engine oil (Turbocharged engine)			Replace every 3,750 miles (6,000 km)			MA-11
Spark plugs			R	R		MA-13
Ignition wires			I*	I*		MA-13
Intake & exhaust valve clearance (Except turbocharger engine)	See NOTE (2).	A	A	A	A	MA-13
Idle rpm (Except turbocharged engine)	See NOTE (3).	I*	I*	I*	I*	MA-15
Exhaust gas sensor			I	I		MA-16

NOTE: (1) If vehicle is operated under extremely adverse weather conditions or in areas where ambient temperatures are either extremely low or extremely high, the filters might become clogged. In such an event, replace them immediately.

(2) The first 1,000 mile (1,600 km) adjustment is required.

(3) The first 1,000 mile (1,600 km) inspection is required.

(4) Maintenance items and intervals with "*" are recommended by NISSAN MOTOR CO., LTD. Other maintenance items and intervals are required.

Abbreviations: A = Adjust
R = Replace
I = Inspect. Correct or replace if necessary.

PERIODIC MAINTENANCE

CHASSIS AND BODY MAINTENANCE

MAINTENANCE OPERATION	Miles x 1,000 (Kilometers x 1,000)	MAINTENANCE INTERVAL				Reference page
		15 (24)	30 (48)	45 (72)	60 (96)	
Periodic maintenance should be performed at number of miles, kilometers or months, whichever comes first.	Months	12	24	36	48	
Brake lines & hoses		I	I	I	I	MA-35
Brake pads & discs		I	I	I	I	MA-35
Brake fluid			R		R	MA-34
Manual and automatic transmission & differential gear oil		I	I	I	I	MA-28, 29
Power steering lines & hoses		I	I	I	I	MA-41
Steering gear & linkage, & suspension parts		I	I	I	I	MA-30, 33, 41
Steering linkage ball joints & front suspension ball joints					I	MA-30
Propeller shaft(s)			I		I	MA-29
Rear axle drive shaft joints (Except tripod drive shaft)			L		L	MA-34
Looks, hinges & hood latch		L	L	L	L	MA-42
Front wheel bearing grease			I		I	MA-30
Exhaust system		I	I	I	I	MA-28
Seat belts, buckles, retractors, anchors & adjuster		I	I	I	I	MA-42

Abbreviations: L = Lubricate
R = Replace
I = Inspect. Correct or replace if necessary

MAINTENANCE UNDER SEVERE DRIVING CONDITIONS

The maintenance intervals shown on the preceding pages are for normal operating conditions. If the vehicle is operated under severe driving conditions as shown below, more frequent maintenance must be performed on the following items as shown in the table.

Severe driving conditions

- A – Repeated short distance driving
- B – Extensive idling
- C – Driving in dusty conditions
- D – Driving in extremely low or high ambient temperatures
- E – Towing a trailer
- F – Driving in areas using road salt or other corrosive materials
- G – Driving on rough and/or muddy roads
- H – Driving in high humidity areas or in mountainous areas

Driving condition	Maintenance item	Maintenance operation	Maintenance interval
. . C	Air cleaner filter	R	More frequently
A B C . E	Engine oil (Except turbo-charged engine) & oil filter	R	Every 3,000 miles (5,000 km) or 3 months
	Engine oil (Turbocharged engine)	R	More frequently
A . C . E F G . .	Brake pads & discs	I	Every 7,500 miles (12,000 km) or 6 months
. H .	Brake fluid	R	Every 15,000 miles (24,000 km) or 12 months
. E . G . .	Manual and automatic transmission & differential gear oil	R	Every 30,000 miles (48,000 km) or 24 months
. G . .	Steering gear & linkage, & suspension parts	I	Every 7,500 miles (12,000 km) or 6 months
. . C D . F G . .	Steering linkage ball joints & front suspension ball joints	I	Every 7,500 miles (12,000 km) or 6 months
. F	Locks, hinges & hood latch	I	Every 7,500 miles (12,000 km) or 6 months
A E F G . .	Exhaust system	I	Every 7,500 miles (12,000 km) or 6 months

Maintenance operations: I = Inspect. Correct or replace if necessary R = Replace

GENERAL MAINTENANCE

GENERAL MAINTENANCE

General maintenance includes those items which should be checked during the normal day-to-day operation of the vehicle. They are essential if the vehicle is to continue operating properly. The owners can perform the checks and inspections themselves or they can have their NISSAN/DATSUN dealers do them for a nominal charge.

Item	Reference item in MA section
OUTSIDE THE VEHICLE	
Tires Check the pressure with a gauge periodically when at a service station, including the spare, and adjust to the specified pressure if necessary. Check carefully for damage, cuts or excessive wear.	● CHECKING TIRE CONDITION
Wheel nuts When checking the tires, make sure no nuts are missing, and check for any loose nuts. Tighten if necessary.	● TIRE REPLACEMENT Wheel nut.
Tire rotation Tires should be rotated every 24,000 km (15,000 miles).	● TIRE ROTATION
Wheel alignment and balance If the vehicle should pull to either side while driving on a straight and level road, or if you detect uneven or abnormal tire wear, there may be a need for wheel alignment. If the steering wheel or seat vibrates at normal highway speeds, wheel balancing may be needed.	● CHECKING TIRE CONDITION Abnormal tire wear ● CHECKING WHEEL ALIGNMENT ● WHEEL INSPECTION
Windshield glass Check for abrasions or scratches.	—
Windshield wiper blades Check for cracks or wear if they do not wipe properly.	—
Fluid leaks Check under the vehicle for fuel, oil, water or other fluid leaks after the vehicle has been parked for a while. Water dripping from the air conditioner after use is normal. If you should notice any leaks or gasoline fumes are evident, check for the cause and correct it immediately.	● CHECKING CLUTCH FLUID LEAKS ● INSPECTING MANUAL TRANSMISSION OIL ● INSPECTING AUTOMATIC TRANSMISSION FLUID ● INSPECTING DIFFERENTIAL GEAR OIL ● INSPECTING FRONT AXLE AND SUSPENSION PARTS ● INSPECTING REAR AXLE AND SUSPENSION PARTS ● INSPECTING BRAKE LINES & HOSES ● CHECKING POWER STEERING LINE & HOSES
Doors and engine hood Check that all doors and the engine hood operate smoothly as well as the trunk lid and back hatch. Also ensure, that all latches lock securely. Lubricate if necessary. Make sure that the secondary latch keeps the hood from opening when the primary latch is released.	● LUBRICATING LOCKS, HINGES AND HOOD LATCH
INSIDE THE VEHICLE	
The maintenance items listed here should be checked on a regular basis, such as when performing periodic maintenance, cleaning the vehicle, etc.	
Lights Make sure that the headlights, stop lights, tail lights, turn signal lights, and other lights are all operating properly and installed securely. Also check headlight aim.	

GENERAL MAINTENANCE

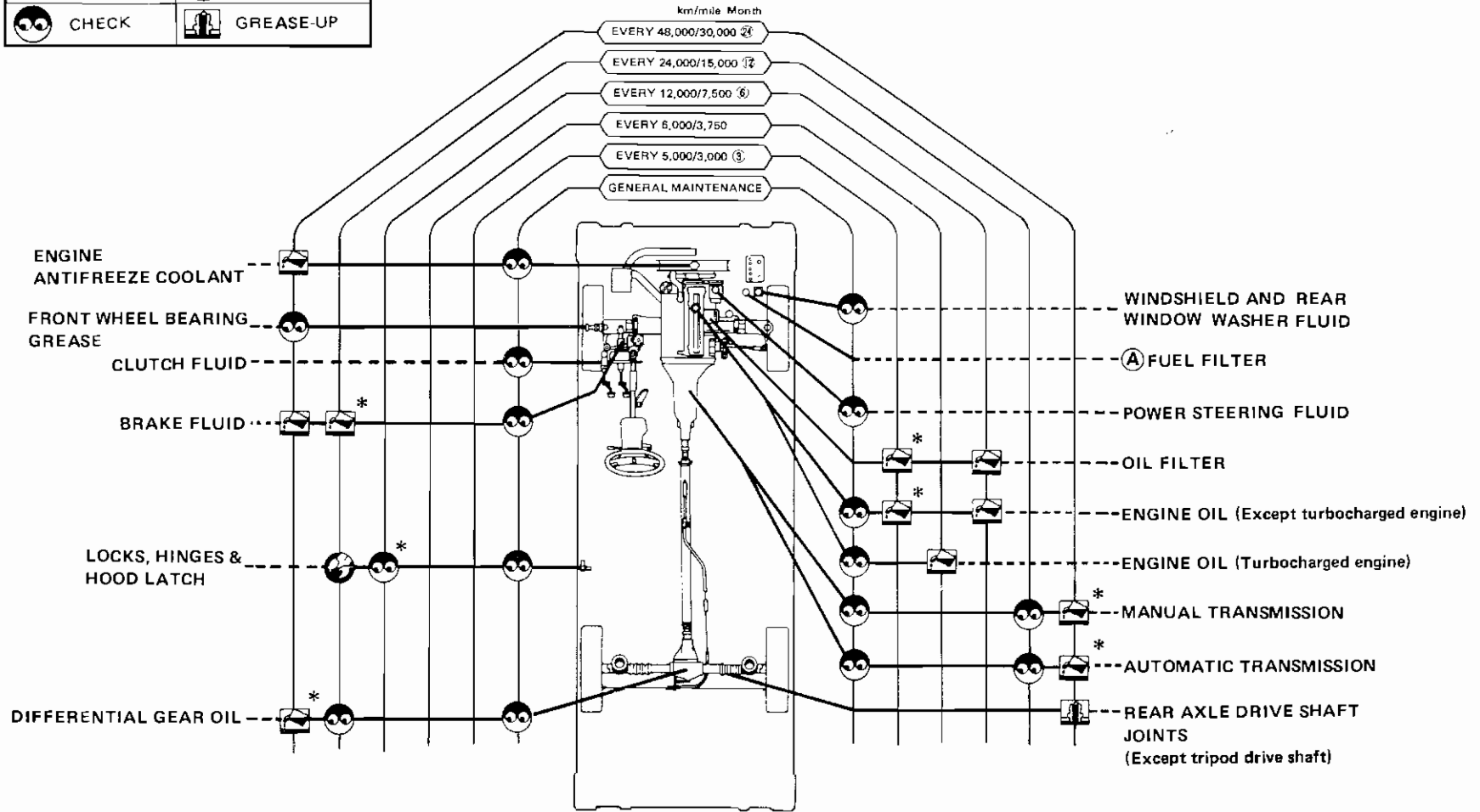
Item	Reference item in MA section
Warning lights and buzzers/chimes Make sure that all warning lights and buzzers/chimes are operating properly.	—
Horn Make sure it operates properly.	—
Windshield wiper and washer Check that the wipers and washer operate properly and that the wipers do not streak.	—
Windshield defroster Check that the air comes out of the defroster outlets properly and in sufficient quantity when operating the heater or air conditioner.	—
Rear view mirror Make sure that it is secure.	—
Sun visors Make sure that they can be moved freely and are secure.	—
Steering wheel Check that it has the specified freeplay. Be sure to check for changes in the steering condition, such as excessive freeplay, hard steering or strange noises.	Specification Free play: Less than 35 mm (1.38 in)
Seats Check front seat position controls such as seat adjusters, seatback recliner, etc. to ensure they operate smoothly and that all latches lock securely in every position. Check that the head restraints move up and down smoothly and that the locks (if so equipped) hold securely in all latched positions. Check that the latches lock securely for folding-down rear seatbacks.	—
Seat belts Check that all parts of the seat belt system e.g. buckles, anchors and retractors operate property and smoothly. Check the belt webbing for cuts, fraying, wear or damage.	<ul style="list-style-type: none"> ● INSPECTING SEAT BELTS, BUCKLES, ANCHORS, RETRACTORS AND ADJUSTER
Accelerator pedal Check the pedal for smooth operation and make sure the pedal does not catch or require uneven effort.	—
Clutch pedal Make sure the pedal operates smoothly and check that it has the proper free travel.	<ul style="list-style-type: none"> ● ADJUSTING CLUTCH PEDAL HEIGHT AND FREE PLAY
Brakes Check that the brake does not pull the vehicle to one side when applied.	—
Brake pedal Check the pedal for smooth operation and make sure it has the proper distance under it when depressed fully. Check the brake booster function.	<ul style="list-style-type: none"> ● CHECKING BRAKE PEDAL DEPRESSED HEIGHT ● CHECKING BRAKE BOOSTER FUNCTION
Parking brake Check that the lever has the proper travel and confirm that your vehicle is held securely on a fairly steep hill with only the parking brake applied.	<ul style="list-style-type: none"> ● CHECKING PARKING BRAKE
Automatic transmission "Park" mechanism Check that the lock release button on the selector lever operates properly and smoothly. On a fairly steep hill check that your vehicle is held securely with the selector lever in the "P" position without applying any brakes.	—

GENERAL MAINTENANCE

Item	Reference Item in MA section
UNDER THE HOOD AND VEHICLE	
The maintenance items listed here should be checked periodically e.g. each time you check the engine oil or refuel.	
Windshield washer fluid Check that there is adequate fluid in the tank.	—
Engine coolant level Check the coolant level when the engine is cold.	—
Radiator and hoses Check the front of the radiator and clean off any dirt, insects, leaves, etc., that may have accumulated. Make sure the hoses have no cracks, deformation, rot or loose connections.	—
Brake and clutch fluid levels Make sure that the brake and clutch fluid levels are between the "MAX" and "MIN" lines on the reservoir.	<ul style="list-style-type: none"> ● CHECKING CLUTCH FLUID LEAKS ● INSPECTING BRAKE LINES & HOSES
Engine drive belts Make sure that no belt is frayed, worn, cracked or oily.	<ul style="list-style-type: none"> ● CHECKING AND ADJUSTING DRIVE BELT
Engine oil level Check the level on the dipstick after parking the vehicle on a level spot and turning off the engine.	—
Power steering fluid level Check the level on the dipstick when the fluid is cold and the engine is turned off.	<ul style="list-style-type: none"> ● CHECKING POWER STEERING FLUID LEVEL
Automatic transmission fluid level Check the level on the dipstick after putting the selector lever in "P" with the engine idling.	<ul style="list-style-type: none"> ● CHECKING AUTOMATIC TRANSMISSION FLUID LEVEL
Exhaust system Make sure there are no loose supports, cracks or holes. If the sound of the exhaust seems unusual or there is a smell of exhaust fumes, immediately locate the trouble and correct it.	<ul style="list-style-type: none"> ● INSPECTING EXHAUST SYSTEM
Underbody The underbody is frequently exposed to corrosive substances such as those used on icy roads or to control dust. It is very important to remove these substances, otherwise rust will form on the floor pan, frame, fuel lines and around the exhaust system. At the end of winter, the underbody should be thoroughly flushed with plain water, being careful to clean those areas where mud and dirt can easily accumulate.	—

	CHANGE		LUBRICATE
	CHECK		GREASE-UP

MA-7



LUBRICATION CHART

LUBRICATION CHART

SMA443A

*: Maintenance under severe driving conditions

(A) If vehicle is operated under extreme adverse weather conditions or in areas where ambient temperatures are either extremely low or extremely high, the filter might become clogged. In such an event, replace the filter immediately.

RECOMMENDED FUEL AND LUBRICANTS / APPROXIMATE REFILL CAPACITIES

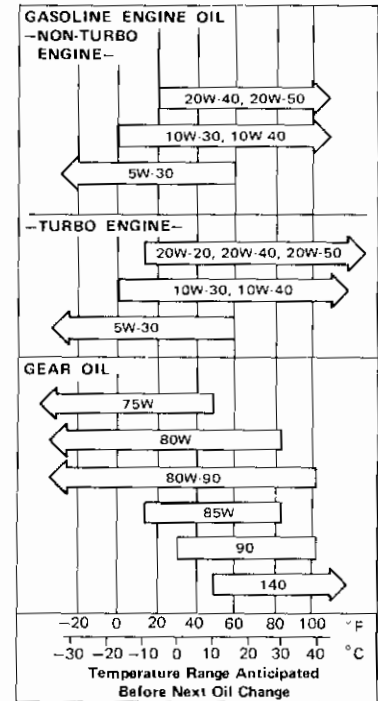
RECOMMENDED FUEL AND LUBRICANTS

FUEL

Use an unleaded gasoline only of at least 91 research octane number (Anti-knock index 87).

Under no circumstances should a leaded fuel be used since this will damage the catalytic converter.

SAE VISCOSITY NUMBER



LUBRICANTS

Lubricant		Specifications	Remarks
Engine oil	Non-Turbo engine	API SF (Energy Conserving Oils)	For further details, refer to "Engine oil and oil filter recommendation" in Owner's Manual.
	Turbo engine	API SE *1	
Gear oil	Transmission except for Turbo model	API GL-4	For further details, refer to the recommended SAE viscosity chart.
	Transmission for Turbo model	API GL-4 (SAE 80W-90) or Type DEXRON	
	Differential	API GL-5	
Automatic-T/M and power steering fluid		Type DEXRON	-
Multi-purpose grease		NLGI No. 2	Lithium soap base
Brake and clutch fluid		DOT 3	US FMVSS No. 116
Anti-freeze		-	Ethylene glycol base

*1: On models equipped with a turbocharger, use 10W-30, 10W-40, 20W-20, 20W-40 or 20W-50 except under extremely cold conditions. Use 5W-30 only under extremely cold conditions.

APPROXIMATE REFILL CAPACITIES

		Liter	US measure	Imp measure
Fuel tank		80	21-1/8 gal	17-5/8 gal
Coolant	With reservoir	10.5	11-1/8 qt	9-1/4 qt
	Without reservoir	9.7	10-1/4 qt	8-1/2 qt
Engine	With oil filter	4.5	4-3/4 qt	4 qt
	Without oil filter	4.0	4-1/4 qt	3-1/2 qt
Transmission	M/T	FS5W71B	4-1/4 pt	3-1/2 pt
		FS5R90A	1.9	4 pt	3-3/8 pt
	A/T	5.5	5-7/8 qt	4-7/8 qt
Differential carrier	R200	1.3	2-3/4 pt	2-1/4 pt
	R180	1.0	2-1/8 pt	1-3/4 pt
Power steering system		1.1	1-1/8 qt	1 qt
Windshield washer tank		3.0	3-1/8 qt	2-5/8 qt
Headlight cleaner tank		2.0	2-1/8 qt	1-3/4 qt
Air conditioning system	Compressor oil	150 ml	5.1 fl oz	5.3 fl oz
	Refrigerant	0.8 - 1.0 kg	1.8 - 2.2 lb	1.8 - 2.2 lb

ENGINE MAINTENANCE

BEFORE ENGINE START

CHECKING AND ADJUSTING DRIVE BELTS

1. Visually inspect for cracks or damage.

	Adjust deflection of used belt	Set deflection of new belt
Drive belt deflection mm (in)		
Cooling fan	7 - 10 (0.28 - 0.39)	6 - 9 (0.24 - 0.35)
Air conditioner compressor	5 - 7 (0.20 - 0.28)	4 - 6 (0.16 - 0.24)
Power steering oil pump	11 - 14 (0.43 - 0.55)	9 - 12 (0.35 - 0.47)
Applied pushing force N (kg, lb)	98 (10, 22)	

The belts should not touch the bottom of the pulley groove.

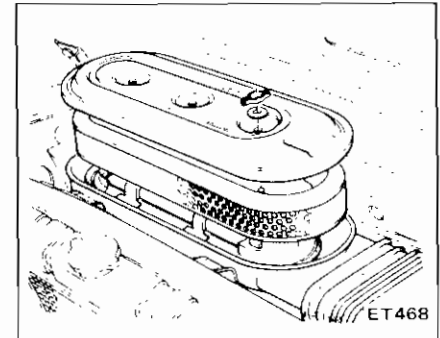
2. Check belt tension by pushing.

The belts should deflect by the specified amount.

REPLACING AIR CLEANER FILTER

The viscous paper type air cleaner filter does not require any cleaning operation between renewal.

Remove air cleaner cover and remove air cleaner filter.



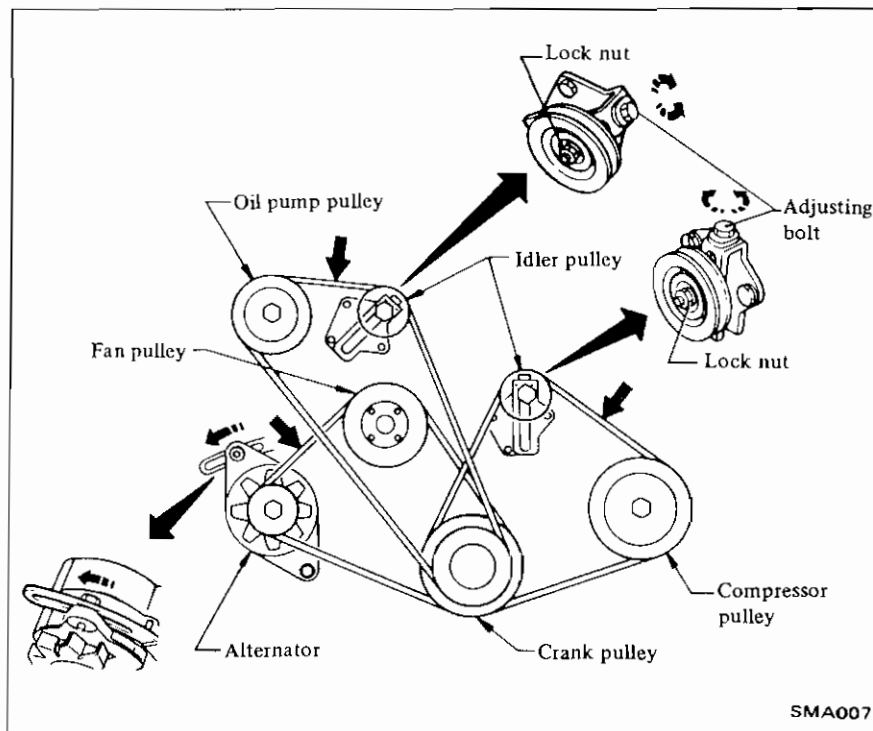
3. Adjust belt tension as follows:

Fan and alternator belt

1. Loosen the upper and lower alternator securing bolts until the alternator can be moved slightly.
2. Move the alternator with a prying bar until the belt tension is the specified amount. Then tighten the bolts securely.

Air conditioner compressor and power steering oil pump belts

1. Loosen the idler pulley lock nut.
2. Adjust the adjusting bolt until the belt tension is the specified amount.
3. Tighten the idler pulley lock nut securely.



CHECKING VAPOR LINES

1. Check all hoses and fuel tank filler cap.
2. Disconnect vapor vent line connecting carbon canister to check valve.
3. Connect a 3-way connector, a manometer and a cock (or an equivalent 3-way charge cock) to the end of the vent line.
4. Supply fresh air into the vapor vent line through the cock little by little until pressure becomes 3.923 kPa (400 mmH₂O, 15.75 inH₂O).
5. Shut the cock completely and leave it unattended.
6. After 2.5 minutes, measure the height of the liquid in the manometer.

Pressure variation:

Less than 0.245 kPa
(25 mmH₂O, 0.98 inH₂O)

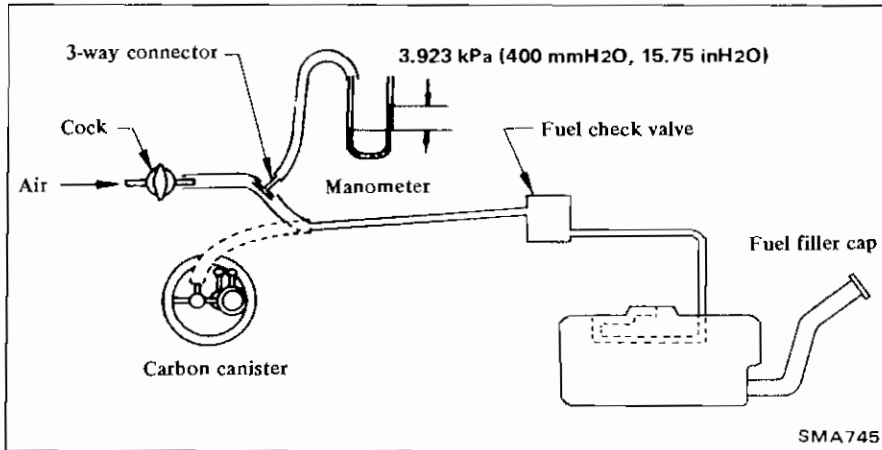
(1) When filler cap does not close completely, the height should drop to zero in a short time.

(2) If the height does not drop to zero in a short time when filler cap is removed, it is the cause of a stuffy hose.

ENGINE MAINTENANCE

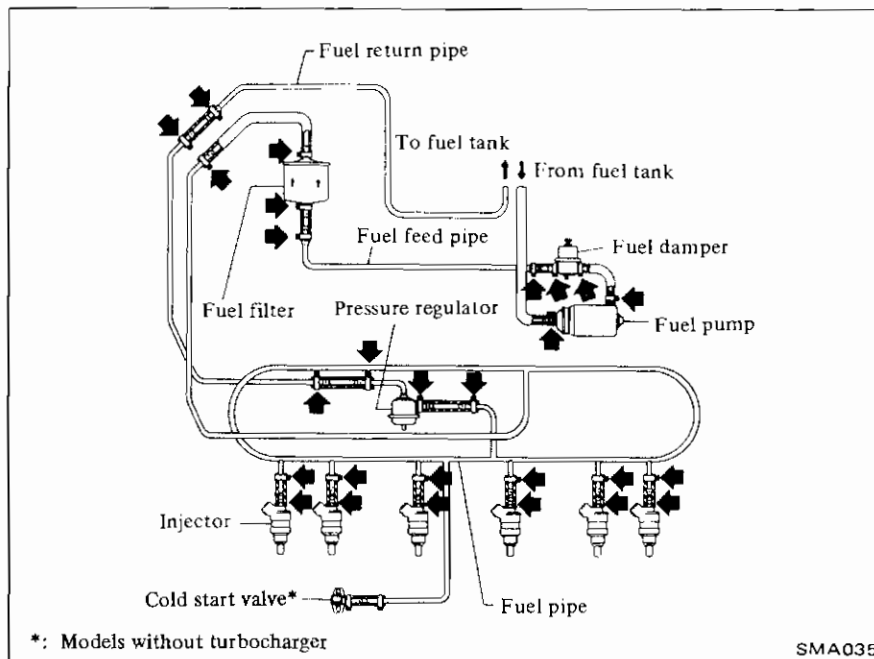
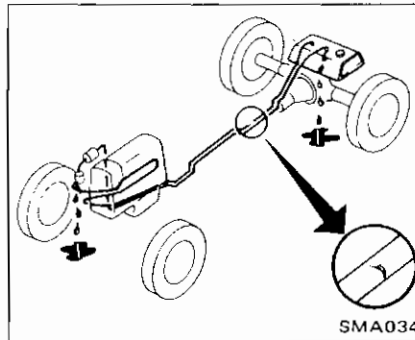
In case the vent line is stuffy, the breathing in fuel tank is not thoroughly made, thus causing insufficient de-

livery of fuel to engine or vapor lock. It must, therefore, be repaired or replaced.



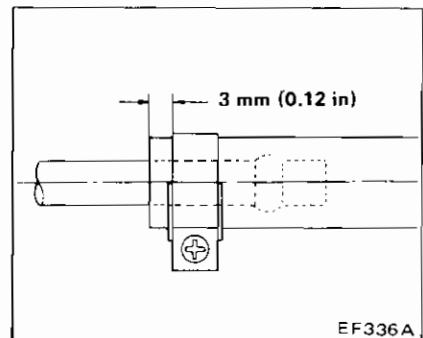
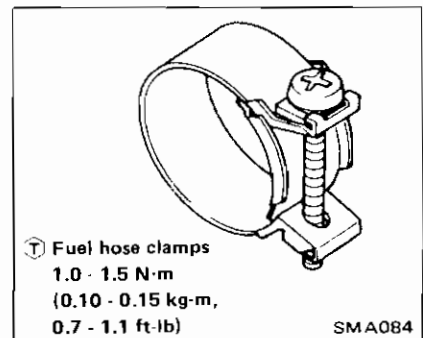
CHECKING FUEL LINES (Hoses, piping, connections, etc.)

1. Check fuel line for leaks, particularly around connection of fuel pipe and fuel hose.
2. Retighten loose connections and replace any damaged or deformed parts.



CAUTION:

- a. Do not reuse fuel hose clamp after loosening.
- b. Tighten high pressure rubber hose clamp so that clamp end is 3 mm (0.12 in) from hose end or screw position (wider than other portions of clamp) is flush with hose end. Tightening torque specifications are the same for all rubber hose clamps. When tightening hose clamp, ensure that screw does not come into contact with adjacent parts.



REPLACING FUEL FILTER

The fuel filter is designed especially for use with the EFI system. It should be replaced as an assembly.

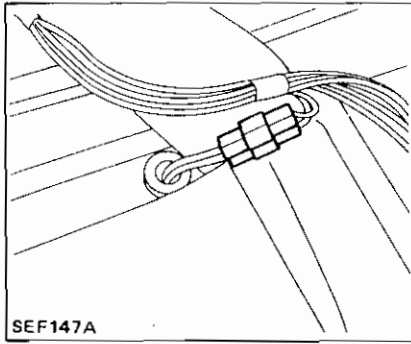
1. Follow the procedure below to reduce fuel pressure to zero.

CAUTION:

Before disconnecting fuel hose, release fuel pressure from fuel line to eliminate danger.

ENGINE MAINTENANCE

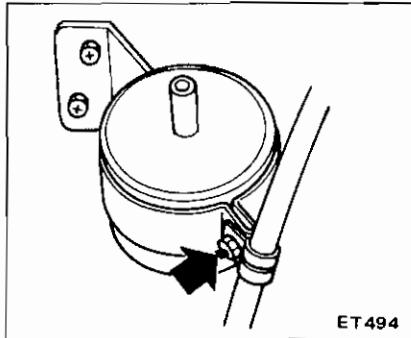
- (1) Start the engine.
- (2) Remove fuel pump connector with engine running.



- (3) After engine stall, crank the engine twice or three times.
- (4) Turn ignition switch off and connect fuel pump connector.
2. Unfasten clamps securing fuel hoses to the outlet and inlet sides of fuel filter, and disconnect fuel hoses.

Be careful not to spill fuel over engine compartment. Place a rag to absorb fuel.

3. Remove fuel filter.



4. To install fuel filter, reverse the order of removal.

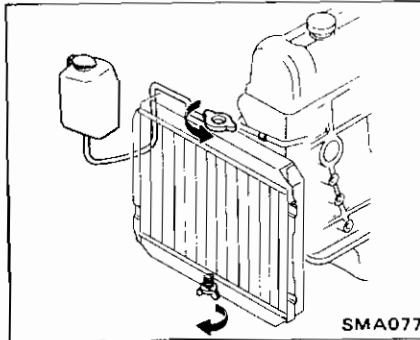
CHANGING ENGINE COOLANT

WARNING:

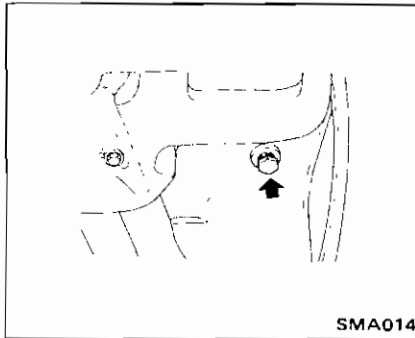
To avoid the danger of being scalded, never attempt to change the coolant when the engine is hot.

When changing engine coolant, set heater "TEMP" control lever at fully "HOT" position.

1. Open drain cock at bottom of radiator, and remove radiator cap.



2. Remove cylinder block drain plug located at left rear of cylinder block.



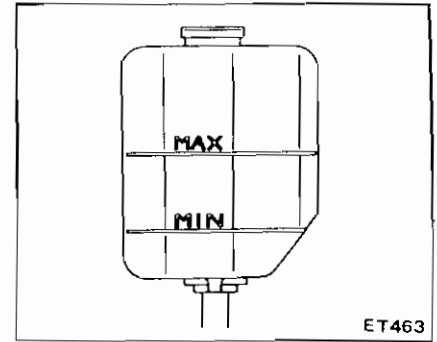
3. Drain coolant completely. Then flush cooling system.
4. Close drain cock and plug.
5. Fill radiator with coolant up to filler opening.

Cooling water capacity:

10.5 liters

(11-1/8 US qt, 9-1/4 Imp qt)

6. Install filler cap and fill reservoir tank with coolant up to "MAX" level.
7. Start engine and warm up engine until water temperature indicator points to the middle of gauge.
8. Stop engine and cool engine off completely.
9. Refill radiator with coolant up to filler opening if the coolant level is lower the specified level.
10. Also, refill reservoir tank with coolant up to "MAX" level.

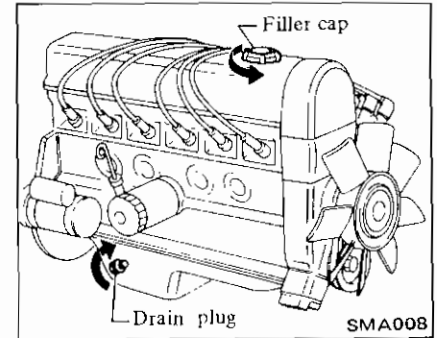


CHANGING ENGINE OIL AND OIL FILTER

1. Start engine and warm up engine until water temperature indicator points to the middle of gauge, then stop engine.
2. Remove oil filler cap and oil pan drain plug, and allow oil to drain.

WARNING:

Be careful not to burn yourself, as the engine oil may be hot.



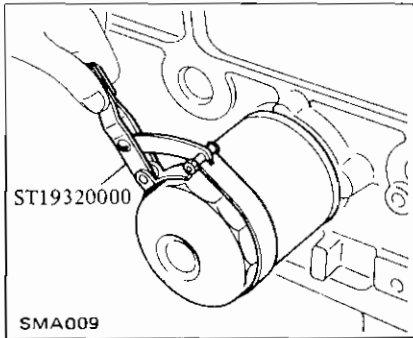
- A milky oil indicates the presence of cooling water. Isolate the cause and take corrective measure.
- An oil with extremely low viscosity indicates dilution with gasoline.

3. Clean and install oil pan drain plug with washer.

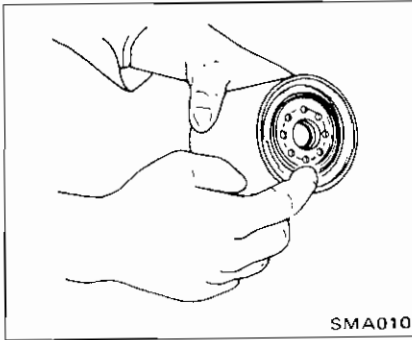
Ⓣ: Oil pan drain plug
20 - 29 N·m
(2.0 - 3.0 kg·m,
14 - 22 ft·lb)

ENGINE MAINTENANCE

4. Using Tool, remove oil filter.



5. Wipe oil filter mounting surface with a clean rag.
6. Smear a little engine oil on rubber gasket of new oil filter.

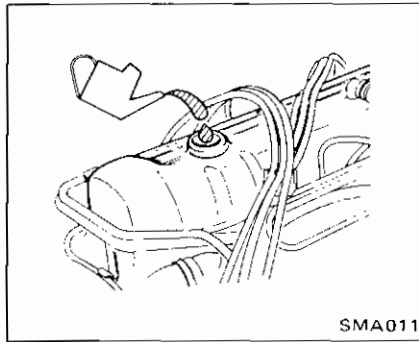


7. Install new oil filter. **Hand-tighten ONLY. DO NOT use a wrench to tighten the filter.**
8. Refill engine with new engine oil, referring to **RECOMMENDED LUBRICANTS**.
Check oil level with dipstick.

Oil capacity:

Unit: liters (US qt, Imp qt)

	Models with turbocharger	Models without turbocharger
With oil filter	5.2 (5-1/2, 4-5/8)	4.5 (4-3/4, 4)
Without oil filter	4.7 (5, 4-1/8)	4.0 (4-1/4, 3-1/2)

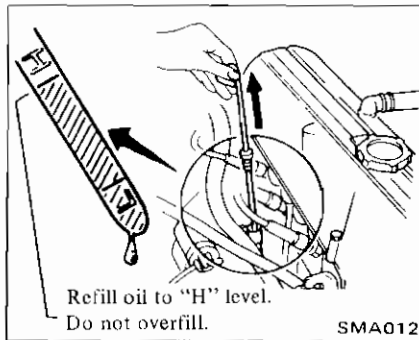


9. Start engine. Check area around drain plug and oil filter for any sign of oil leakage.

If any leakage is evident, these parts have not been properly installed.

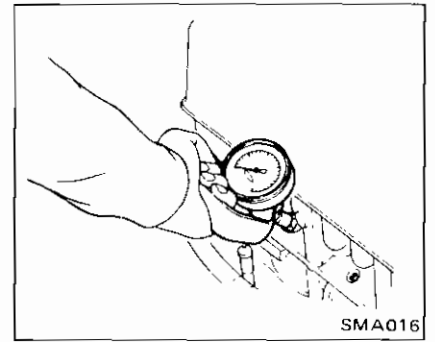
10. Run engine until water temperature indicator points to the middle of gauge. Then stop engine and wait several minutes. Check oil level with dipstick. If necessary, add engine oil.

When checking oil level, park the car on a level surface.



CHECKING ENGINE COMPRESSION PRESSURE

1. Warm up engine until water temperature indicator points to the middle of gauge.
2. Disconnect all spark plugs with spark plug wrench.
3. Disconnect cold start valve and all injector connectors.
4. Properly attach a compression tester to spark plug hole in cylinder being tested.



5. Depress accelerator pedal to open throttle valve fully.

6. Crank engine and read gauge indication.

- Run engine at about 350 rpm.
- Engine compression measurement should be made as quickly as possible.

Compression pressure:

Unit: kPa (kg/cm², psi)/rpm

	Models with turbocharger	Models without turbocharger
Standard	981 (10.0, 142)/350	1,177 (12.0, 171)/350
Minimum	686 (7.0, 100)/350	883 (9.0, 128)/350

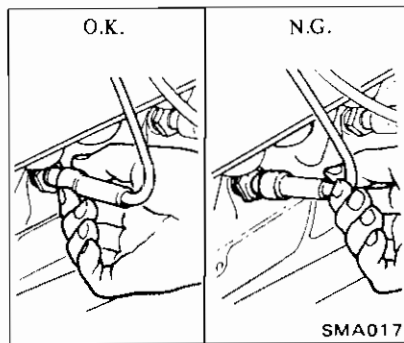
7. Cylinder compression in cylinders should not be less than 80% of the highest reading.

If cylinder compression in one or more cylinders is low, pour a small quantity of engine oil into cylinders through the spark plug holes and retest compression.

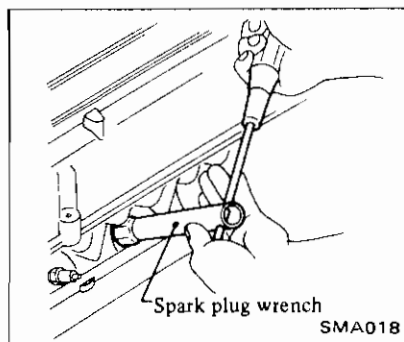
- If adding oil helps the compression pressure, chances are that piston rings are worn or damaged.
- If pressure stays low, valve may be sticking or seating improperly.
- If cylinder compression in any two adjacent cylinders is low, and if adding oil does not help the compression, there is leakage past the gasketed surface.
Oil and water in combustion chambers can result from this problem.

REPLACING SPARK PLUGS

1. Disconnect spark plug wire at boot. Do not pull on the wires.

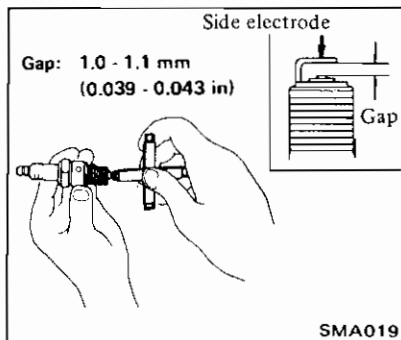


2. Remove spark plugs with spark plug wrench.



3. Using feeler gauge, check new spark plug gap.

If it is not within specified range, set gap by bending side electrode.



Spark plug:

Standard type	BPR6ES-11
Hot type	BPR5ES-11
Cold type	BPR7ES-11

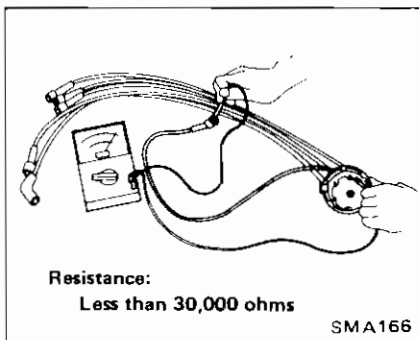
4. Install new spark plugs.

Reconnect high tension cables according to Nos. indicated on them.

⊕ : Spark plug
 15 - 20 N·m
 (1.5 - 2.0 kg·m,
 11 - 14 ft·lb)

CHECKING IGNITION WIRES

1. Visually check wires for cracks, damaged and burned terminals.
2. Using an ohmmeter, measure the resistance between cable terminal on the spark plug side and corresponding electrode inside cap.



Shake the wire while measuring resistance to check for intermittent breaks.

AFTER ENGINE WARM-UP

ADJUSTING INTAKE AND EXHAUST VALVE CLEARANCE (Model without turbocharger)

Adjustment should be made while engine is hot.

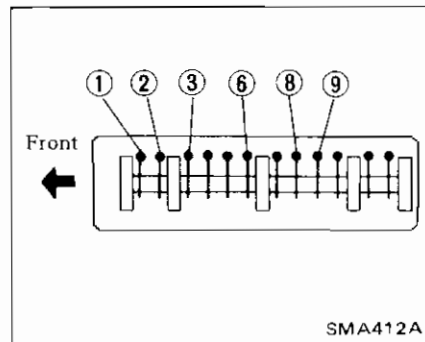
1. Start engine and warm up engine until water temperature indicator points to the middle of gauge, then stop engine.

Adjustment cannot be made while engine is in operation.

2. Remove valve rocker cover.
3. Rotate crankshaft.

When turning crankshaft with starter, remove high tension cable from ignition coil, then turn it.

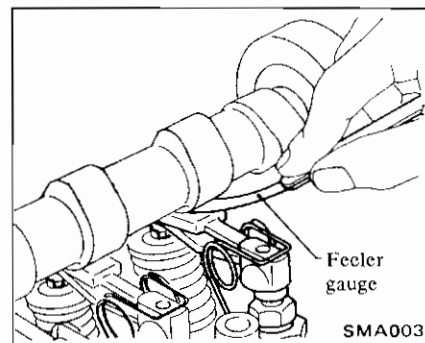
4. Set No. 1 cylinder in top dead center on its compression stroke, and adjust valve clearance ①, ②, ③, ⑥, ⑧ and ⑨.



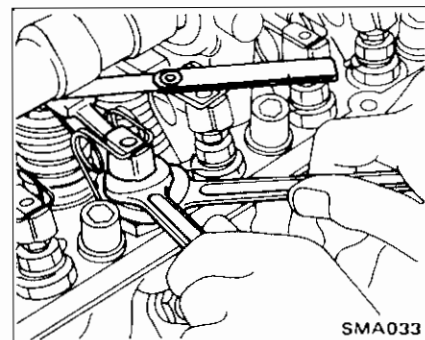
Valve clearance (Hot)

Intake . . . ② ③ ⑧ : 0.25 mm
 (0.010 in)
 Exhaust . . ① ⑥ ⑨ : 0.30 mm
 (0.012 in)

(1) Using feeler gauge, measure clearance between cam lobe and valve rocker.

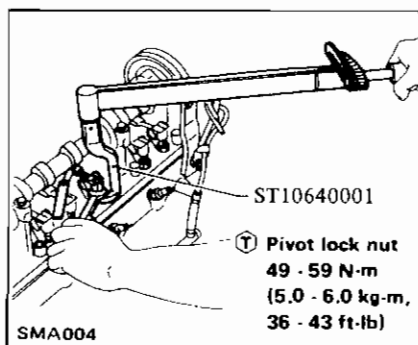


(2) If the clearance is not specified value, loosen pivot lock nut and turn valve rocker pivot to provide proper clearance.



ENGINE MAINTENANCE

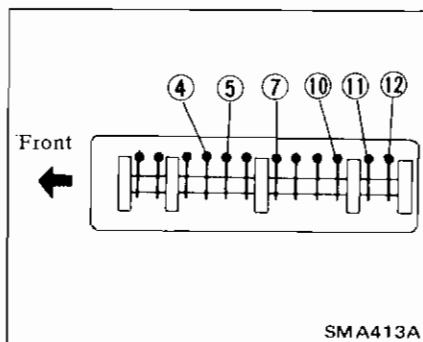
- (3) Hold valve rocker pivot and tighten pivot lock nut using Tool.



- (4) Recheck clearance

Feeler gauge should move with a very slight drag.

5. Again, rotate crankshaft one turn so that No. 4 cylinder is in top dead center of its compression stroke, and adjust valve clearance ④, ⑤, ⑦, ⑩, ⑪ and ⑫.



Valve clearance (Hot)

Intake . . . ⑤ ⑩ ⑪ : 0.25 mm
(0.010 in)

Exhaust . . ④ ⑦ ⑫ : 0.30 mm
(0.012 in)

6. Install valve rocker cover.

ENGINE MAINTENANCE

ADJUSTING IDLE RPM (Models without turbocharger)

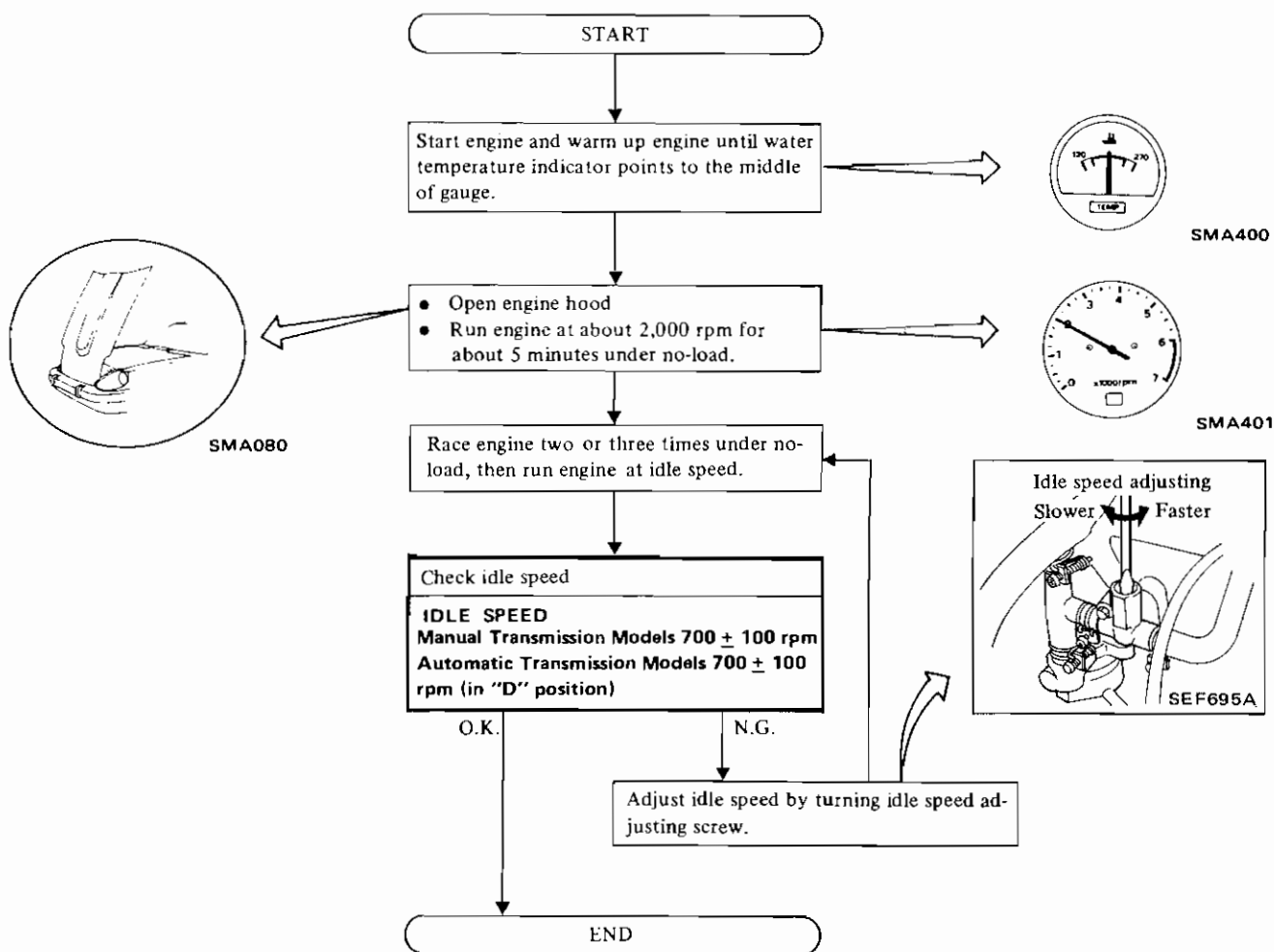
Preparation

1. On air conditioner equipped models, checks should be carried out while the air conditioner is "OFF".
2. On automatic transmission equipped models, checks should be carried out while shift lever is in "D" position.

WARNING:

- a. When selector lever is shifted to "D" position, apply parking brake and block both front and rear wheels with chocks.
- b. Depress brake pedal while accelerating the engine to prevent forward surge of car.
- c. After the adjustment has been made, shift the lever to the "N" or "P" position and remove wheel chocks.

Maintenance procedure



ENGINE MAINTENANCE

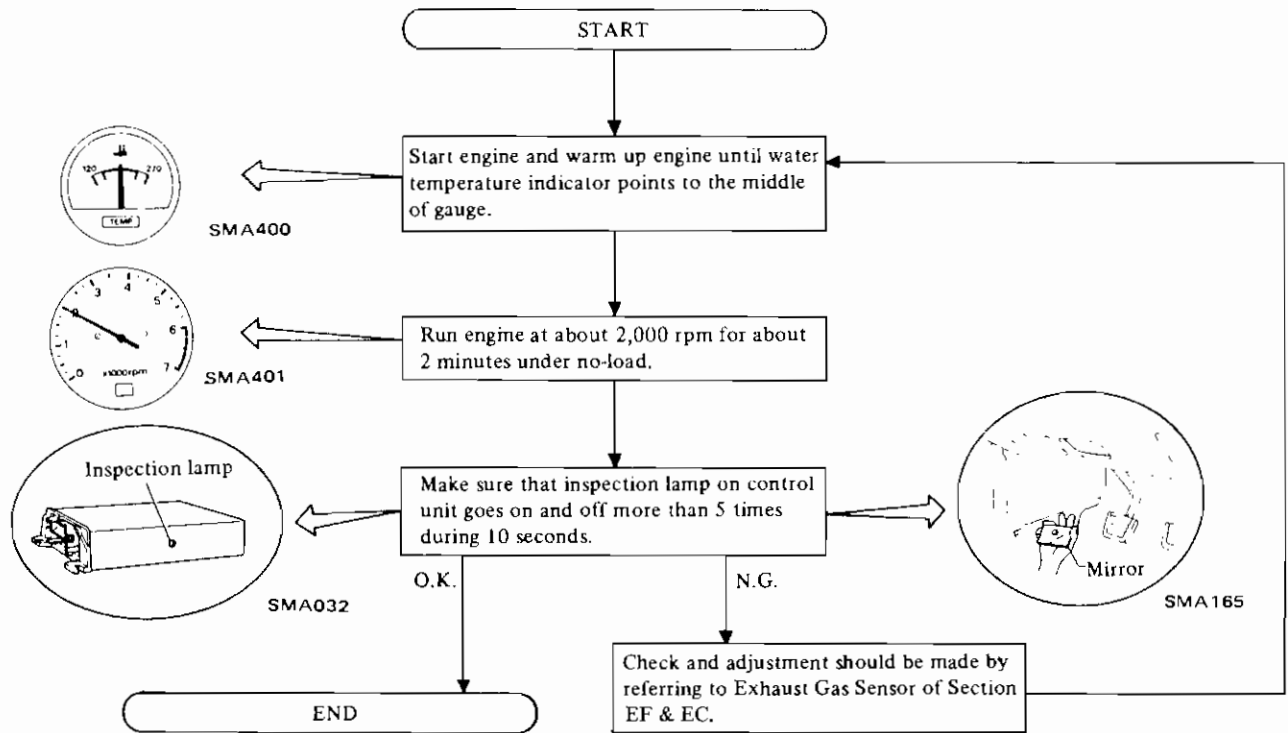
CHECKING EXHAUST GAS SENSOR

Preparation

When checking exhaust gas sensor, make sure that the following parts are in good order.

- Battery
- Ignition system
- Engine oil and coolant levels
- Fuses
- EFI component parts
- EFI harness connectors
- Hoses
- Oil filler cap and oil level gauge
- Valve clearance, engine compression

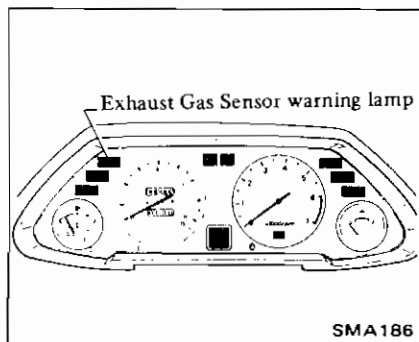
Maintenance procedure



48,000 km (30,000 miles) or 24 Months Service

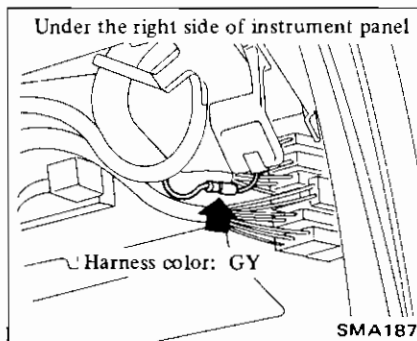
Exhaust gas sensor should be checked after 48,000 km (30,000 miles) or 24 months of operation.

After car has been operated for 48,000 km (30,000 miles), exhaust gas sensor warning lamp will come on to indicate that sensor should be inspected.



For U.S.A. models

After inspection, disconnect warning lamp harness connector so that warning lamp will not come on thereafter.



If sensor should be checked on the 24th month before 48,000 km (30,000 miles) of operation, also disconnect warning lamp harness connector.

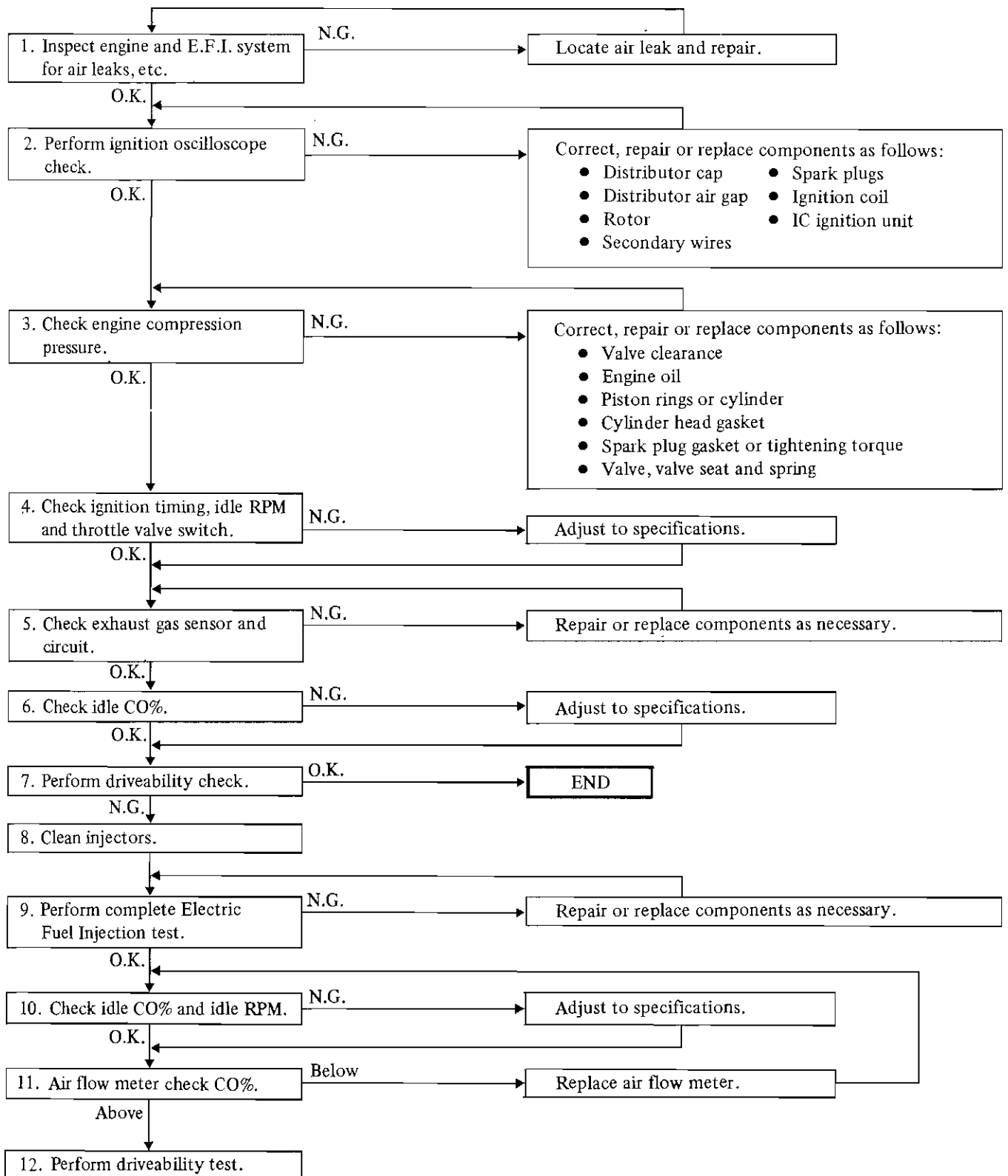
For Canada models

After inspection, disconnect the hold relay so that warning lamp will not come on thereafter.

DIAGNOSTIC PROCEDURE FOR PROBLEMS

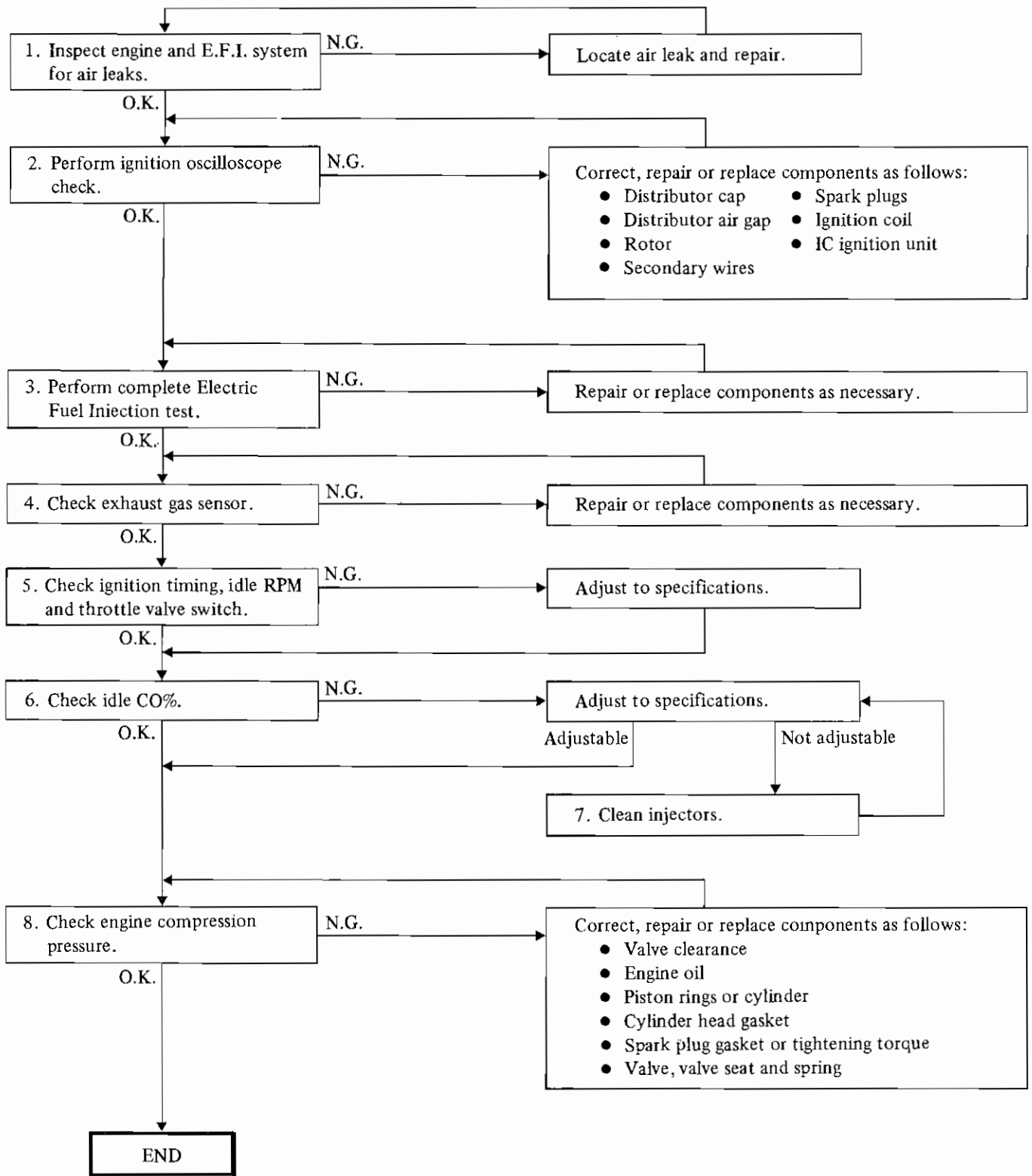
DIAGNOSTIC PROCEDURE FOR E.F.I. ENGINE

DRIVEABILITY (Hesitation, surging, flat spot, backfire, afterfire, lack of power, run-on, excessive fuel consumption, etc.)

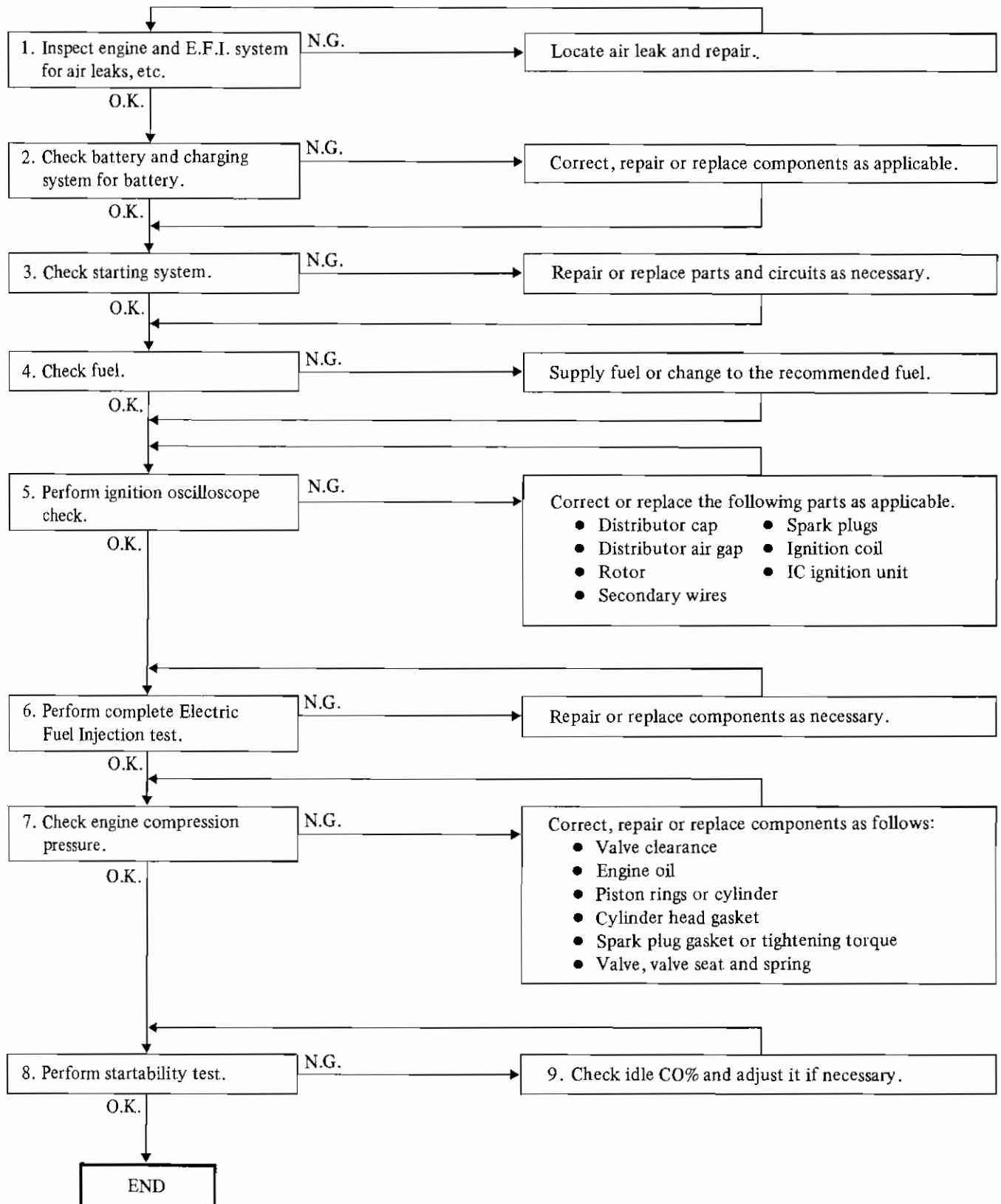


DIAGNOSTIC PROCEDURE FOR PROBLEMS

IMPROPER IDLING (Rough idle, no return to idle, high idle, etc.)

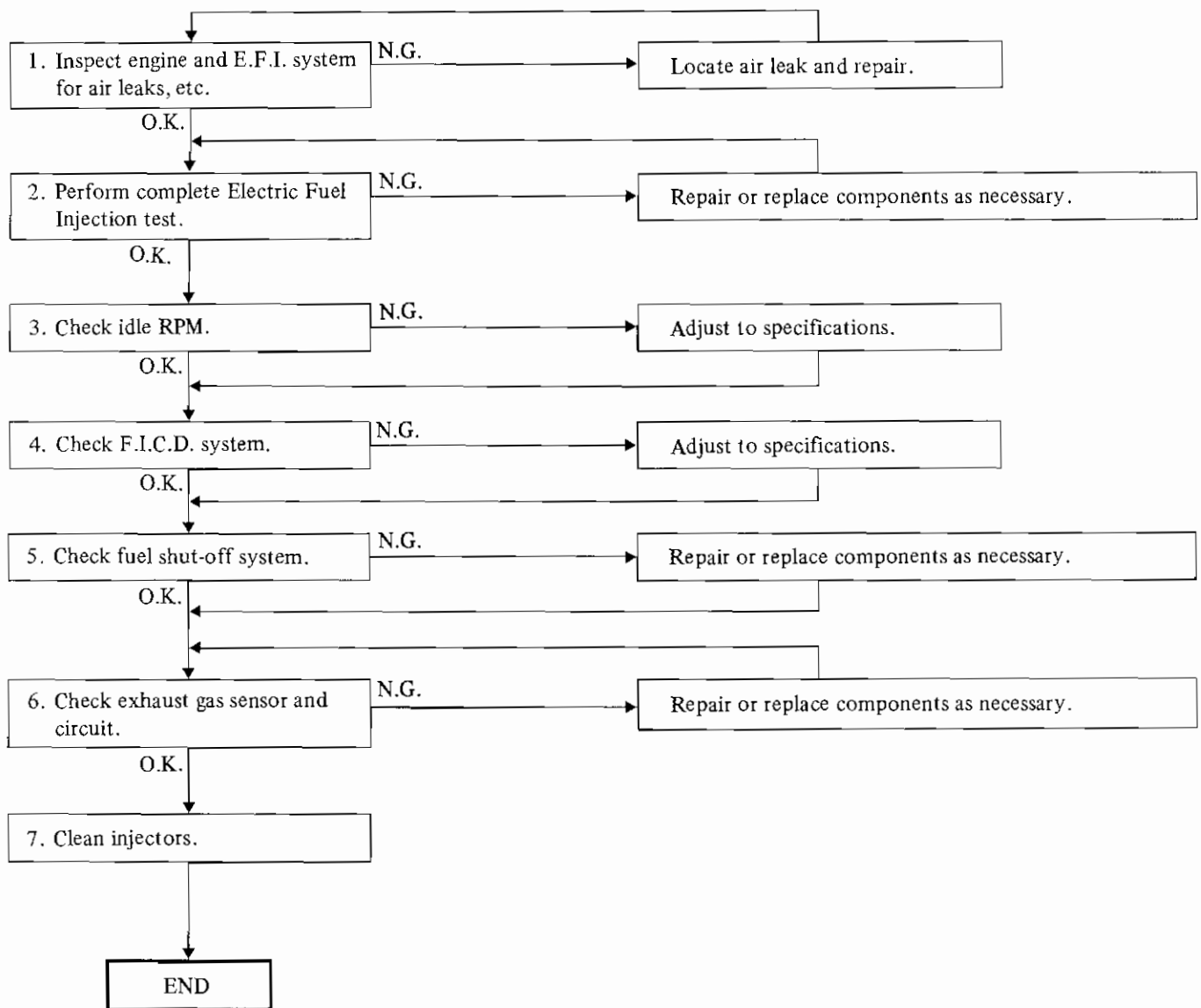


ENGINE STARTABILITY (Hard start, no start, hard restart, no restart, etc.)

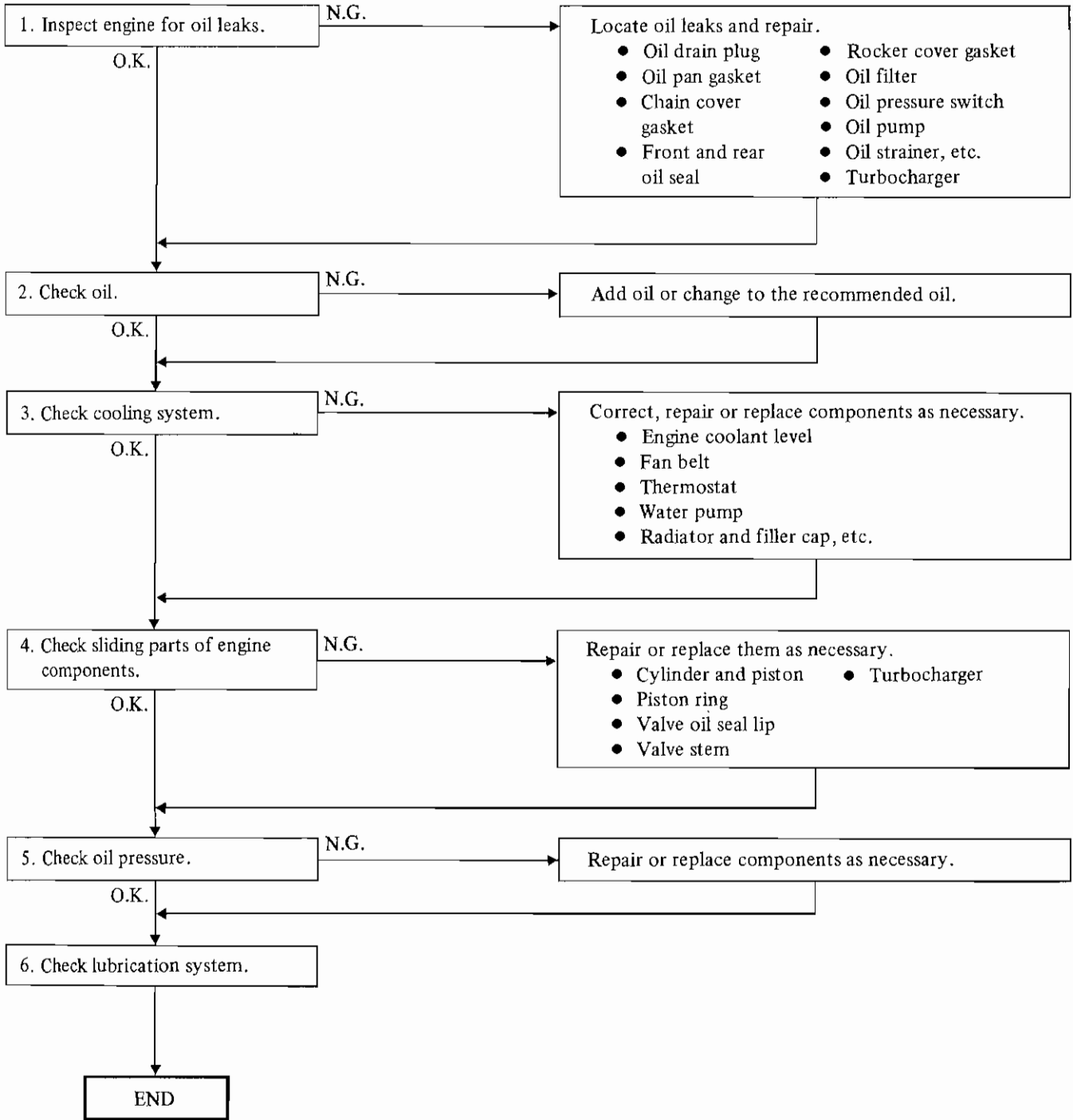


DIAGNOSTIC PROCEDURE FOR PROBLEMS

ENGINE STALL

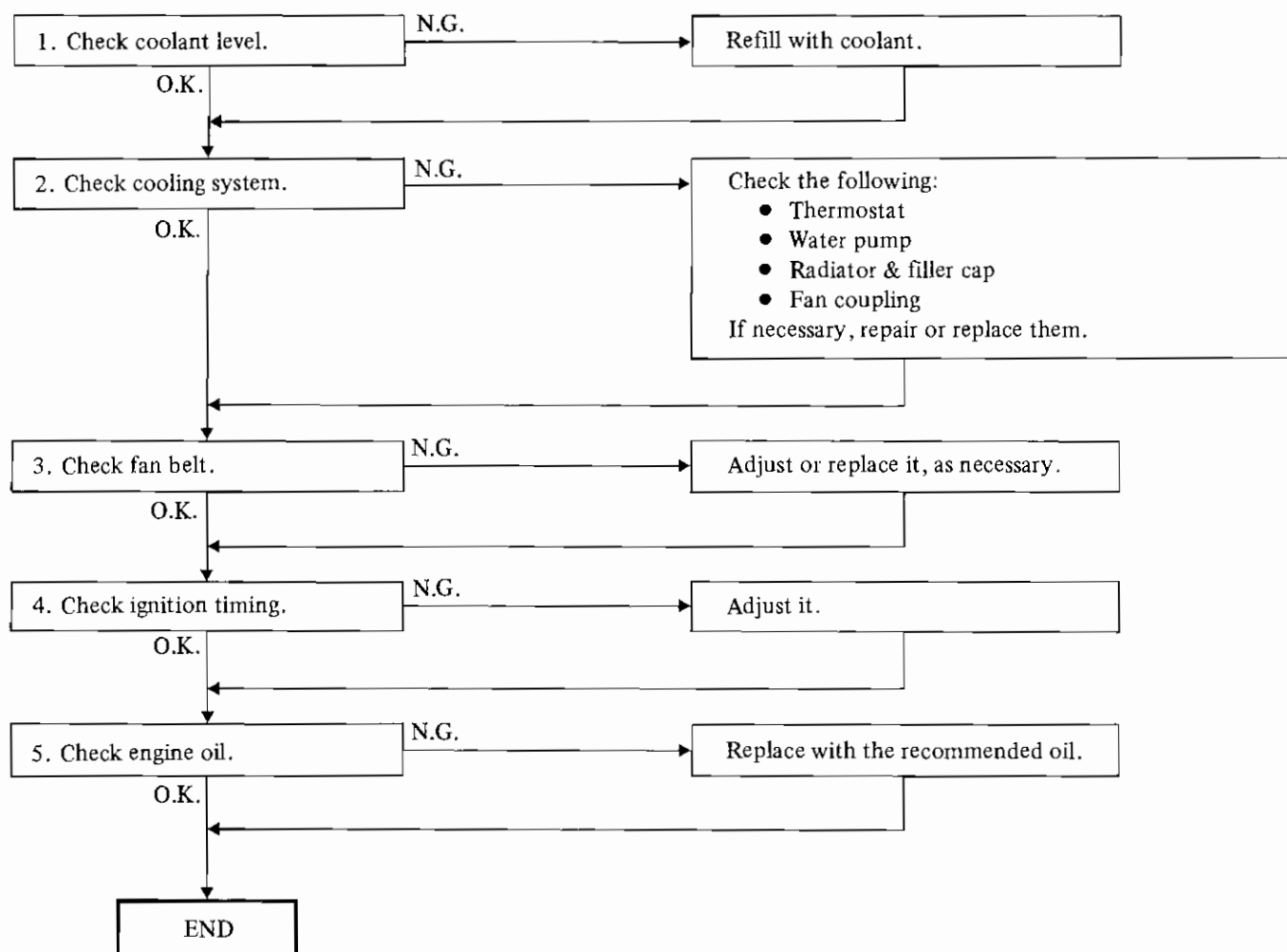


EXCESSIVE OIL CONSUMPTION

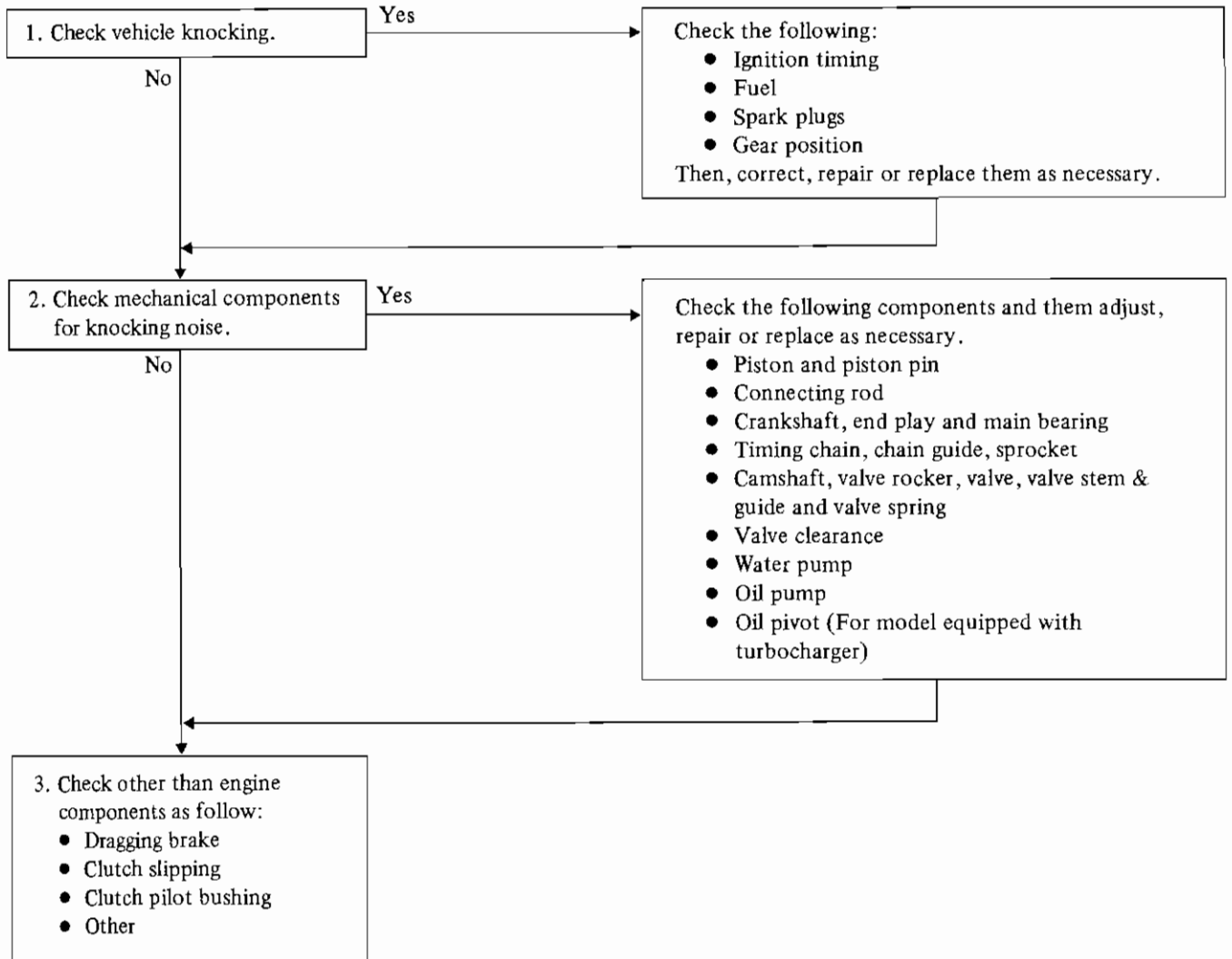


DIAGNOSTIC PROCEDURE FOR PROBLEMS

OVERHEATING

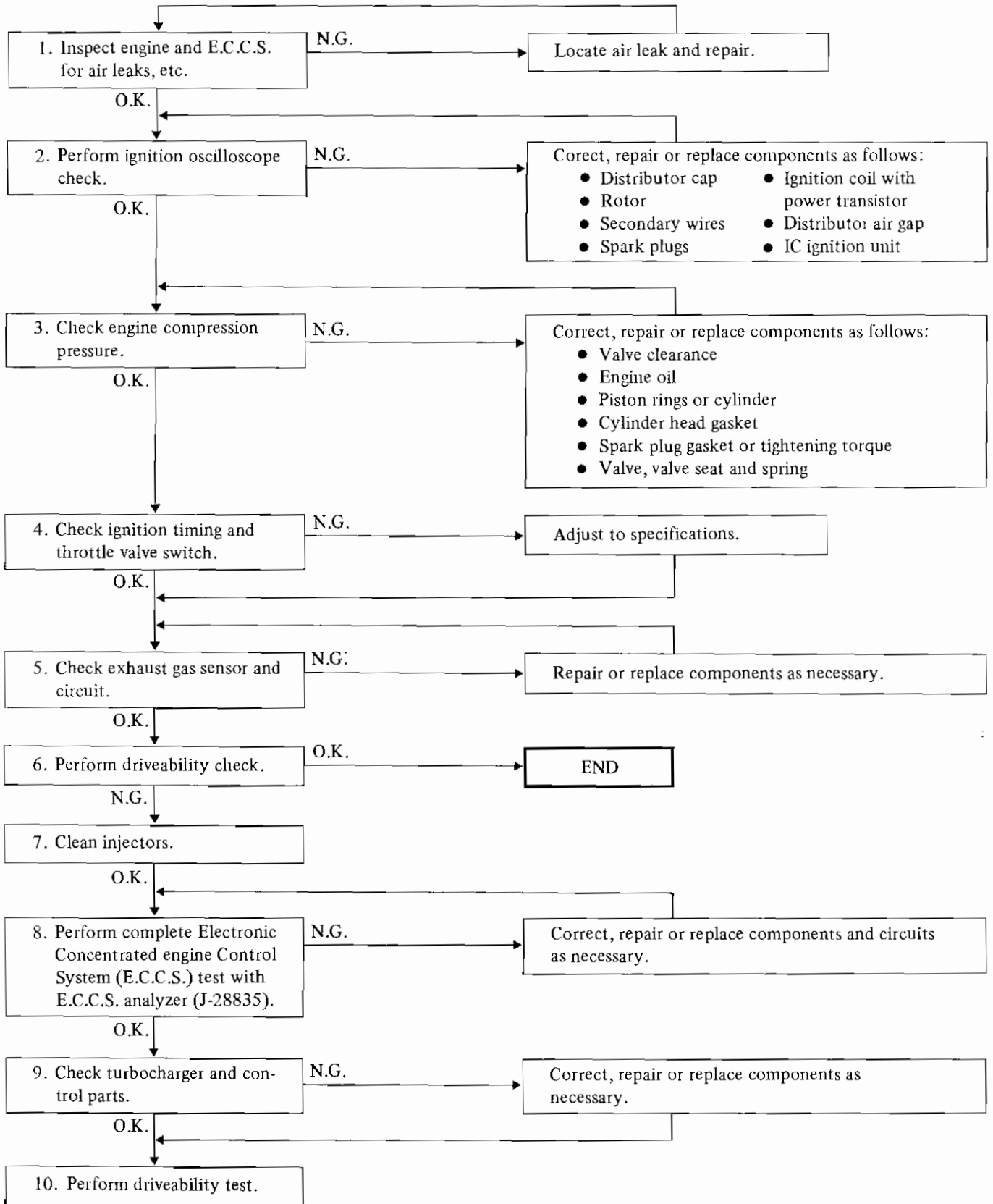


NOISY ENGINE

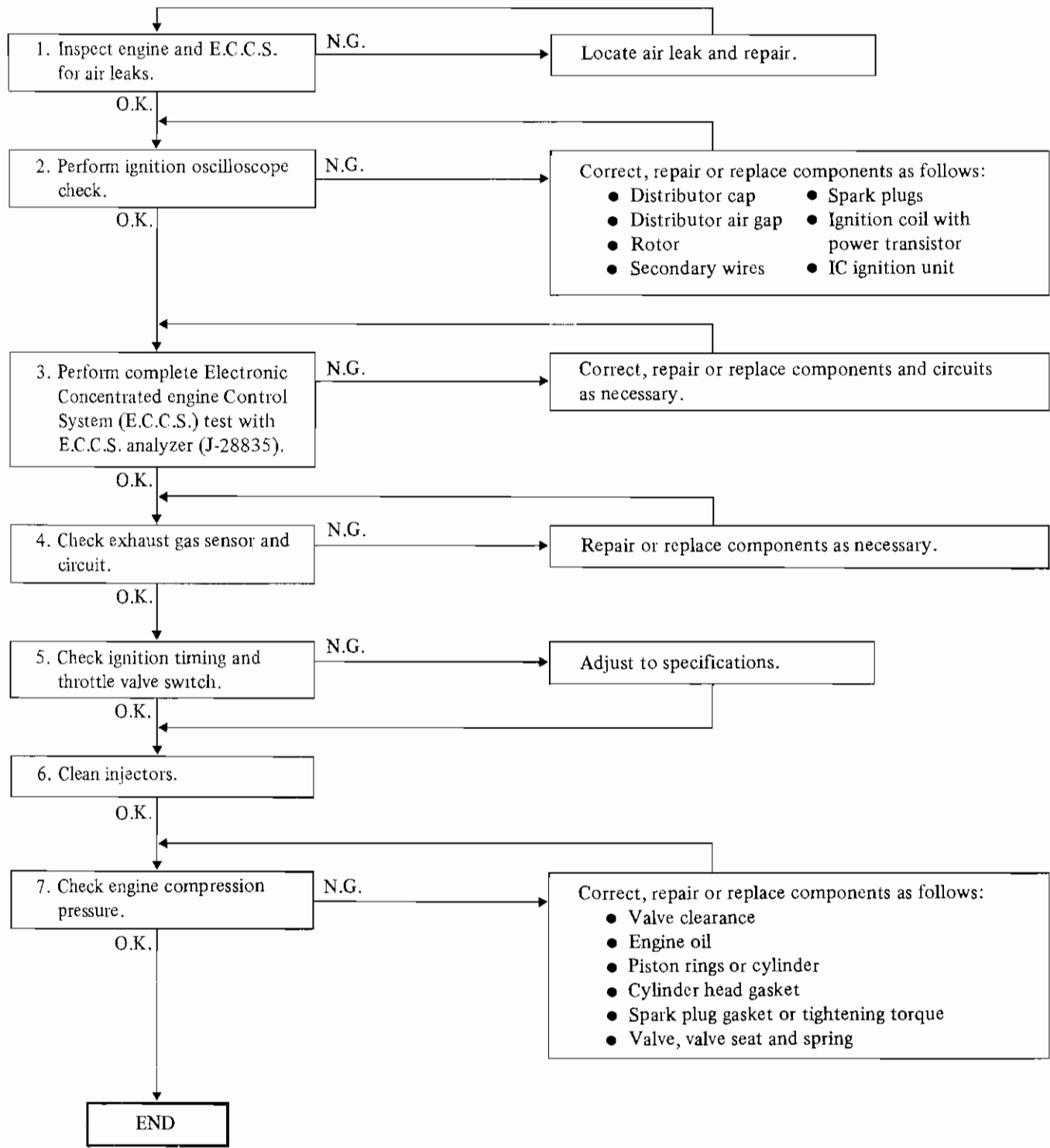


DIAGNOSTIC PROCEDURE FOR E.C.C.S. ENGINE

DRIVEABILITY (Hesitation, surging, flat spot, backfire, afterfire, lack of power, run-on, excessive fuel consumption, etc.)

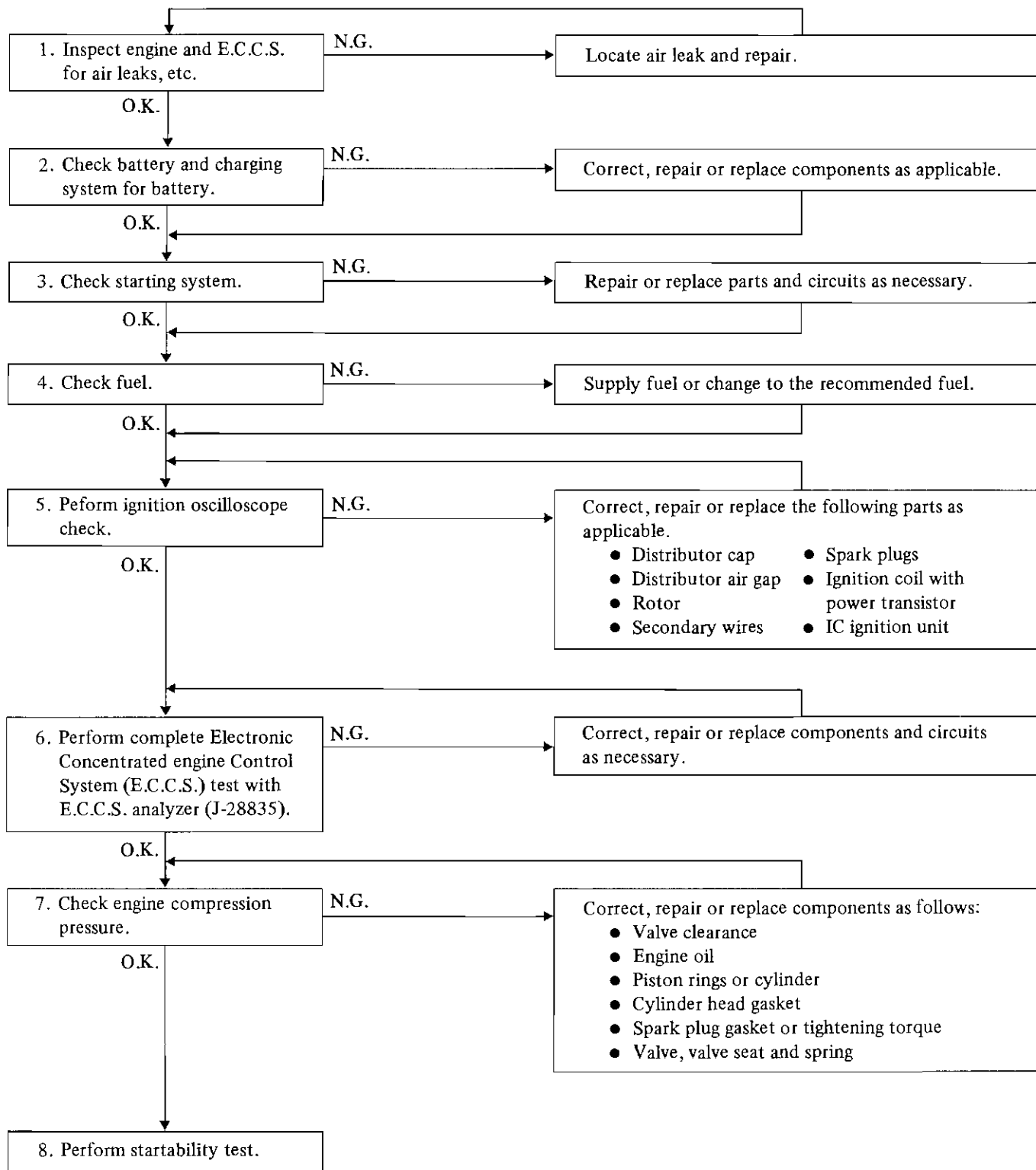


IMPROPER IDLING (Rough idle, no return to idle, high idle, etc.)

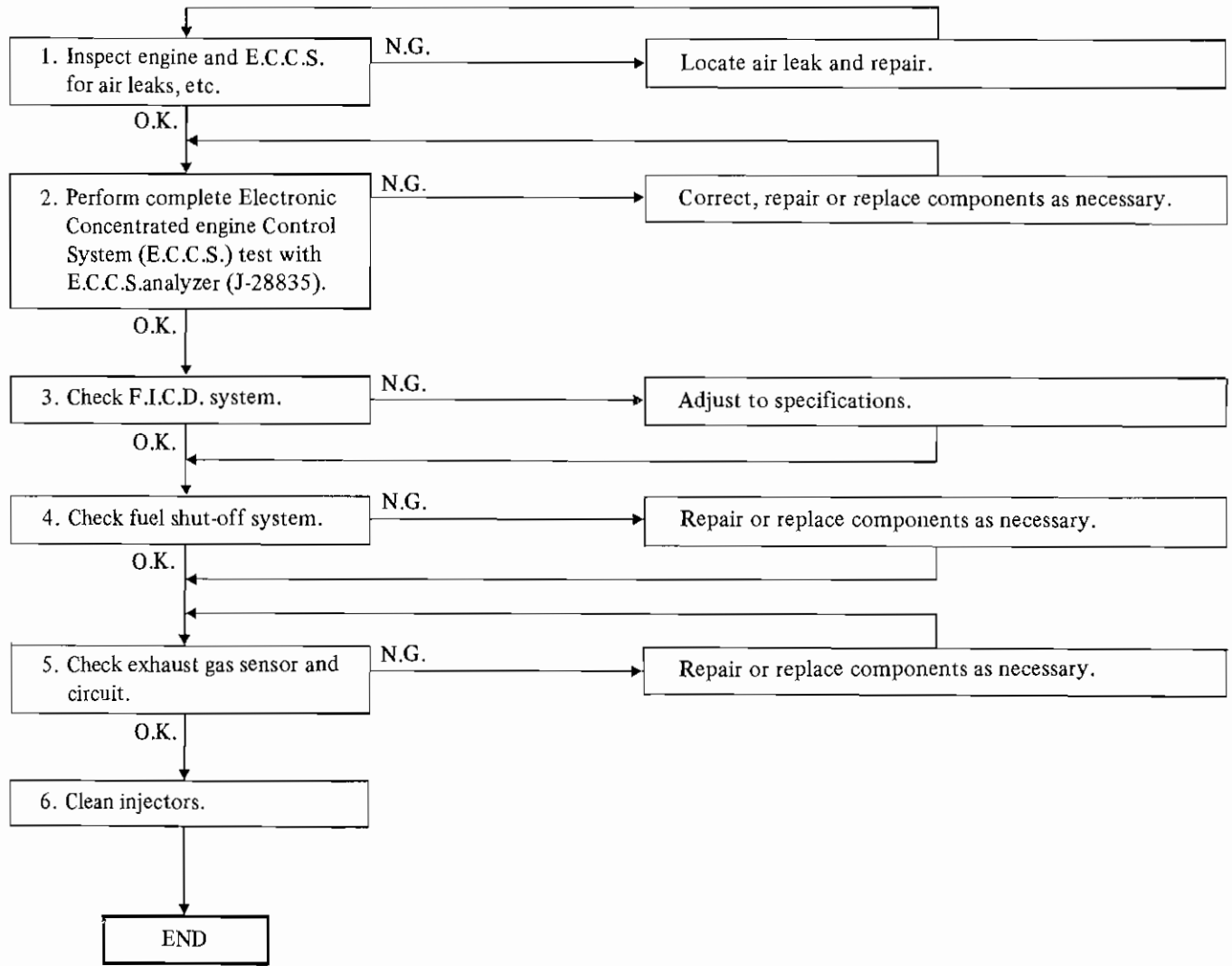


DIAGNOSTIC PROCEDURE FOR PROBLEMS

ENGINE STARTABILITY (Hard start, no start, hard restart, no restart, etc.)



ENGINE STALL



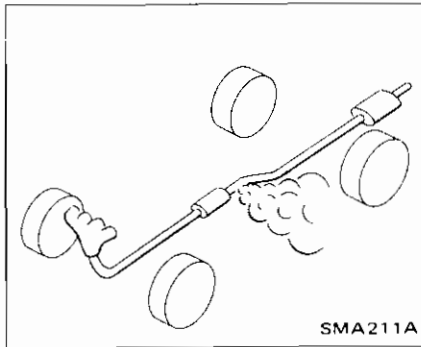
For diagnostic procedures for excessive oil consumption, overheating, noisy engine, refer to DIAGNOSTIC PROCEDURE FOR E.F.I. ENGINE.

CHASSIS AND BODY MAINTENANCE

EXHAUST SYSTEMS

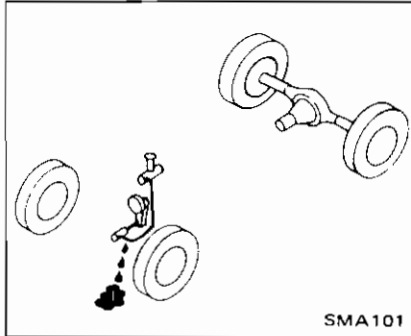
INSPECTING EXHAUST SYSTEMS

Visually check the exhaust pipes, muffler, and hangers for proper attachment, leaks, cracks, chafing, abrasion, deterioration, etc.



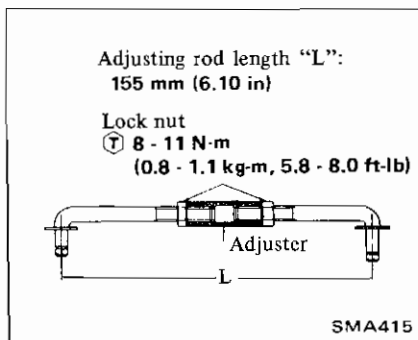
CLUTCH

CHECKING CLUTCH FLUID LEAKS



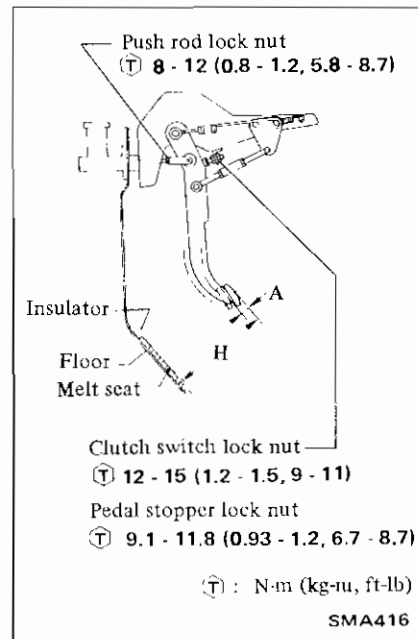
ADJUSTING CLUTCH PEDAL HEIGHT AND FREE PLAY

1. Make sure that adjusting rod length "L" is adjusted to specified value. If length is not within specified value, loosen lock nut at each end of adjuster and turn adjuster until specified rod length is reached. After rod length adjustment, tighten lock nut securely.



2. Loosen pedal stopper or clutch switch. Loosen push rod lock nut, and turn push rod until distance between center "point P" of pedal pad and floor panel is 204 mm (8.03 in), then tighten lock nut securely.

While adjusting pedal pad-to-floor panel distance, ensure that pedal does not contact stopper or switch.



3. Next, turn switch or stopper until distance between center "point P" of pedal pad and floor panel is adjusted to specified value, and tighten lock nut securely. When pedal height is finally adjusted to the specified value of 201 mm (7.91 in), ensure that clutch pedal is depressed less than 4 mm (0.16 in) and that push rod is not pushed more than free play.

Pedal height "H":
201 mm (7.91 in)

Pedal free play "A":
1 - 5 mm (0.04 - 0.20 in)

Pedal free play means the following total measured at position of pedal pad.

- Play due to clevis pin and clevis pin hole in pedal lever.
- Play due to piston and piston rod.

4. After pedal height adjustment, initial effort to depress pedal should

be within specification. If it is not, adjust adjusting rod length "L".

Initial effort to depress pedal
(Reference data):

Models equipped with A.S.C.D.
15.7 N (1.6 kg, 3.5 lb)

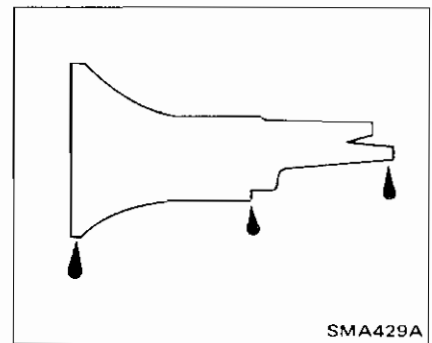
Models not equipped with A.S.C.D.
18.6 N (1.9 kg, 4.2 lb)

Depress and release clutch pedal over its entire stroke to ensure that the clutch linkage operates smoothly without squeak noise, interference and binding.

MANUAL TRANSMISSION

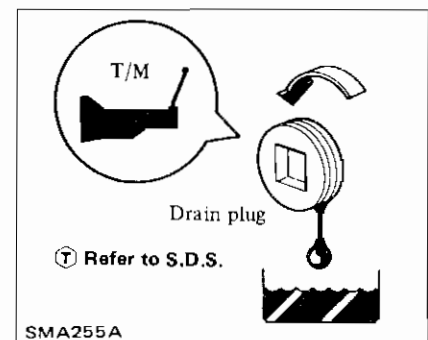
INSPECTING MANUAL TRANSMISSION OIL

Visually inspect for signs of leakage.

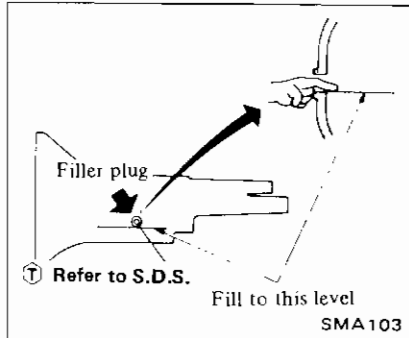
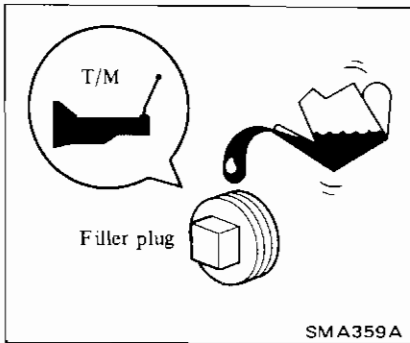


REPLACING MANUAL TRANSMISSION OIL

1. Drain oil completely.



2. Refill transmission and check oil level.



Never start engine while checking oil level.

Oil capacity:

FS5W71B

2.0 Liters

(4-1/4 US pt, 3-1/2 Imp pt)

FS5R90A

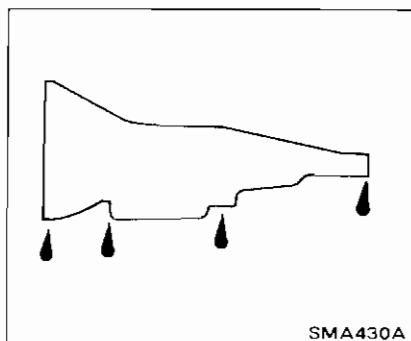
1.9 Liters

(4 US pt, 3-3/8 Imp pt)

AUTOMATIC TRANSMISSION

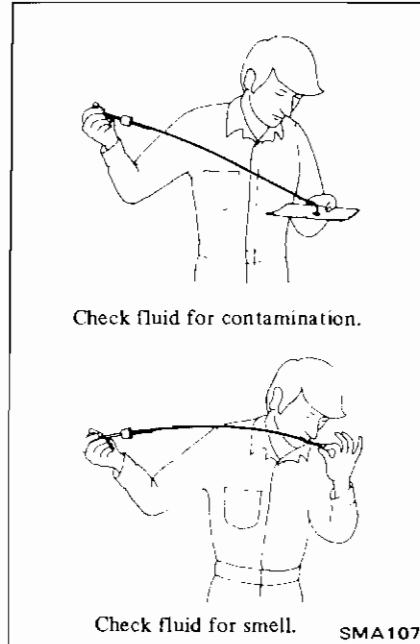
INSPECTING AUTOMATIC TRANSMISSION FLUID

Visually inspect for signs of leakage.



CHECKING AUTOMATIC TRANSMISSION FLUID CONDITION

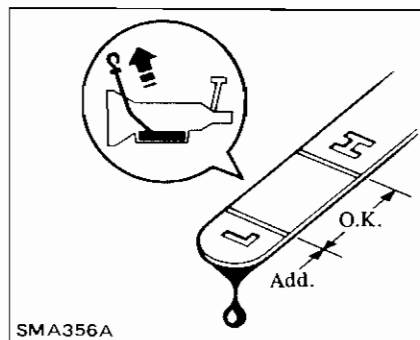
Check fluid of contamination to determine condition of automatic transmission. If fluid is very dark or smells burned, the frictional material (clutches, band, etc.) may need replacement.



CHECKING AUTOMATIC TRANSMISSION FLUID LEVEL

Check under following conditions
 (1) Place selector lever in "P" (PARK) position and idle engine.
 (2) Maintain fluid temperature at 50 to 80°C (122 to 176°F).
 Add fluid, if necessary.

Use only automatic transmission fluid having "DEXRON" identifications in 3N71B automatic transmission.



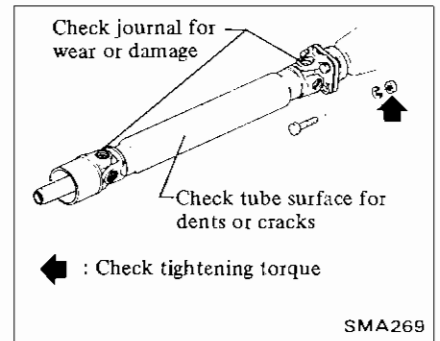
REPLACING AUTOMATIC TRANSMISSION FLUID

1. Drain fluid by removing oil pan.
2. Replace gasket with new one.
3. Refill with fluid and check fluid level.

PROPELLER SHAFT AND DIFFERENTIAL CARRIER

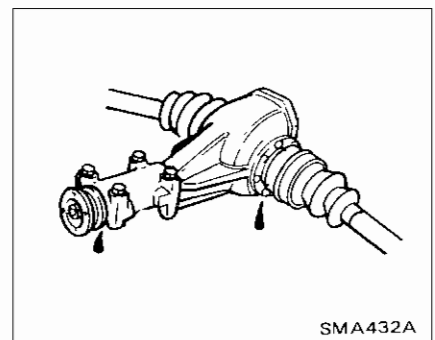
INSPECTING PROPELLER SHAFT

Check the propeller shaft(s) for damage, looseness and grease leakage.



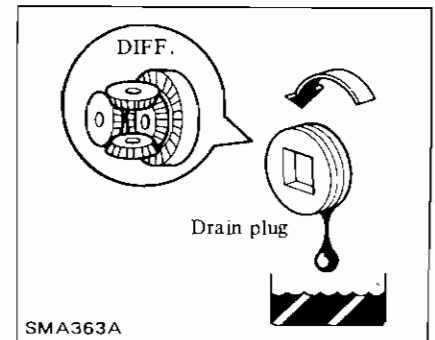
INSPECTING DIFFERENTIAL GEAR OIL

Visually inspect for signs of leakage.



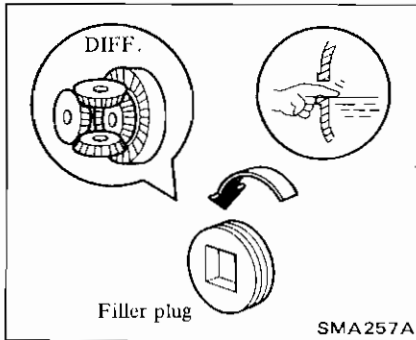
REPLACING DIFFERENTIAL GEAR OIL

1. Drain oil completely.



CHASSIS AND BODY MAINTENANCE

2. Refill differential carrier and check oil level.



R200

1.3 Liters
(2-3/4 US pt, 2-1/4 Imp pt)

R180

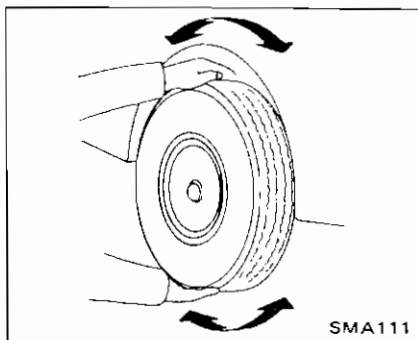
1.0 Liters
(2-1/8 US pt, 1-3/4 Imp pt)

FRONT AXLE AND FRONT SUSPENSION

INSPECTING FRONT AXLE AND SUSPENSION PARTS

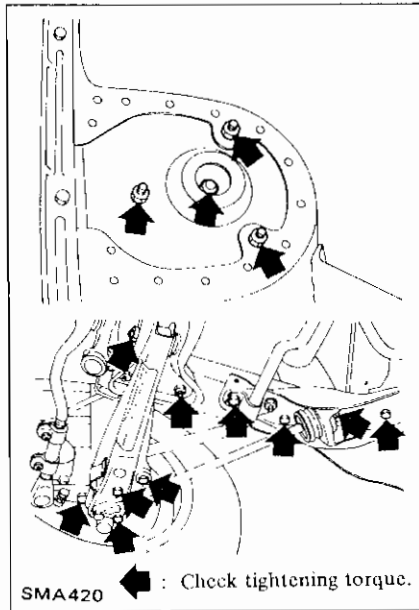
Check for damage, looseness and leakage of oil or grease.

1. Block rear wheels with chocks and raise front of car, and then support it with safety stand. Refer to Lifting Points and Towing (section GI).
2. Shake each front wheel by holding upper and lower surfaces of tires as shown.

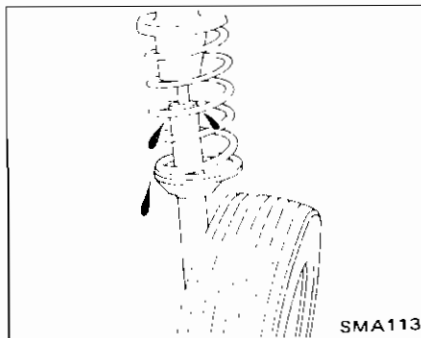


3. Check suspension parts for looseness, wear, or damage. Retighten all loose nuts and bolts to the specified torque. Refer to section FA for tightening torque.

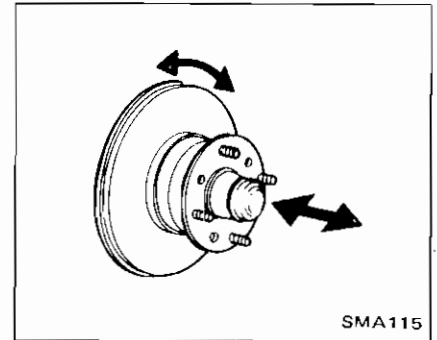
Replace all worn parts as described under Front Suspension (section FA).



4. Check strut (Shock absorber) for oil leakage or damage.



5. Remove wheel and tire assembly.
6. Check front axle parts for crack or damage. Replace worn parts. Refer to Front Axle (section FA).
7. Remove brake pads. Refer to section BR.
8. Check wheel bearing. If there is any axial end play or if wheel bearing does not smoothly turn, adjust bearing to specifications. Replace worn or damaged bearings. Refer to Front Axle (section FA).



INSPECTING FRONT WHEEL BEARING GREASE

Check for grease leakage around grease seals, axial end play and smooth turning.

1. Block rear wheel with chocks and raise front of car, and then support it with safety stands.

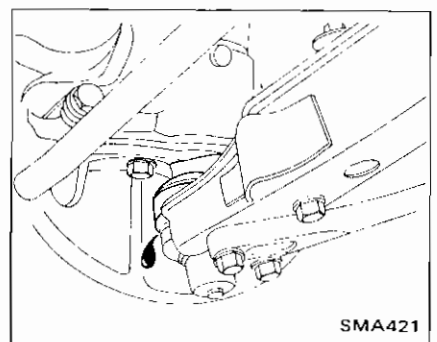
Refer to Lifting Points and Towing (section GI).

2. Remove wheel and tire.
3. Check for grease leakage from front wheel bearing grease seals by observing the area around them. Replace worn or damaged grease seal. Refer to Front Axle (section FA).

4. Check wheel bearing. If there is any axial end play or if wheel bearing does not turn smoothly, adjust bearing to specifications. Replace worn or damaged bearings. Refer to Front axle (section FA).

INSPECTING STEERING LINKAGE BALL JOINT & SUSPENSION BALL JOINT

Check the ball joints for damage, looseness and grease leakage.

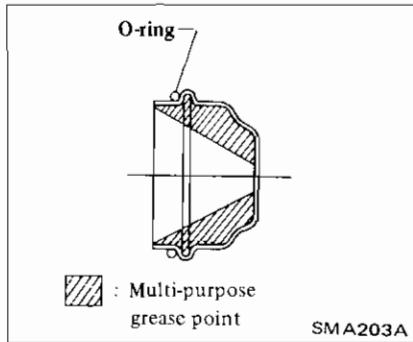


ADJUSTING WHEEL BEARING PRELOAD

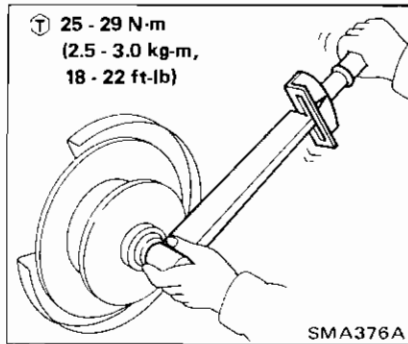
After wheel bearing has been replaced or front axle has been reassembled be sure to adjust wheel bearing preload as described below.

1. Before adjustment, thoroughly clean all parts to prevent possible entry of dirt.
2. Apply recommended multi-purpose grease sparingly to the following parts.

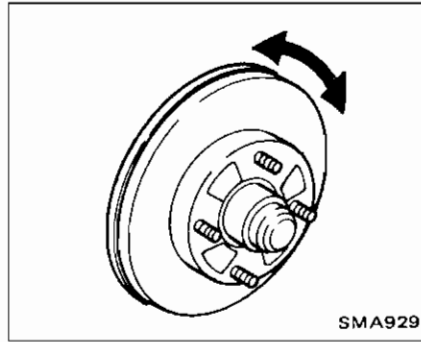
- Threaded portion of spindle.
- Contact surface between wheel bearing washer and outer wheel bearing.
- Hub cap and O-ring.
- Grease seal lip.



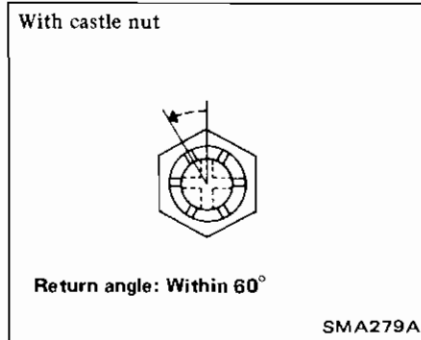
3. Tighten wheel bearing nut.



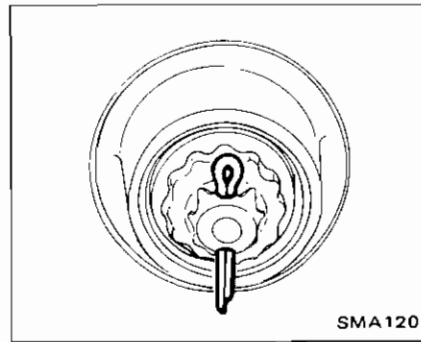
4. Turn wheel hub several times in both directions to seat wheel bearing correctly.



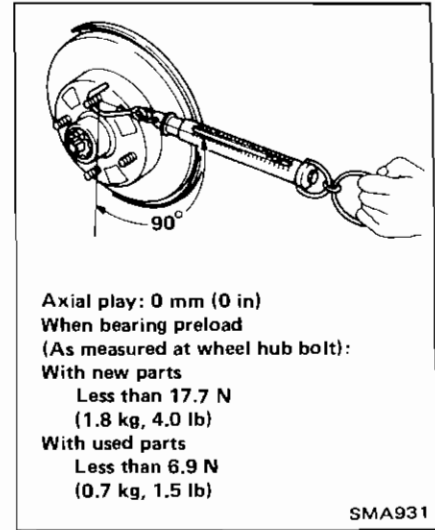
5. Again tighten wheel bearing nut.
6. Turn back wheel bearing nut within 60°.



7. Fit adjusting cap and new cotter pin.

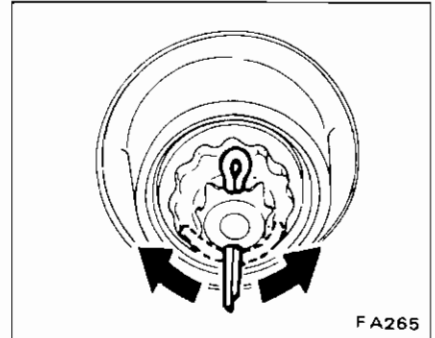


8. Measure wheel bearing preload and axial play.



Repeat above procedures until correct starting torque is obtained.

9. Spread cotter pin.



10. Install hub cap with new O-ring.

CHECKING WHEEL ALIGNMENT

Before checking front wheel alignment, be sure to make a preliminary inspection of all front end parts.

- Tire pressure
- Wheel bearing axial play
- Suspension ball joint
- Steering gear housing looseness at frame
- Steering linkage and connections
- Shock absorber operation
- Tighten each front axle and suspension parts.
- Measure car height (when not loaded)
- Repair or replace the damaged portion or parts.

CHASSIS AND BODY MAINTENANCE

Camber, caster and kingpin inclination

Camber, caster and kingpin inclination are preset at the factory and cannot be adjusted.

If camber, caster or kingpin inclination alignment is not within specifications, check pertinent parts.

Repair or replace as necessary.

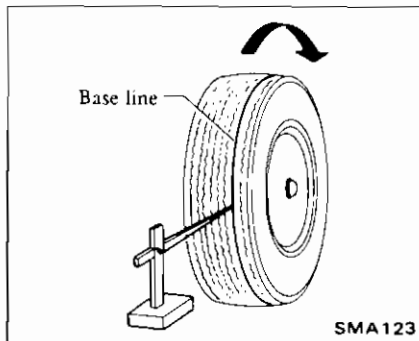
Camber, caster and kingpin inclination:

Refer to S.D.S.

Toe-in

Measure toe-in, and make necessary adjustments. Use the following procedure when making adjustments.

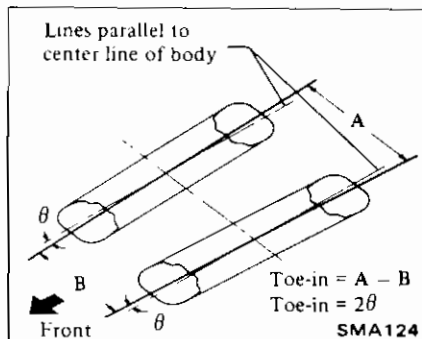
1. Raise front of car and mark a base line across the tread of left and right wheels.



2. Set wheels in a straight-ahead position, and then lower front of car.

After lowering front of car, move it up and down to eliminate friction.

3. Measure toe-in and make necessary adjustments.



Toe-in (Unladen):

1 - 3 mm (0.04 - 0.12 in)

6' - 16' (On both sides)

Side slip (Reference data):

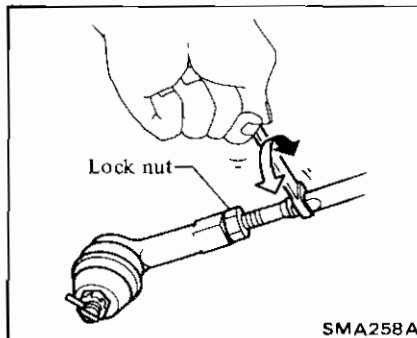
Out 3 mm - In 3 mm/m

(Out 0.036 in - In 0.036 in/ft)

"Unladen"

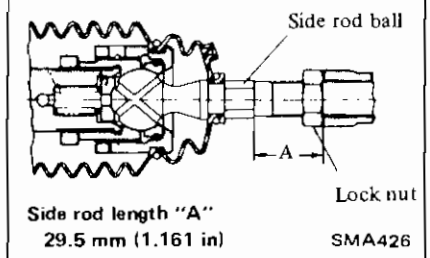
- Fuel tank, radiator and engine oil tank all full.
- Spare tire, jack, hand tools, mats in position.
- All tires inflated to specified pressure.
- All accumulation of mud, dirt and road deposits removed from chassis and underbody.

Toe-in can be adjusted by varying the length of steering side rods.

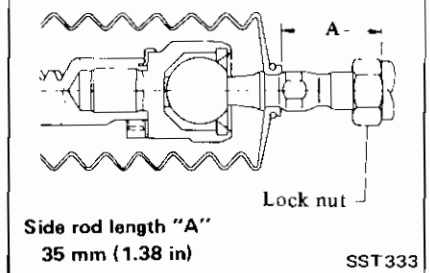


- a. Loosen lock nuts and turn left and right side rod bars equally.
 - b. The side rod bars have right-handed threads, and should be turned as viewed from outside, clockwise to increase, or counterclockwise to decrease, toe-in.
- If side rods have been disassembled, set side rod length to specified value "A" before reassembling.
 - Make sure that side rod bars are screwed into side rods **more than 25 mm (0.98 in)**.

Manual steering models



Power steering models

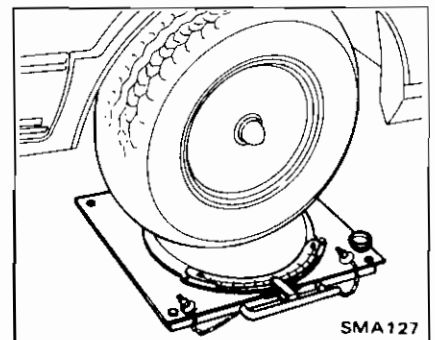


After correct toe-in is obtained, tighten side rod lock nuts.

⊕: 78 - 98 N·m
(8 - 10 kg·m, 58 - 72 ft·lb)

Front wheel turning angle

1. Set wheels in straight-ahead position and then move car forward until front wheels rest on turning radius gauge properly.



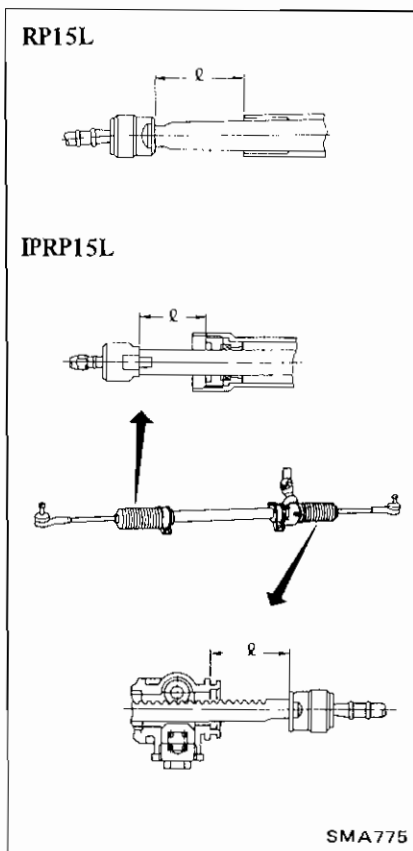
2. Remove stopper pin of turning radius gauge and then fully rotate steering wheel to the right and left; measure turning angle on inner wheel.

If turning angle is not within specifications, check rack stroke.

Front wheel turning angle

- Toe-out turns
(When inner wheel is 20°)
Outer wheel
RP15L: 18.7°
IPRP15L: 18.1°
- Full turns
RP15L:
Inner wheel 33-1/2° - 37-1/2°
Outer wheel 29° - 33°
IPRP15L:
Inner wheel 33-1/2° - 37-1/2°
Outer wheel 29° - 33°

Rack stroke (each side)
RP15L: 66.4 mm (2.614 in)
IPRP15L: 66.4 mm (2.614 in)



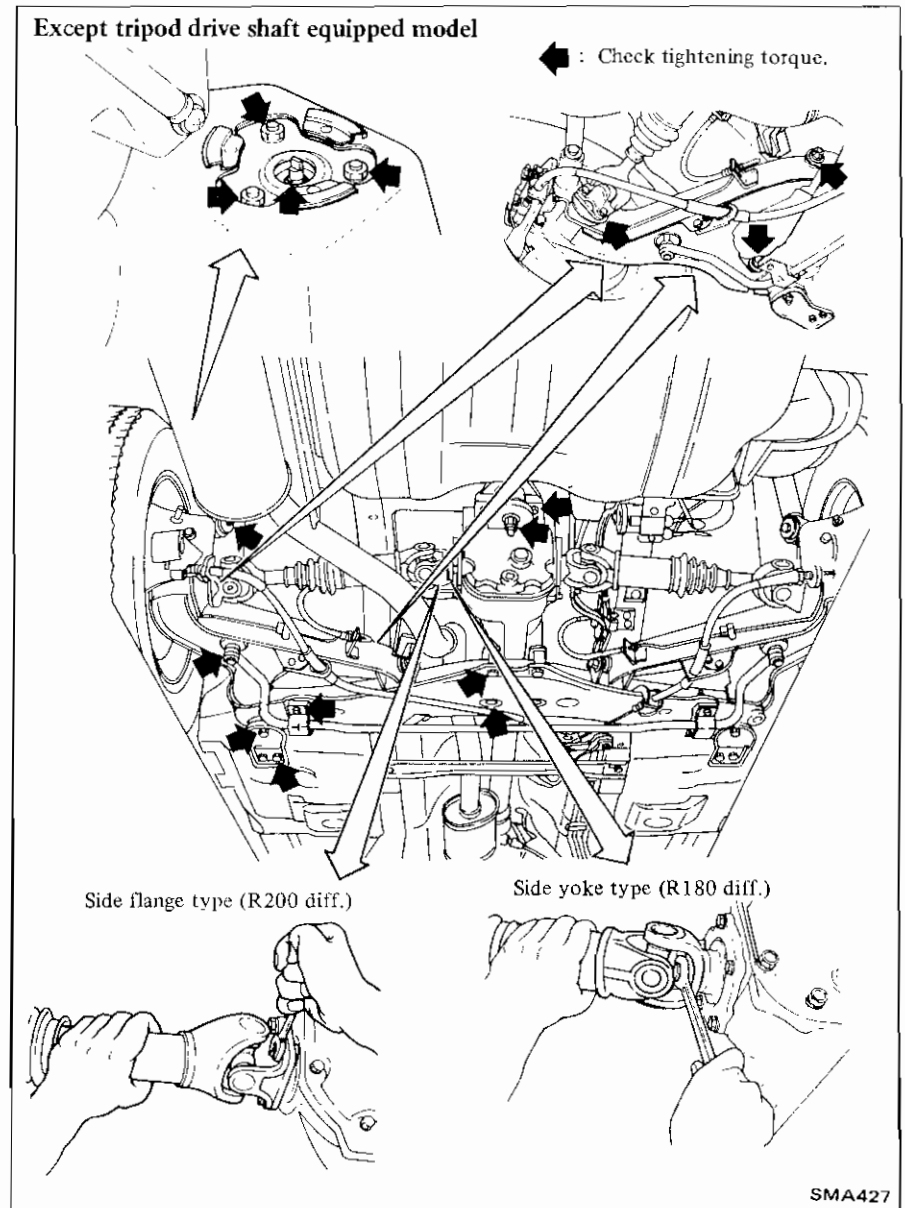
REAR AXLE AND REAR SUSPENSION

INSPECTING REAR AXLE AND SUSPENSION PARTS

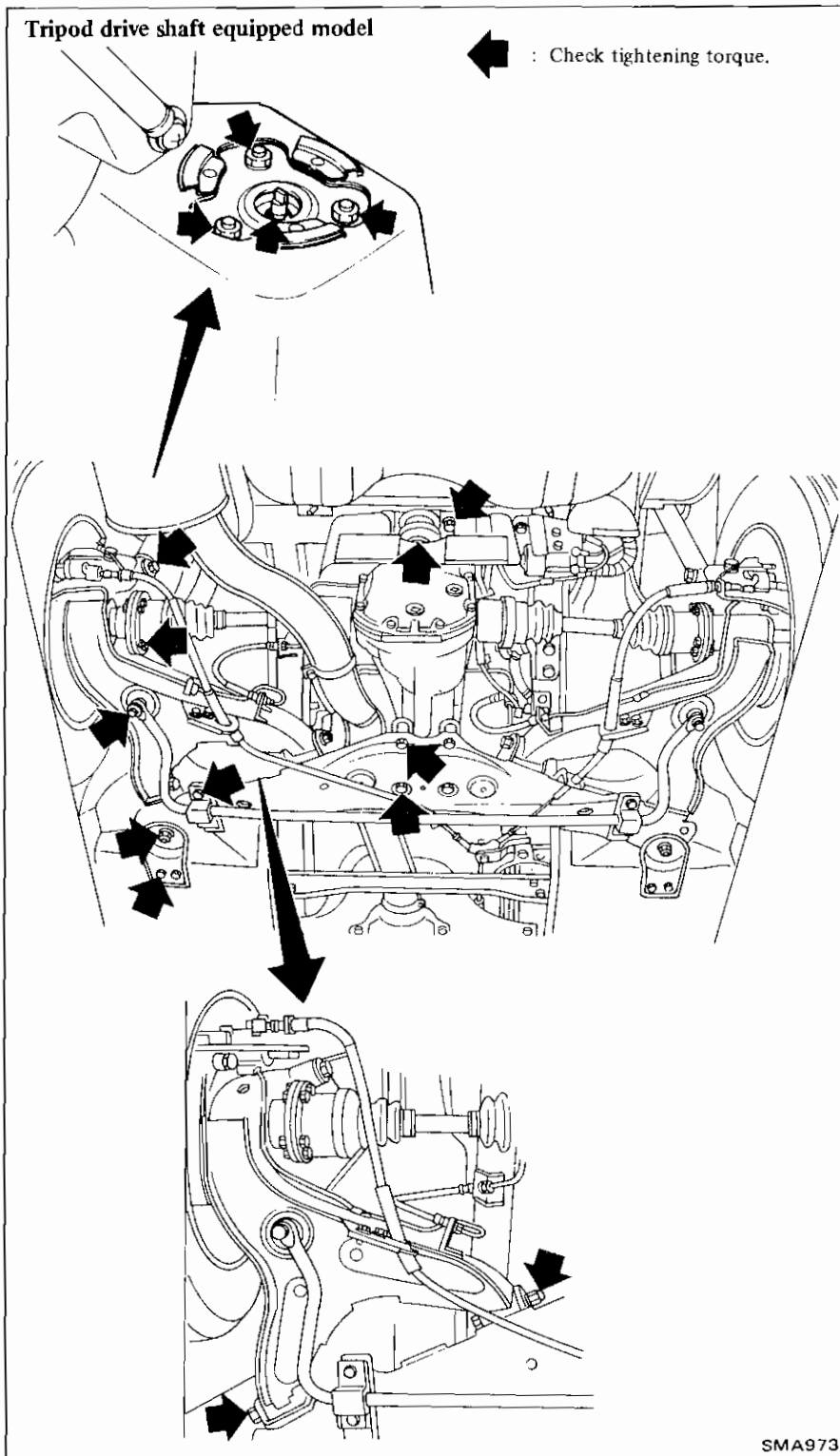
Check for damage, looseness and leakage of oil or grease.

Retighten all loose nuts and bolts to the specified torque. Refer to section RA for tightening torque.

Replace all worn parts as instructed under Rear Suspension (section RA).



CHASSIS AND BODY MAINTENANCE

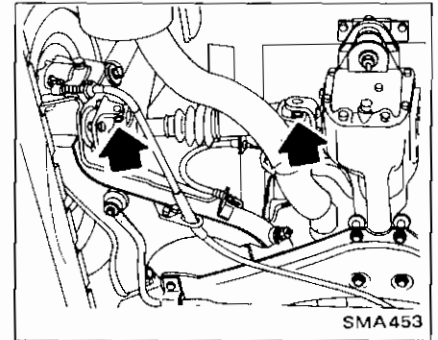


LUBRICATING REAR AXLE DRIVE SHAFT JOINTS (Except tripod drive shaft)

Check the joints for damage, looseness

and grease leakage. Lubricate rear axle drive shaft joints with recommended multi-purpose grease.

1. Wipe dirt and grease from around plugs.
2. Remove plugs and install grease nipples in their place.
3. Pump grease slowly.
4. Remove grease nipples and install plugs.



Do not over lubricate so that grease leaks from dust seal, as this will destroy weathertight seal.

BRAKE SYSTEM

REPLACING BRAKE FLUID

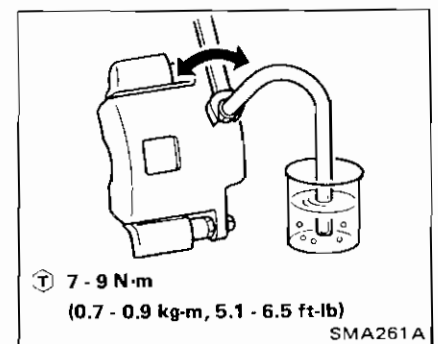
1. Change brake fluid.

Use same procedure as in air bleeding to change brake fluid in system. This operation should be done for one wheel at a time. Refer to section BR.

CAUTION:

Never reuse brake fluid because its characteristic is changed by oxidation as well as contains the foreign material and dirt.

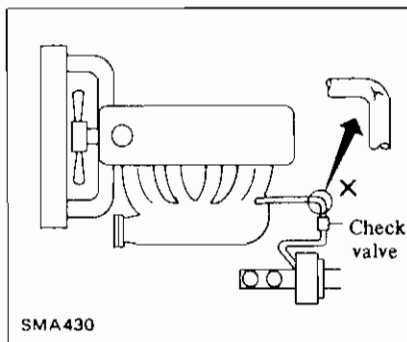
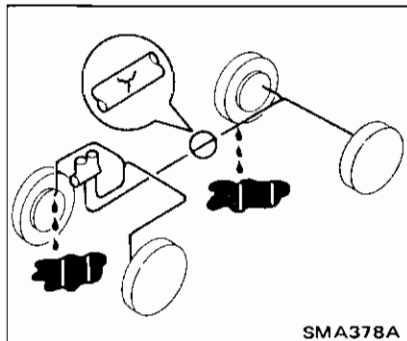
Recommended brake fluid specifications DOT 3 (F.M.V.S.S. No. 116)



2. Check brake fluid level.
3. Check for leaks.

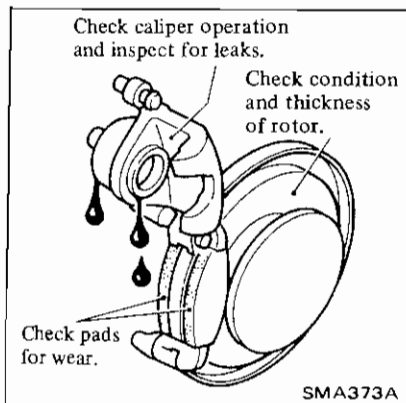
INSPECTING BRAKE LINES & HOSES

Check the brake lines and hoses (including brake booster vacuum hoses, connections & check valve) for proper attachment, leaks, cracks, chafing, abrasion, deterioration, etc.

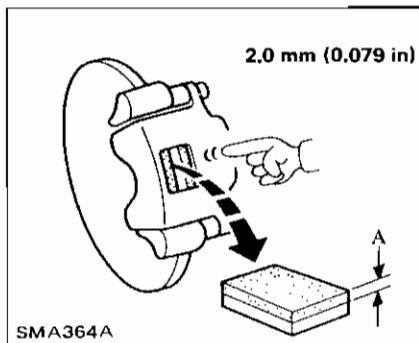


INSPECTING BRAKE PADS & DISCS

Check the parts including the other neighboring brake components for wear, deterioration and leaks.

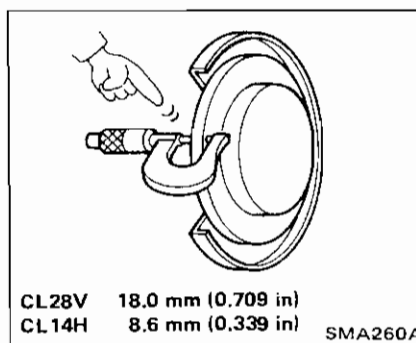


Pad wear limit



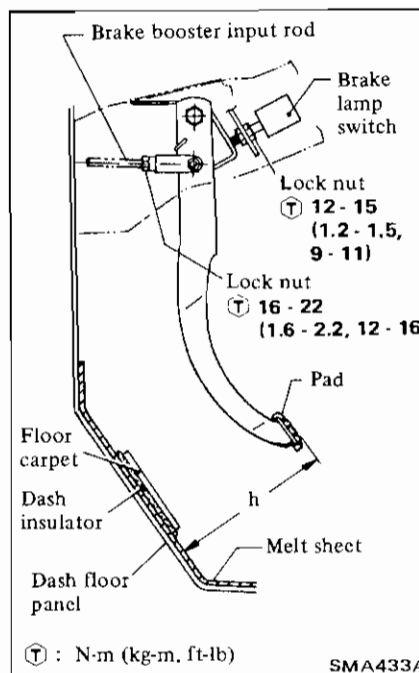
Refer to Section BR for pad replacement.

Rotor repair limit



CHECKING BRAKE PEDAL HEIGHT

1. Check brake pedal free height. Adjust if necessary.



Pedal height "h"

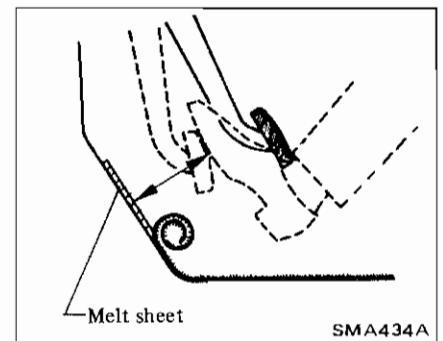
Refer to S.D.S.
Clearance "C" between pedal stopper rubber and threaded end of brake lamp switch:
0 - 1 mm (0 - 0.04 in)

- (1) Adjust pedal free height with brake booster input rod. Then tighten lock nut.
- (2) Adjust clearance "C" with brake lamp switch. Then tighten lock nut.

Make sure that no depressing force is on brake booster input rod and that brake lamp is off when pedal is released.

CHECKING BRAKE PEDAL DEPRESSED HEIGHT

Check brake pedal depressed height with engine running.



Depressed height
[Under force of 490 N (50 kg, 110 lb) with engine running]:
Refer to S.D.S.

If depressed height is below the specified value, check brake system for leaks, accumulation of air or any abnormality regarding component parts (master cylinder, adjuster, etc.), and make the necessary repairs.

CHECKING BRAKE BOOSTER FUNCTION

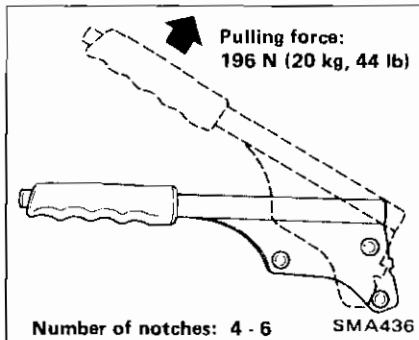
1. Park the vehicle on a level surface and set the parking brake.
2. With the engine stopped, depress the brake pedal several times to make sure that the pedal travel distance does not change. Then, while depressing the brake pedal, start the engine. At this time, the pedal should go down a little.

CHASSIS AND BODY MAINTENANCE

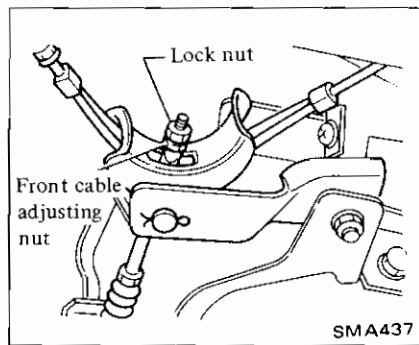
3. Depress the brake pedal while running the engine. With the brake pedal depressed, stop the engine. Keeping the pedal depressed for about 30 seconds, make sure that the depressed pedal height does not change.
4. Run the engine for a minute and then stop it. Depress the brake pedal several times and make sure that the pedal travel distance decreases gradually with each depression.

CHECKING PARKING BRAKE

1. Pull lever with specified amount of force.



2. Adjust front cable adjusting nut to adjust lever stroke.



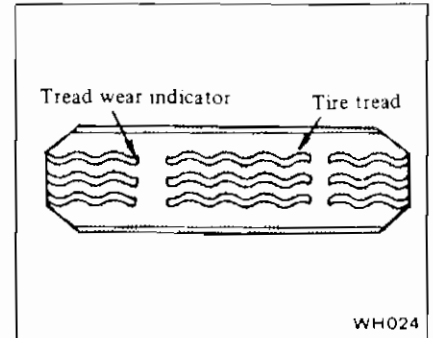
3. After returning parking brake control lever to its position, ensure that:
 - All rear brake toggle levers return to their original positions.
 - Rear cables are not slack.
4. Bend hand brake warning lamp switch plate down so that brake warning light comes on when ratchet at hand brake lever is moved back one notch and goes out when returned to its original position.

WHEEL AND TIRE

CHECKING TIRE CONDITION

Tire condition

1. Tires are provided with "tread wear indicator" at six places around tire circumference, indicating 1.6 mm (1/16 in) tread depth. When tires wear and then marks appear, replace them with new ones.



2. Remove pebbles, glass or any other foreign material embedded in tire treads.
3. Check tread and side walls for cracks, holes, separation or damage.
4. Check tire valves for air leakage.

Tire inflation

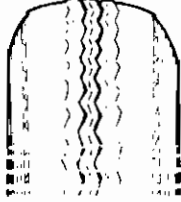

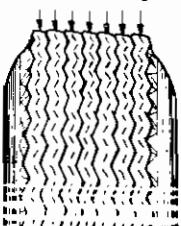
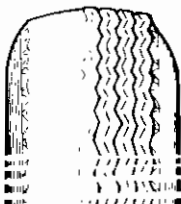
1. Check tire pressure. If necessary, adjust it to the specified value indicated in the label attached to the car, also found in S.D.S.

Tire pressure should be measured when tire is cold.

2. After inflating tires, valves should be checked for leakage. Whenever tire pressure is checked, be sure to tighten valve caps firmly by hand to keep dust and water out.

Abnormal tire wear

Correct abnormal tire wear according to the chart shown below.

Condition	Probable cause	Corrective action
 <p>Shoulder wear</p>	<ul style="list-style-type: none"> ● Underinflation (both sides wear) ● Incorrect wheel camber (one side wear) ● Hard cornering ● Lack of rotation 	<ul style="list-style-type: none"> ● Measure and adjust pressure. ● Repair, or replace axle and suspension parts. ● Reduce speed. ● Rotate tires.
 <p>Center wear</p>	<ul style="list-style-type: none"> ● Overinflation ● Lack of rotation 	<ul style="list-style-type: none"> ● Measure and adjust pressure. ● Rotate tires.
 <p>Toe-in or toe-out wear</p>	<ul style="list-style-type: none"> ● Incorrect toe 	<ul style="list-style-type: none"> ● Adjust toe-in.
 <p>Uneven wear</p>	<ul style="list-style-type: none"> ● Incorrect camber or caster ● Malfunctioning suspension ● Unbalanced wheel ● Out-of-round brake drum ● Other mechanical conditions ● Lack of rotation 	<ul style="list-style-type: none"> ● Repair, or replace axle and suspension parts. ● Repair, replace or, if necessary, reinstall. ● Balance or replace. ● Correct or replace. ● Correct or replace. ● Rotate tires.

SMA068

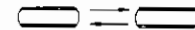
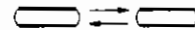
TIRE ROTATION

1. Tires tend to wear unevenly and become unbalanced after a certain running distance. Uneven tire wear often results in tire noise which is attributed to rear axle gears, bearing,

etc. Front tires also tend to wear unevenly because of improperly aligned front wheels.

2. Accordingly, to equalize tire wear, it is necessary to **rotate tires periodically**.

Radial tires



4 WHEELS

WH206

TIRE REPLACEMENT

CAUTION:

Different types of tires, such as bias, bias belted and radial tires, must not be mixed under any circumstances. Mixed use of different types of tires can adversely affect car handling and may cause driver to lose control.

- a. When replacing a worn or damaged tire, use a replacement tire of the same size and load carrying capacity as that with which the car was equipped, when manufactured. The use of different size and/or load capacity tires will not only shorten tire service life but may also result in a serious accident.
- b. Do not use tires and wheels other than those recommended, and do not mix tires of different brands or tread patterns.

The use of tires and wheels other than those recommended or the mixed use of tires of different brands or tread patterns can adversely affect the ride, braking, handling, ground clearance, body-to-tire clearance, and speedometer calibration.

CHASSIS AND BODY MAINTENANCE

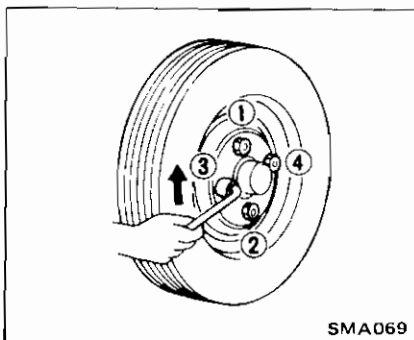
- c. It is recommended that new tires be installed in pairs on the same axle. When replacing only one tire, it should be paired with the most tread, to equalize braking traction.
- d. When replacing original tires with those tires of an optional recommended size and of different diameter, the speedometer must be recalibrated.

1. To replace a tire with a jack in a safe manner, refer to Lifting Points (Section GI) for jacking up.

WARNING:

Never get under car while it is supported only by jack. Always use safety stands to support side member of body construction when you must get beneath car.

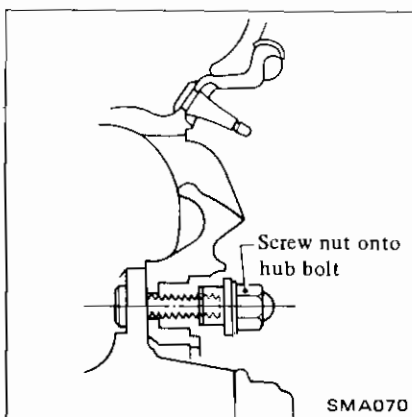
2. To install wheel, tighten wheel nuts in criss-cross fashion.



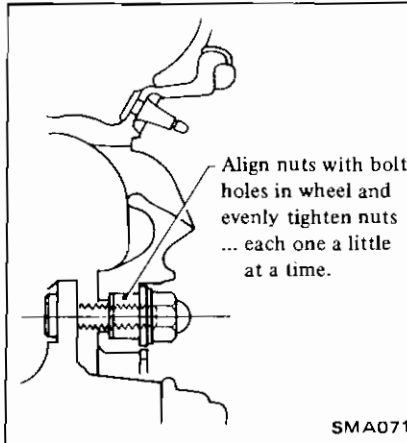
Aluminum wheel

To install an aluminum wheel, proceed as follows:

1. Snugly tighten four nuts after the wheel is positioned.



2. Slightly pull the wheel back to properly align the nuts with bolt holes in the wheel, and tighten the nuts as much as possible with your fingers.



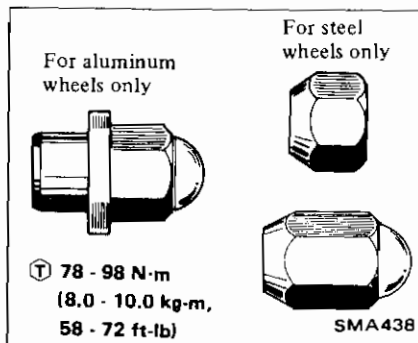
3. Tighten wheel nuts evenly with a wheel wrench in criss-cross fashion.

Be sure to check the wheel nuts for tightness, after the aluminum wheel has been run for the first 1,000 km (600 miles) (also in case of repairing flat tires, tire rotation, etc.). Retighten if necessary.

Wheel nut

CAUTION:

Two types of wheel nuts are used; one is designed for use with steel wheel and the other for use with aluminum wheel. Do not mix different types of wheel nuts.



Be careful not to smear threaded portion of bolt and nut, and seat of nut with oil or grease.

SPARE TIRE

This model is equipped with the Space Saver Spare tire or the Foldable Spare tire.

The spare tire is designed for emergency use only. It is stored in a deflated condition.

An inflator (canister or air pump) has been provided to inflate the spare.

The spare tire can be used repeatedly for emergency situations. However, the canister must be replaced after each inflation.

Be sure to obtain the proper size canister for spare tire size.

CAUTION:

The spare tire is restricted in driving speed up to a maximum of 80 km/h (50 MPH) for short distances and emergency use only.

Inflation with approved inflator

1. Before changing tire, carefully read the caution and directions affixed on both the inflator and the spare tire.
2. Remove the uninflated spare tire and the inflator from rear compartment.

WARNING:

Do not inflate at this point.

3. Jack up front or rear of car as required and remove the damaged tire. Then mount the uninflated spare tire to the axle. (Tighten wheel nuts slightly.)

On aluminum wheels equipped cars, be sure to use spare wheel nuts in the tool bag.

The wheel nuts for aluminum wheels must not be used on the spare tire wheel to avoid the wheel coming off the axle and causing personal injury.

4. Using Canister

- (1) With tire valve at 6 o'clock position, inflate the spare tire with the canister. Place tire canister on the tire inflation valve and push squarely until gas can be heard entering the tire. It takes about 3 minutes.

WARNING:

The metal parts of the canister become extremely cold during inflation and can cause frost bite. Therefore, avoid contact with the metal, use a glove or other means of protection.

(2) To ensure complete emptying of the canister, hold the canister in position for one minute after sound stops.

- a. If temperature is below -10°C (14°F), the canister must be warmed on the windshield defroster for five to ten minutes to provide tire inflation.
- b. In cold weather, the tire may not look fully inflated. Therefore, drive slowly for the first mile, as the tire temperature rises the pressure will increase.

Using Air Compressor

(1) Remove the valve cap from the spare tire and securely connect the air pump hose in its place.

(2) Connect the power cord plug of the air pump to the cigarette lighter socket. The spare tire may be inflated to the recommended pressure 28 psi (200 kPa) in about 6 minutes. Adjust the tire pressure per the tire placard with tire pressure gauge.

If the air pump operation is slow, run the engine while the air pump is operating. In this case, remove jack with the spare tire attached to the axle.

WARNING:

- Do not run the engine in closed space or with the car being jacked up.
- Do not touch the air pump with the bare hands while it is operating for it may become quite hot.

(3) Disconnect the power cord plug from socket.

Check the tire for air leakage, and then securely install and tighten the valve cap.

5. Lower car and fully tighten wheel nuts.

Do not install the wheel cover on the spare tire.

Deflation

1. Deflate tire by depressing button on tire inflation valve or by removing valve core.

WARNING:

To avoid personal injury, do not inhale the gas which is vented while the tire is deflating.

2. Flatten tire. The spare tire becomes folded gradually while deflating.
3. Store tire in rear compartment.

Repair

Only qualified tire experts are authorized to dismount the spare tire from its rim or repair it in any way. Improper service can result in serious personal injury.

Contact authorized B.F. Goodrich dealers (for Space Saver Spare tire) or authorized Bridgestone or DATSUN dealers (for Foldable Spare tire) if service is required.

TIRE REPAIR

Inspect tire, following the procedure shown below. If any defect is present, repair or replace as necessary.

1. Apply soapy solution or submerge tire and wheel or tube in water after inflating it to specified pressure.
2. Inspect for leaks.
3. Specially inspect for leaks around valve or wheel rim and along tread.
4. Note bead and rim where leakage occurs. Wipe water away from any area which leaks air bubbles and then mark place with chalk.
5. Remove object which caused puncture and seal the point.
 - a. When repairing a puncture, use a tire repair kit furnished by any tire dealer, following instructions provided with kit.
 - b. If a puncture is too large or there is some damage to tire fabric, repair should be carried out by authorized tire dealer.

6. Discard when any of the following problems occurs:

- Broken or damaged bead wire.
- Ply or tread separation.

- Worn fabric damage on tubeless tire.
- Cracked or damaged side wall.
- Tires with tread wear indicator showing, etc.

CAUTION:

When replacing tire, take extra care not to damage tire bead, rim-flange and bead seat.

Do not use tire irons to force beads away from wheel rim-flange; that is, always use tire replacement device whenever tire is removed.

7. Install tire, noting the following items:

- a. Install valve core and inflate to proper pressure. Check the locating rings of the tire to be sure they show around the rim flanges on both sides.
- b. Check valves for leakage after inflating tires.
- c. Be sure to tighten valve caps firmly by hand.

WARNING:

When, while tire is being inflated, bead snaps over safety hump, it might break. Thus, to avoid serious personal injury, never stand over tire when inflating it. Never inflate to a pressure greater than 40 psi (275 kPa). If beads fail to seat at that pressure, deflate the tire, lubricate it again, and then reinflate it. If the tire is overinflated, the bead might break, possibly resulting in serious personal injury.

WHEEL INSPECTION

Inspect wheel, taking care of the following points, in order to ensure satisfactory steering condition as well as maximum tire life. If any defect is present, repair or replace as necessary.

1. Check wheel rim, especially rim flange and bead seat, for rust, distortion, cracks or other faults which might cause air leaks. Function of tubeless tire depends on a good seal between tire bead and wheel rim.

CHASSIS AND BODY MAINTENANCE

2. Thoroughly remove rust, dust, oxidized rubber or sand from wheel rim.

Rim bead seats should be cleaned with the following.

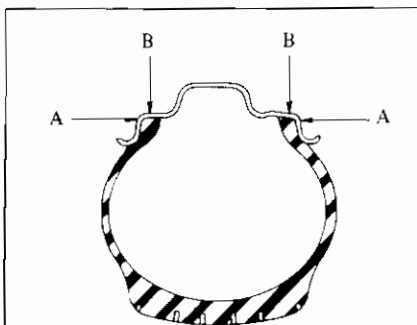
Steel wheel:

Wire brush, coarse steel wool, etc.

Aluminum wheel:

Neutral detergent, cloth, etc.

3. Examine wheel rim for lateral and radial runout, using dial gauge.



SMA399

Lateral runout (A) and radial runout (B):

Steel wheel Less than
1.0 mm (0.039 in)
Aluminum wheel Less than
0.5 mm (0.020 in)

Difference between right and left lateral runout:

Steel wheel Less than
0.5 mm (0.020 in)
Aluminum wheel Less than
0.2 mm (0.008 in)

4. Replace wheel when any of the following problems occurs.

- Bent, dented or heavily rusted
- Elongated bolt holes
- Excessive lateral or radial runout
- Air leaks through welds
- Wheel nuts will not stay tight

Wheel balance

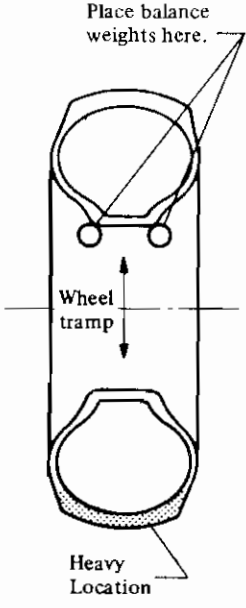
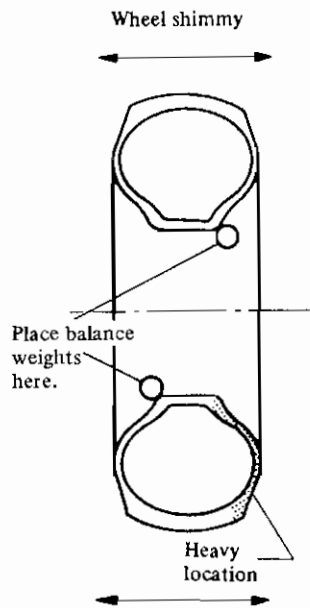
Inspect wheel and tire for wheel balance and correct it if unbalance is present, taking the following points into consideration.

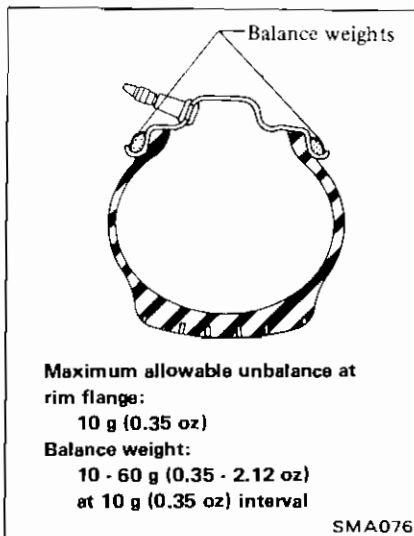
1. Correct unbalance when the symptom of unbalance appears as wheel tramps and wheel shimmy.
2. Balance wheel and tire both **statically and dynamically**.

Balancing wheels

WARNING:

When balancing wheel and tire on the car, be sure to observe the equipment manufacturers instructions carefully.

Cause	Wheel static unbalance	Wheel dynamic unbalance
Symptom of unbalance	Wheel tramp Wheel shimmy	Wheel shimmy
Corrective action	Balance statically  <p>Place balance weights here.</p> <p>Wheel tramp</p> <p>Heavy Location</p>	Balance dynamically  <p>Wheel shimmy</p> <p>Place balance weights here.</p> <p>Heavy location</p> <p>Wheel shimmy</p>



Maximum allowable unbalance at rim flange:

10 g (0.35 oz)

Balance weight:

10 - 60 g (0.35 - 2.12 oz)

at 10 g (0.35 oz) interval

SMA076

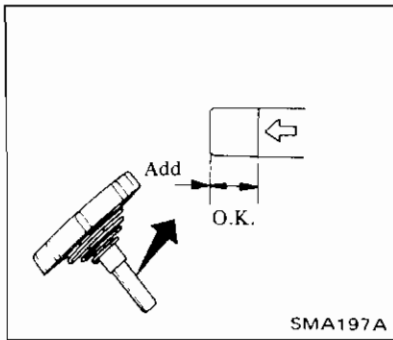
- a. Be sure to place correct balance weights on inner edge of rim.
- b. Do not put more than two weights on each side.
- c. Two types of balance weights are used; one is designed for use with steel wheel and the other for use with aluminum wheel. Do not mix different types of balance weights.
- d. Properly rebalance the wheel and tire whenever puncture is repaired.

STEERING SYSTEM

CHECKING POWER STEERING FLUID LEVEL

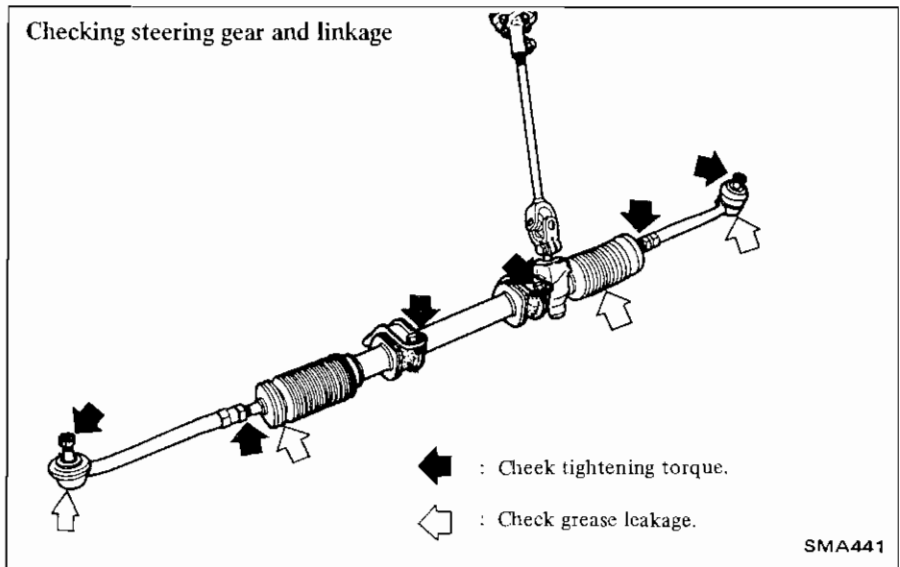
Check fluid level in reservoir by observing dipstick when fluid is cold. Add fluid as necessary to bring the level into the proper range on dipstick.

CAUTION:
Do not overfill.



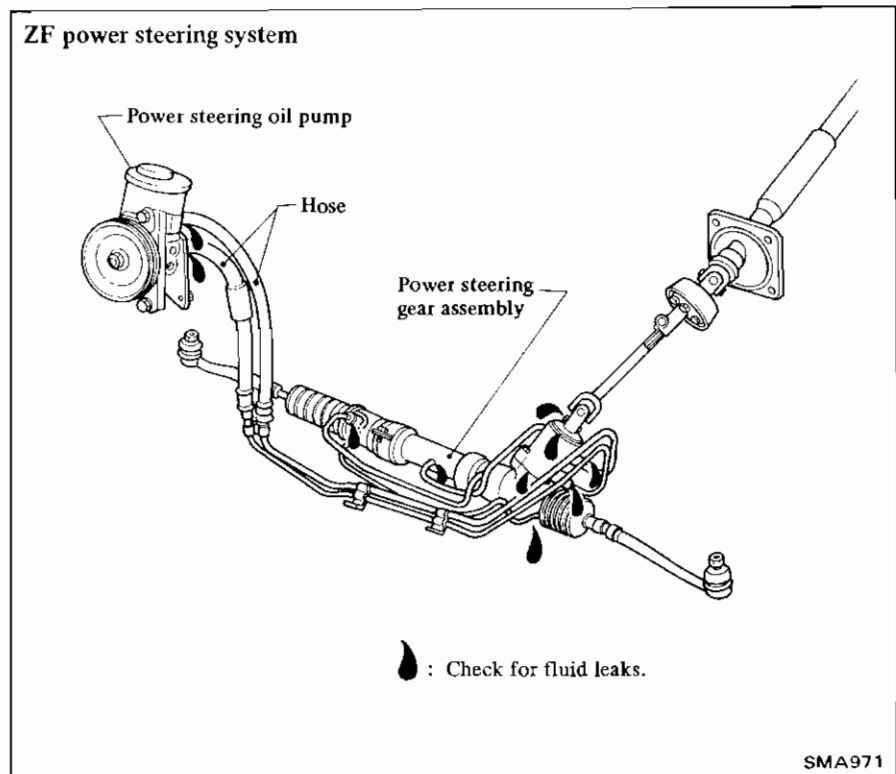
INSPECTING STEERING GEAR AND LINKAGE

Check for damage, looseness and leakage of oil or grease.



INSPECTING POWER STEERING LINES & HOSES

Check the lines & hoses for proper attachment, leaks, cracks, chafing, abrasion, deterioration, etc.

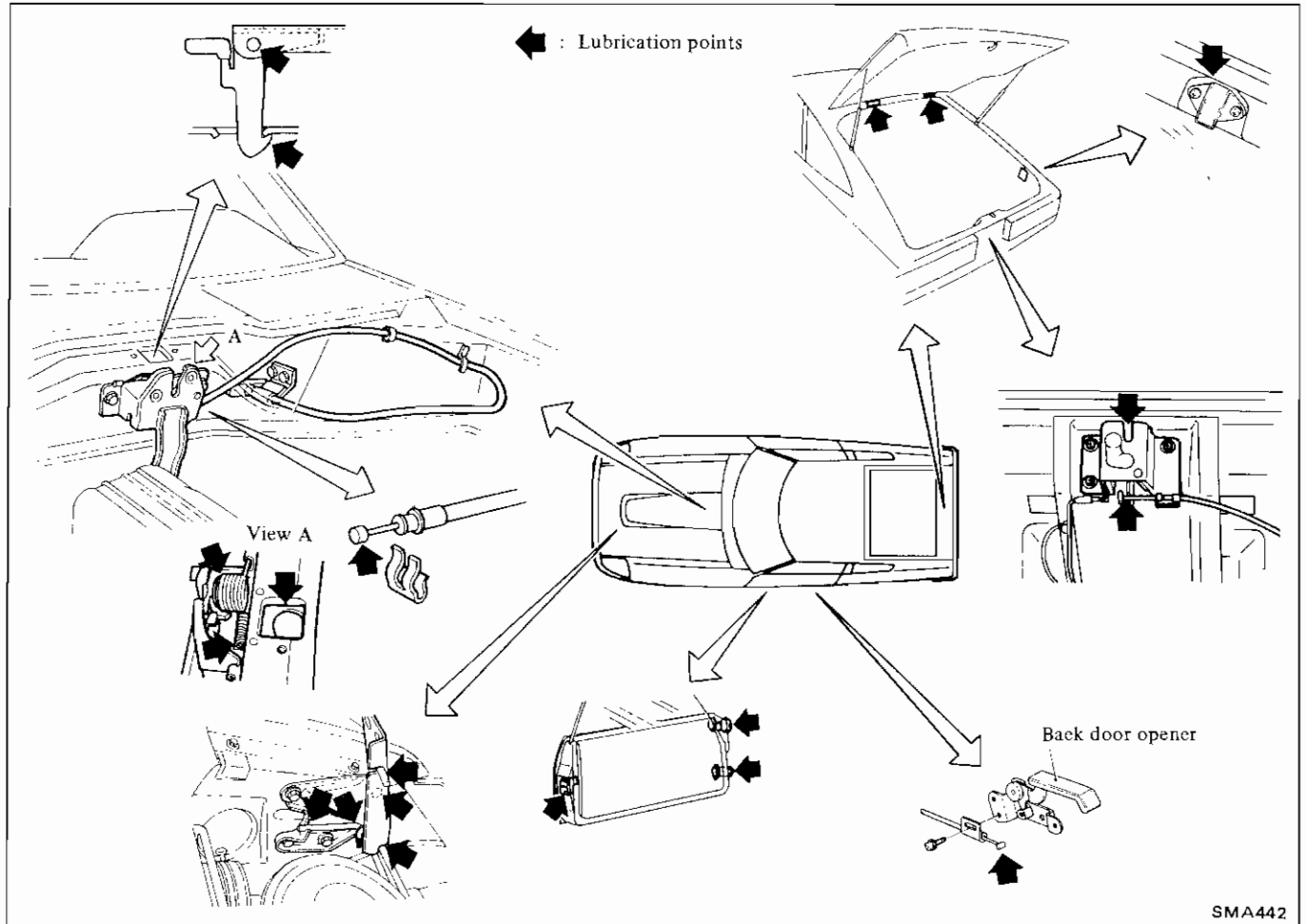


CHASSIS AND BODY MAINTENANCE

BODY

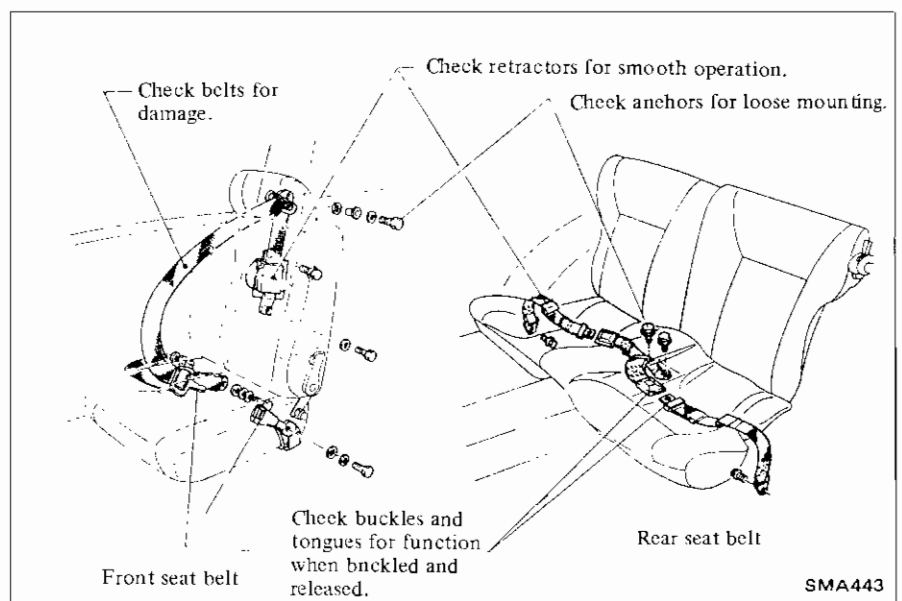
LUBRICATING LOCKS, HINGES AND HOOD LATCH

Lubricate all locks and hinges on all doors including trunk lid, back hatch and hood latch.



INSPECTING SEAT BELTS, BUCKLES, RETRACTORS, ANCHORS AND ADJUSTER

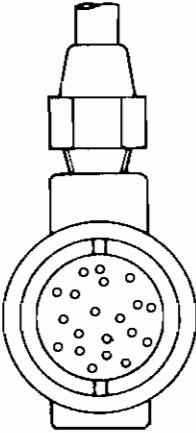
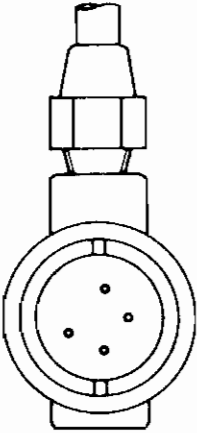
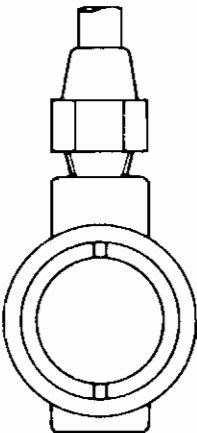
Check for damage, deterioration, proper functioning, smooth operation and loose mounting.



HEATER AND AIR CONDITIONER

CHECKING AIR CONDITIONER REFRIGERANT LEVEL

1. Open doors fully.
2. Start the engine.
3. Set air conditioner switch to "ON" position.
4. Set temperature lever to maximum cold position.
5. Set blower to maximum speed.
6. Check sight glass after the lapse of about five minutes. Judge according to the following table.

Check item	Amount of refrigerant			
	Almost no refrigerant	Insufficient	Suitable	Too much refrigerant
Temperature of high pressure and low pressure lines.	Almost no difference between high pressure and low pressure side temperature.	High pressure side is warm and low pressure side is fairly cold.	High pressure side is hot and low pressure side is cold.	High pressure side is abnormally hot.
State in sight glass.	Bubbles flow continuously. Bubbles will disappear and something like mist will flow when refrigerant is nearly gone.  AC256	The bubbles are seen at intervals of 1 - 2 seconds.  AC257	Almost transparent. Bubbles may appear when engine speed is raised and lowered. No clear difference exists between these two conditions.  AC258	No bubbles can be seen.
Pressure of system.	High pressure side is abnormally low.	Both pressure on high and low pressure sides are slightly low.	Both pressures on high and low pressure sides are normal.	Both pressures on high and low pressure sides are abnormally high.
Repair.	Stop compressor immediately and conduct an overall check.	Check for gas leakage, repair as required, replenish and charge system.		Discharge refrigerant from service valve of low pressure side.

a. The bubbles seen through the sight glass are influenced by the ambient temperature. Since the bubbles are hard to show up in comparatively low temperatures below 20°C (68°F), it is possible that a slightly larger amount of refrigerant would be filled, if supplied according to the sight glass. Be sure to recheck

the amount when it exceeds 20°C (68°F). In higher temperature the bubbles are easy to show up.
b. When the screen in the receiver drier is clogged, the bubbles will appear even if the amount of refrigerant is normal. In this case, the outlet side pipe of the receiver drier becomes considerably cold.

CHECKING COMPRESSOR DRIVE BELT

Refer to Engine Maintenance for inspection and adjustment.

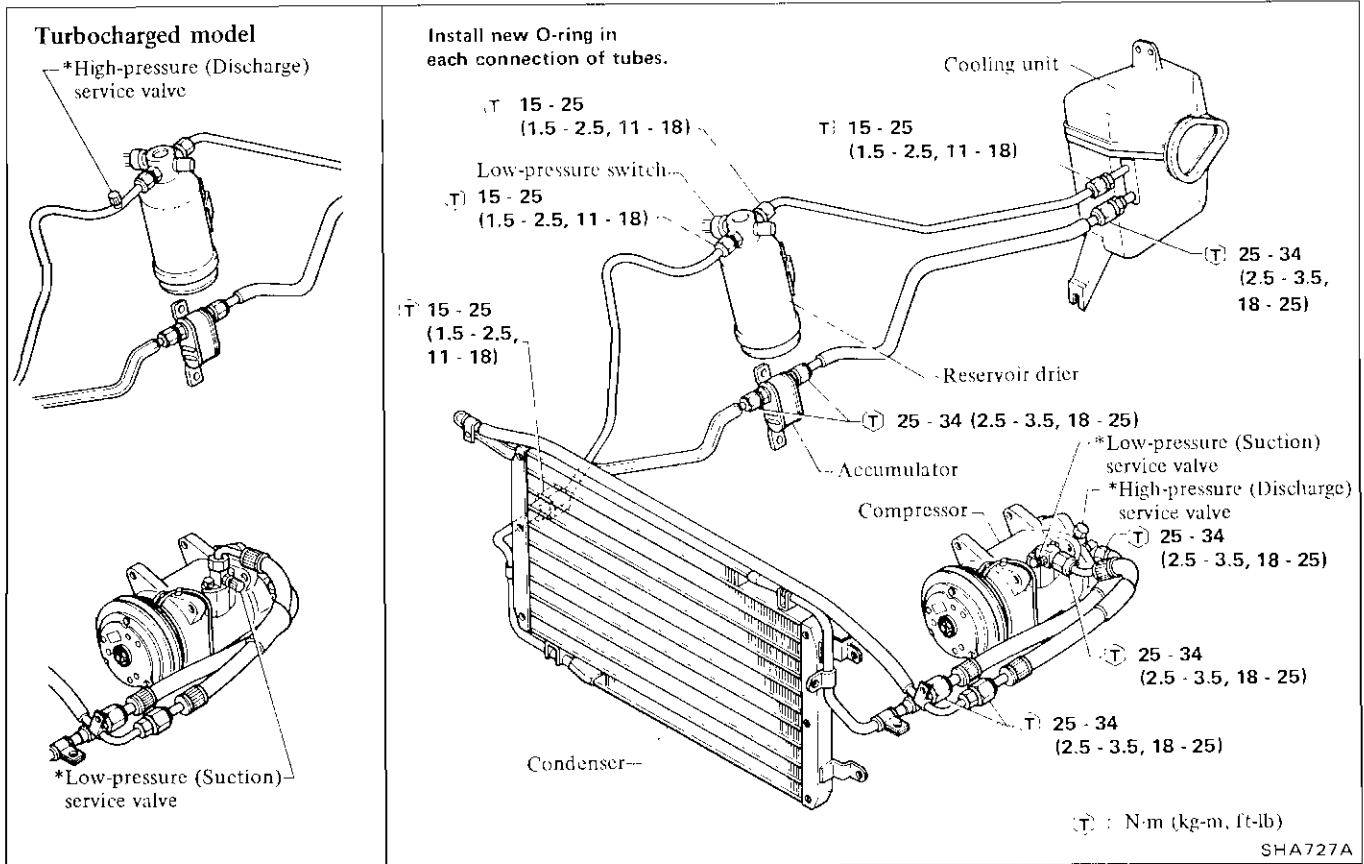
CHASSIS AND BODY MAINTENANCE

CHECKING HOSES AND PIPES

Check heater and air conditioner for damaged hoses or pipes due to interference or friction with adjoining parts. If damage is minor, repair

those affected hose or pipes. If damage is major and if there is the possibility of encountering holes, replace the affected parts.

Carefully check hoses and pipes, especially those located close to moving parts or sharp edge of panel.

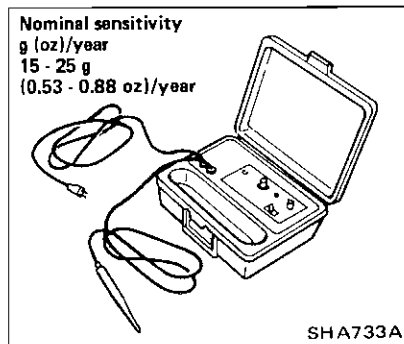


CHECKING REFRIGERANT LEAK

Conduct a leak test with electric leak detector whenever leakage of refrigerant is suspected and when conducting service operations which are accompanied by disassembly or loosening of connection fittings.

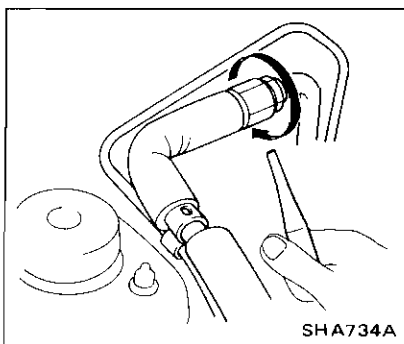
Electric leak-detector

The leak detector is a delicate device that detects small amounts of halogen. **In order to use the device properly, read the manuals put out by each maker and perform the specified maintenance and inspections.**

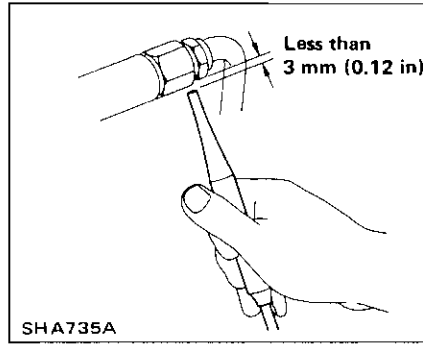


General precautions for handling leak detector

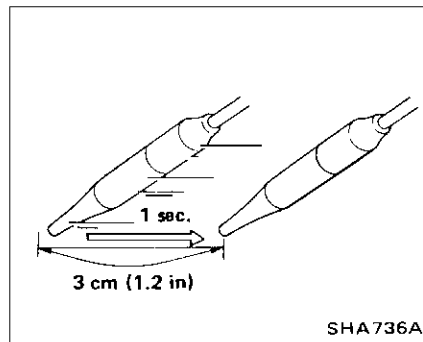
1. The probe must be correctly aimed at the point to be checked. Each fitting must be checked around its entire periphery. Refrigerant gas is heavier than air, so the underside of the fitting must also be checked.



2. The probe must be held as close as possible to the checking point, within 3 mm (0.12 in) of the object.



3. The detector requires a certain length of time to react to the gas. The moving speed of the probe must be maintained at less than 3 cm (1.2 in)/sec.



Measurement standard

If any reaction is noted using a detector having a nominal sensitivity of 15 to 25 g (0.53 to 0.88 oz)/year, that portion checked be found as leaking, and therefore must be repaired.

- The nominal sensitivity of the detector is determined under the assumption that all the leaking gas is collected by the detector. Accordingly, the quantity of gas actually leaking can amount to five to ten times the indicated value. Generally speaking, leakage of 150 to 200 g (5.29 to 7.05 oz) of refrigerant can cause insufficient cooling.
- Oil deposited during assembling must be wiped off before inspection. Refrigerant easily dissolves in oil, and the presence of oil can cause an error in measurement. This precaution is important when checking a used car for refrigerant leakage.

- If any trace of oil is noted at and around connection fittings, it is a sure indication that refrigerant is leaking.

MAJOR CHECK POINTS

- (1) Compressor
 - Compressor shaft seal (rotate the compressor by hand)
 - Flexible hose connections
 - Front and rear head gaskets
 - Service valve
- (2) Condenser
 - Condenser pipe fitting
 - Condenser inlet and outlet pipe connections
- (3) Refrigerant lines
 - Line connections
- (4) Evaporator housing
 - Inlet and outlet line connections
 - Expansion valve

If a gas leak is detected, proceed as follows:

1. Check torque on the connection fitting and, if too loose, tighten to the proper torque. Refer to S.D.S. Check for gas leakage with a leak detector.
2. If leakage continues even after the fitting has been retightened, discharge refrigerant from system, disconnect the fittings, and check its seating face for damage. Always replace even if damage is slight.
3. Check compressor oil and add oil if required.
4. Charge refrigerant and recheck for gas leaks. If no leaks are found, evacuate and charge system.

OFF-SEASON MAINTENANCE

Even in the off-season, turn the compressor for 10 minutes at least once a month by running the engine at idling rpm.

SERVICE DATA AND SPECIFICATIONS (S.D.S.)

SERVICE DATA AND SPECIFICATIONS (S.D.S.)

ENGINE MAINTENANCE

INSPECTION AND ADJUSTMENT

Basic mechanical system

Valve clearance mm (in)	Hot	Intake	0.25 (0.010)
		Exhaust	0.30 (0.012)
	Cold*	Intake	0.17 (0.007)
		Exhaust	0.24 (0.009)
		Adjust deflection of used belt	Set deflection of new belt
Drive belt deflection mm (in)	7 - 10 (0.28 - 0.39)		6 - 9 (0.24 - 0.35)
Cooling fan			
Air conditioner compressor	5 - 7 (0.20 - 0.28)		4 - 6 (0.16 - 0.24)
Power steering oil pump	11 - 14 (0.43 - 0.55)		9 - 12 (0.35 - 0.47)
Applied pushing force N (kg, lb)	98 (10, 22)		
		Models with turbocharger	Models without turbocharger
Compression pressure kPa (kg/cm ² , psi)/rpm	Standard	981 (10.0, 142)/350	1,177 (12.0, 171)/350
	Minimum	686 (7.0, 100)/350	883 (9.0, 128)/350

* These values are measured when engine is cold and ambient temperature is 20°C (68°F). After checking valve clearance while engine is cold, also check them when engine is hot to see if they remain within the specified range. If they do not, readjust them.

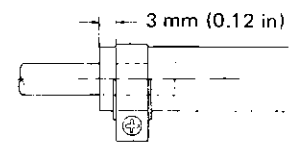
Ignition and fuel system

		Models with turbocharger	Models without turbocharger
Spark plug	Type	Standard	BPR6ES-11
		Hot	BPR5ES-11
		Cold	BPR7ES-11
	Gap mm (in)	1.0 - 1.1 (0.039 - 0.043)	
Ignition timing* and idle speed degree/rpm	Manual transmission models	24±3° B.T.D.C. /700±50	8±2° B.T.D.C. /700±100
	Automatic transmission models (in "D" position)	24±3° B.T.D.C. /650±50	8±2° B.T.D.C. /700±100
"CO" % at idle speed		Idle mixture screw is preset and sealed at factory.	

* On models without turbocharger, ignition timing should be checked with distributor harness connector disconnected.

TIGHTENING TORQUE

Unit	N-m	kg-m	ft-lb
Pivot lock nut	49 - 59	5.0 - 6.0	36 - 43
Oil pan drain plug	20 - 29	2.0 - 3.0	14 - 22
Spark plug	15 - 20	1.5 - 2.0	11 - 14
Fuel hose clamp	1.0 - 1.5	0.10 - 0.15	0.7 - 1.1



Fuel hose clamping position.

EF336A

SERVICE DATA AND SPECIFICATIONS (S.D.S.)

CHASSIS AND BODY MAINTENANCE

INSPECTION AND ADJUSTMENT

Clutch

Unit: mm (in)

Pedal height "H"	196 - 206 (7.72 - 8.11)
Pedal free play "A"	1 - 5 (0.04 - 0.20)

Front axle and front suspension

Axial play	mm (in)	0 (0)	
Wheel bearing preload (As measured at wheel hub bolt) With new parts	N (kg, lb)	Less than 17.7 (1.8, 4.0)	
	N (kg, lb)	Less than 6.9 (0.7, 1.5)	
Wheel alignment (Unladen)			
Camber		-35' - 55'	
Caster		4°10' - 5°40'	
Kingpin inclination		8°35' - 10°5'	
Toe-in		1 - 3 mm (0.04 - 0.12 in) 6' - 16' (On both sides)	
Side lip (Reference data)		Out 3 mm - In 3 mm/m (Out 0.036 in - In 0.036 in/ft)	
		Power steering models	Manual steering models
Standard side rod length "A"	mm (in)	35 (1.38)	29.5 (1.161)
Front wheel turning angle			
Toe-out turns (When inner wheel is 20°)		18.1°	18.7°
Outer wheel			
Full turns*			
Inner wheel		32° - 36°	32° - 36°
Outer wheel		24-1/2° - 28-1/2°	24-1/2° - 28-1/2°

* On power steering models, wheel turning force (at circumference of steering wheel) of 98 - 147 N (10 - 15 kg, 22 - 33 lb) with engine at idle.

Brake system

Unit: mm (in)

Pad wear limit	CL28V	2 (0.08)
	CL14H	2 (0.08)
Rotor repair limit	CL28V	18.0 (0.709)
	CL14H	8.6 (0.339)
Pedal height "h"		
M/T model		177 - 187 (6.97 - 7.36)
A/T model		186 - 196 (7.32 - 7.72)
Pedal depressed height [Under force of 490 N (50 kg, 110 lb) with engine running]		
M/T model		More than 78 (3.07)
A/T model		More than 88 (3.46)
Parking brake [at pulling force: 265 N (27 kg, 60 lb)]		
Number of notches		4 - 6

Wheel and tire

Unit: psi (kPa)

Recommended cold tire inflation pressure			
Tire size	Car speed	Under 160 km/h (100 MPH)	Over 160 km/h (100 MPH)
		195/70HR14	28 (200)	32 (230)
P205/70R14		28 (200)	32 (230)
P205/60R15		28 (200)	32 (230)
Spare tire C78-14	Do not use in excess of 80 km/h (50 MPH).		
	28 (200)		

Tire pressure should be checked when tires are COLD.

Wheel rim lateral and radial runout	mm (in)	Less than 1.0 (0.039) *1 0.5 (0.020) *2
Difference between right and left lateral runout	mm (in)	Less than 0.5 (0.020) *1 0.2 (0.008) *2
Wheel balance (Maximum allowable unbalance at rim flange)	gr (oz)	10 (0.35)
Tire balancing weight	gr (oz)	10 - 60 (0.35 - 2.12) Spacing 10 (0.35)



*1: Steel wheel *2: Aluminum wheel

SPECIAL SERVICE TOOLS

TIGHTENING TORQUE

Unit	N-m	kg-m	ft-lb
Clutch Pedal stopper lock nut	9.1 - 11.8	0.93 - 1.2	6.7 - 8.7
Clutch switch lock nut	12 - 15	1.2 - 1.5	9 - 11
Master cylinder push rod lock nut	8 - 12	0.8 - 1.2	5.8 - 8.7
Manual transmission Drain and filler plugs			
FS5W71B	25 - 34	2.5 - 3.5	18 - 25
FS5R90A	20 - 34	2.0 - 3.5	14 - 25
Differential carrier Drain and filler plugs	39 - 59	4 - 6	29 - 43
Front axle and front suspension			
Power steering models	14 - 17	1.4 - 1.7	10 - 12
Side rod lock nut	78 - 98	8 - 10	58 - 72
Manual steering models			
Brake Air bleed valve	7 - 9	0.7 - 0.9	5.1 - 6.5
Stop lamp switch lock nut	12 - 15	1.2 - 1.5	9 - 11
Brake booster input rod lock nut	16 - 22	1.6 - 2.2	12 - 16
Wheel and tire Wheel nut	78 - 98	8.0 - 10.0	58 - 72

SPECIAL SERVICE TOOLS

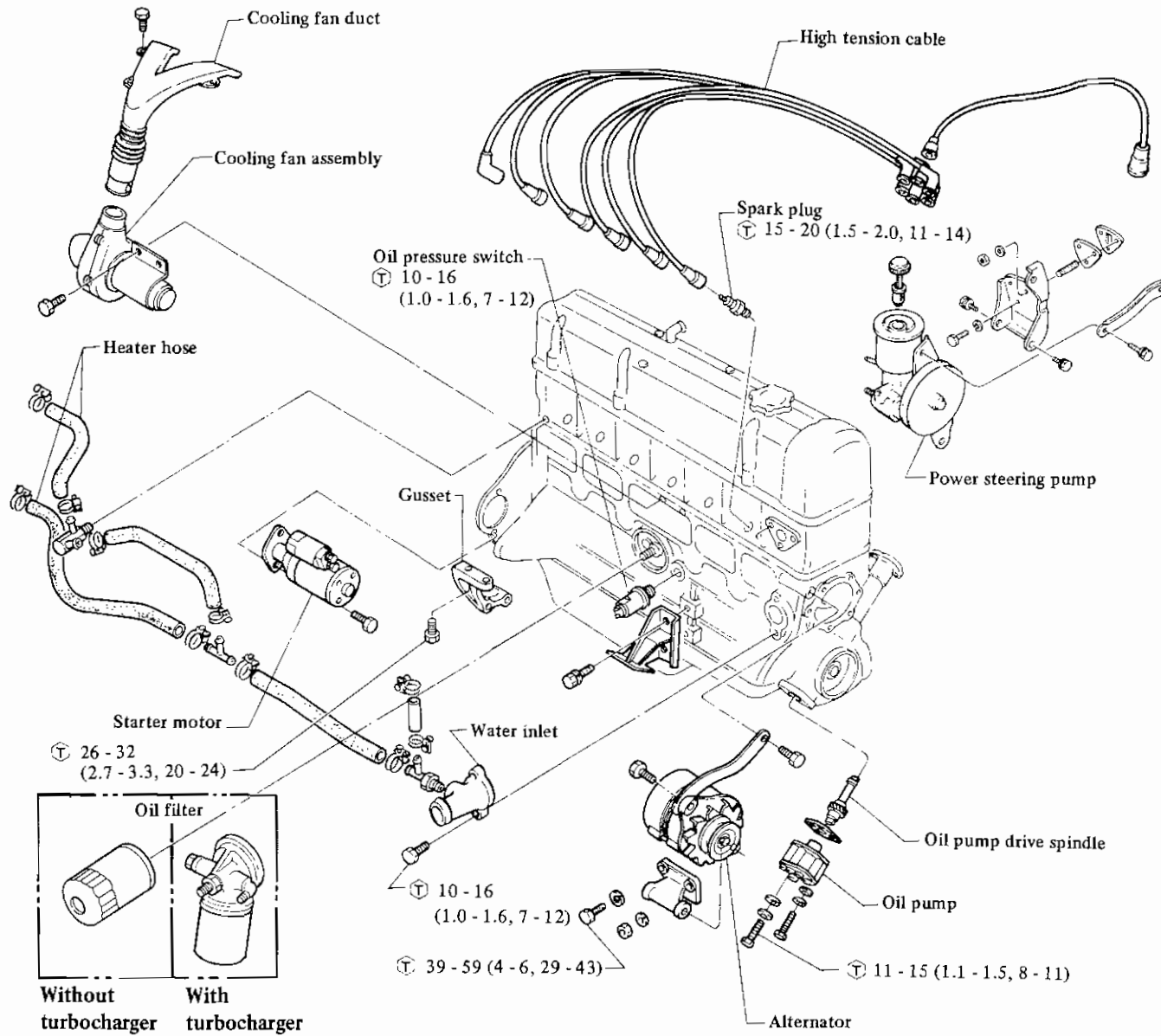
Tool number (Kent-Moore No.)	Tool name	
ST10640001 (J25615-01)	Pivot adjuster	
ST19320000 (J25664)	Oil filter wrench	

ENGINE MECHANICAL

EM

CONTENTS

ENGINE COMPONENTS (Outer parts) ..	EM- 2	CRANKSHAFT	EM-13
ENGINE COMPONENTS (Internal parts)	EM- 5	MAIN BEARING AND	
ENGINE DISASSEMBLY	EM- 6	CONNECTING ROD BEARING	EM-14
PRECAUTIONS	EM- 6	MISCELLANEOUS COMPONENTS	EM-14
DISASSEMBLY	EM- 6	ENGINE ASSEMBLY	EM-15
DISASSEMBLING PISTON		PRECAUTIONS	EM-15
AND CONNECTING ROD	EM- 8	ASSEMBLING CYLINDER HEAD	EM-16
DISASSEMBLING CYLINDER HEAD	EM- 8	ASSEMBLING PISTON AND	
INSPECTION AND REPAIR	EM- 9	CONNECTING ROD	EM-16
CYLINDER HEAD	EM- 9	ASSEMBLING ENGINE OVERALL	EM-17
CAMSHAFT AND CAMSHAFT		SERVICE DATA AND	
BEARING	EM-11	SPECIFICATIONS (S.D.S.)	EM-21
CYLINDER BLOCK	EM-11	INSPECTION AND ADJUSTMENT	EM-21
PISTON PISTON PIN AND		TIGHTENING TORQUE	EM-25
PISTON RING	EM-12	SPECIAL SERVICE TOOLS	EM-26
CONNECTING ROD	EM-13		



ENGINE COMPONENTS (Outer parts)

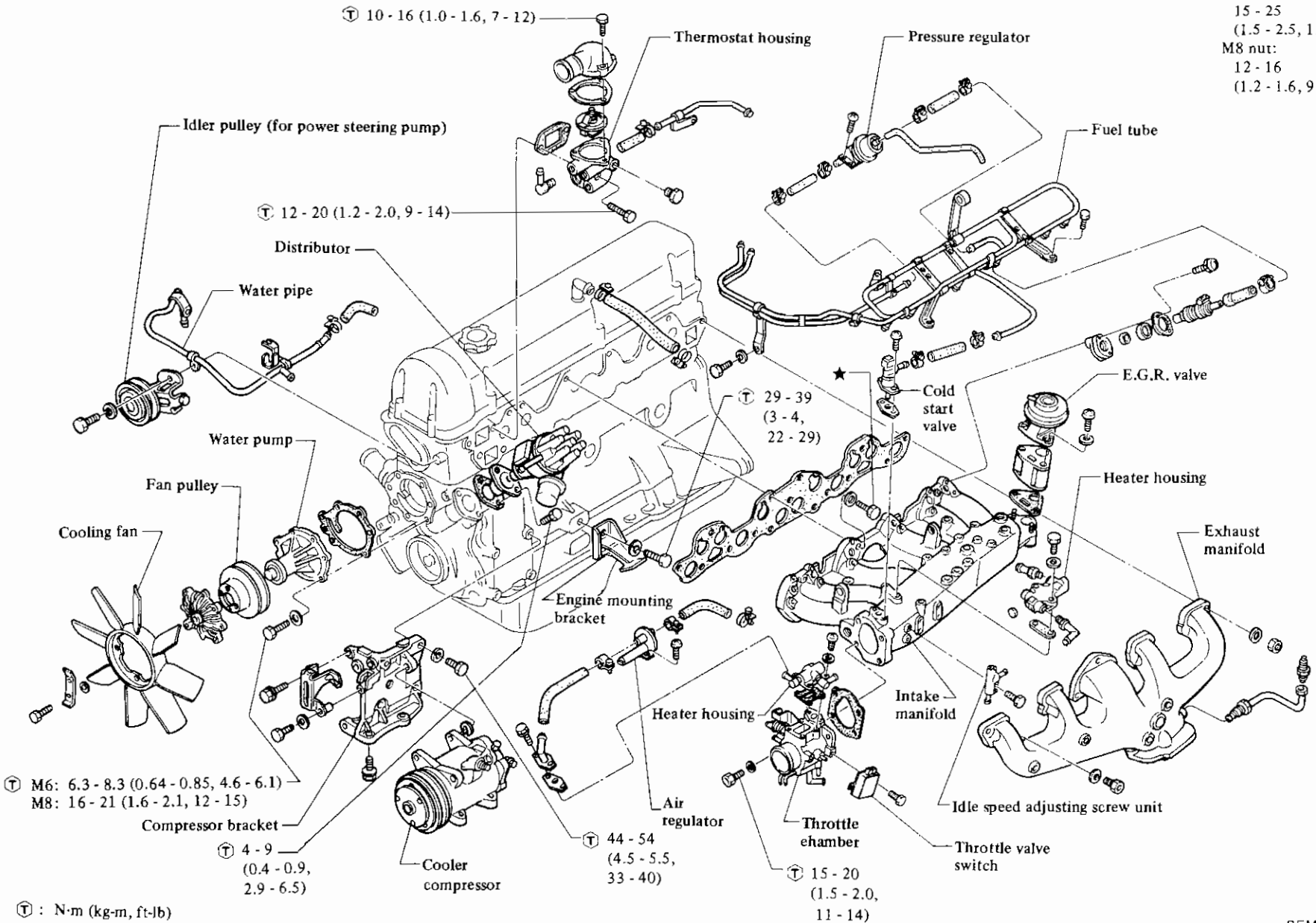
ENGINE COMPONENTS (Outer parts)

Ⓣ : N·m (kg-m, ft-lb)

Without turbocharger

- ★ (T) M10:
 - 34 - 44
 - (3.5 - 4.5, 25 - 33)
- M8 bolt:
 - 15 - 25
 - (1.5 - 2.5, 11 - 18)
- M8 nut:
 - 12 - 16
 - (1.2 - 1.6, 9 - 12)

EM-3



- (T) M6: 6.3 - 8.3 (0.64 - 0.85, 4.6 - 6.1)
- M8: 16 - 21 (1.6 - 2.1, 12 - 15)
- (T) 4 - 9 (0.4 - 0.9, 2.9 - 6.5)

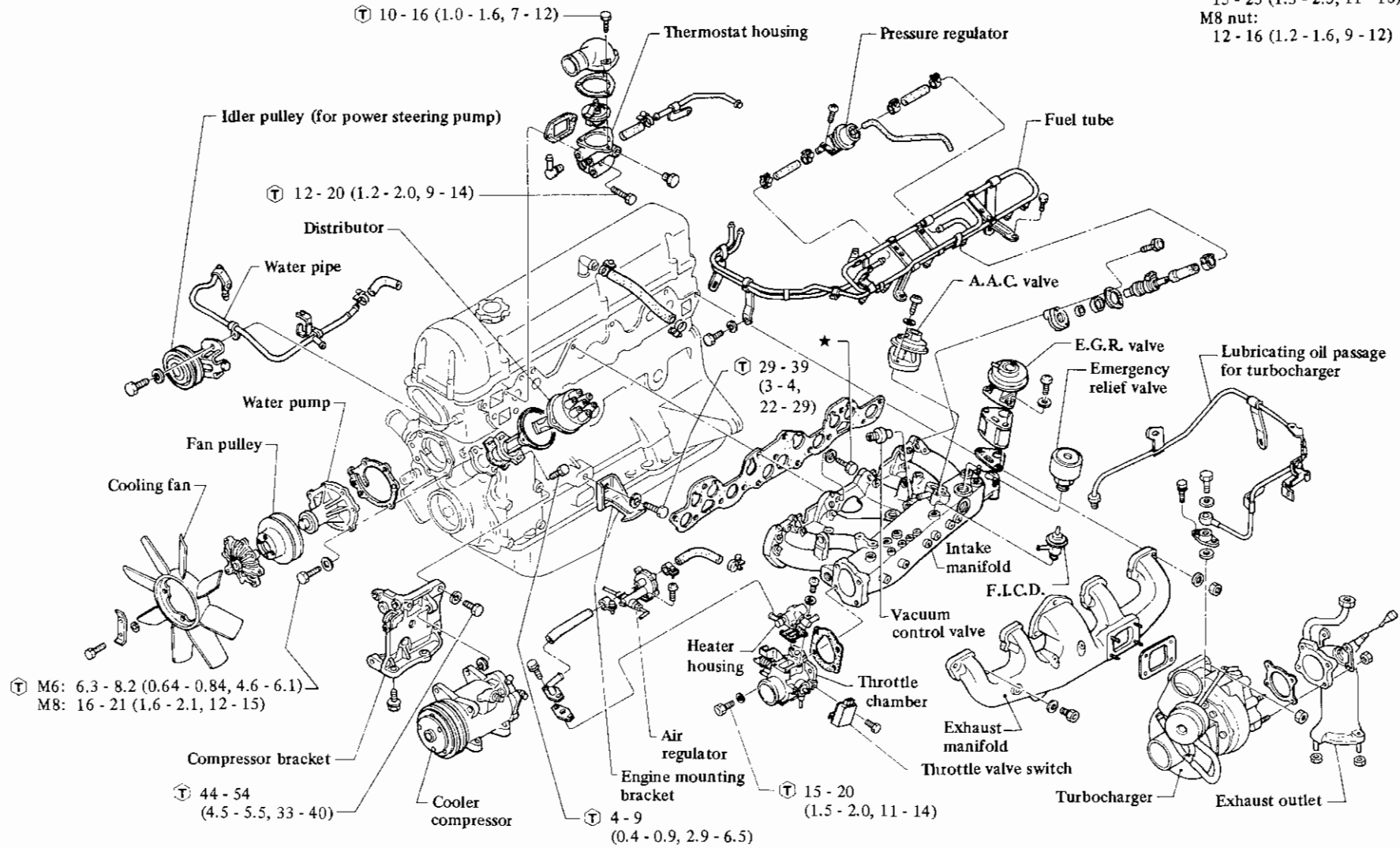
(T) : N·m (kg-m, ft-lb)

ENGINE COMPONENTS (Outer parts)

With turbocharger

- ★ (T) M10:
34 - 44 (3.5 - 4.5, 25 - 33)
- M8 bolt:
15 - 25 (1.5 - 2.5, 11 - 18)
- M8 nut:
12 - 16 (1.2 - 1.6, 9 - 12)

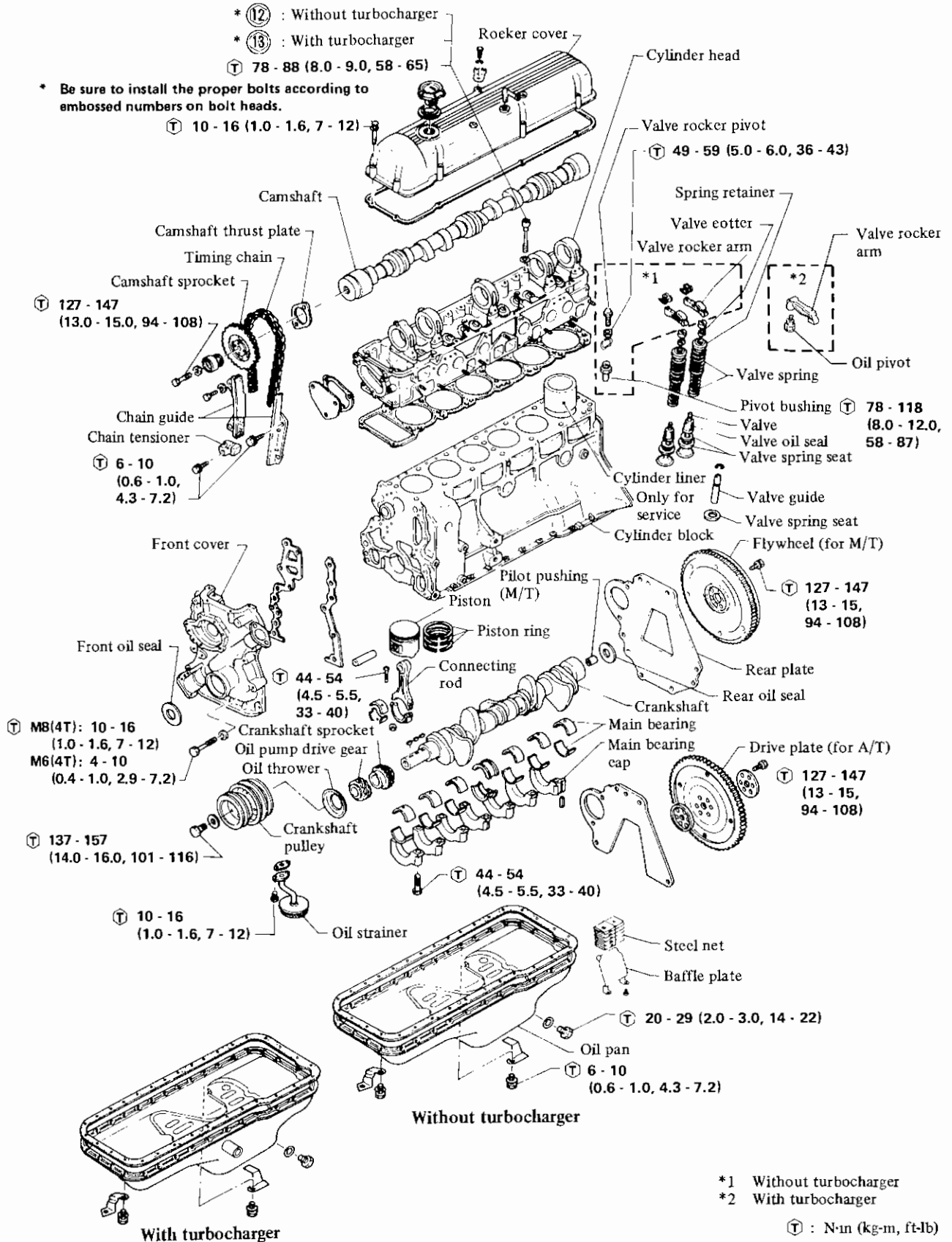
EM-4



ENGINE COMPONENTS (Outer parts)

(T) : N·m (kg·m, ft·lb)

ENGINE COMPONENTS (Internal parts)



SEM925

EM-5

ENGINE DISASSEMBLY

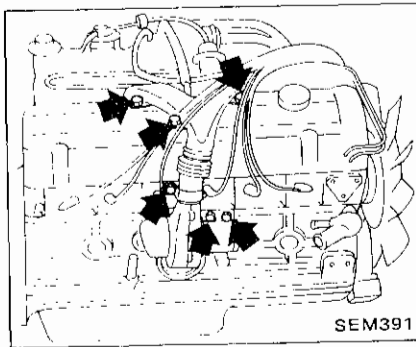
PRECAUTIONS

Arrange the disassembled parts on the parts stand in accordance with their assembled locations, sequence, etc., so that the parts will be reassembled in their original locations. Place mating marks on the parts if necessary.

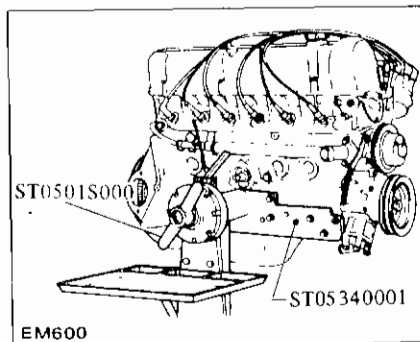
DISASSEMBLY

MOUNTING ENGINE ON ENGINE STAND

1. Remove rear and right side parts.
 - Starter motor
 - Gussets
 - Transmission
 - Clutch cover assembly (M/T)
 - Alternator, alternator drive belt and alternator bracket
 - Engine mounting bracket (R.H.)
 - Oil filter
 - Oil pressure switch
 - Injection auxiliary cooling fan and air duct.



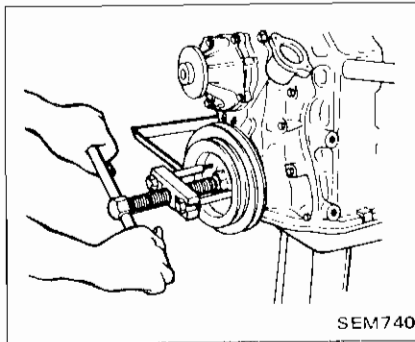
- Lubricating oil passage for turbo-charger
2. Install engine attachment to cylinder block. Then, mount the engine on the engine stand.



3. Drain engine oil and coolant.

REMOVING OUTER PARTS

1. Remove engine front side parts:
 - Fan, fan coupling and fan pulley
 - Alternator adjusting bar
 - Crank pulley using suitable tool



- Pulley bracket with idler pulley for power steering
2. Remove engine left side parts:
 - Distributor cap and high tension cable
 - Distributor assembly
 - Hoses connected to engine
 - Intake manifold

Remove intake manifold as an assembly of fuel pipe, injector, air regulator, etc. as follows:

- a. Disconnect hose connecting rocker cover to throttle chamber at rocker cover.
- b. Disconnect water pipe connecting heater housing to water inlet at water inlet.
Remove bolt which secures water pipe and fuel pipe to cylinder head.
- c. Remove tube connecting heater housing to thermostat housing.
- d. Remove bolt which secures intake manifold to cylinder head and remove intake manifold as an assembly.
- e. Remove P.C.V. valve hose, sub heat shield plate and E.G.R. tube (if so equipped).

- Turbocharger assembly with exhaust outlet
- Exhaust manifold
- Thermostat housing
- Cooler compressor bracket
- Engine mounting bracket (L.H.)

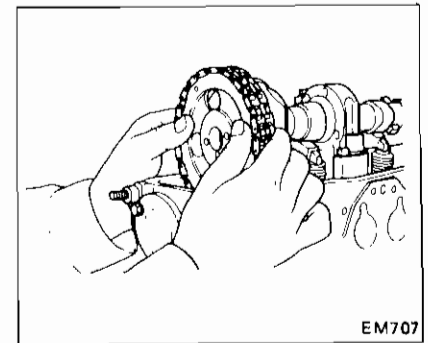
3. Remove engine right side parts:

- Spark plugs
- Oil level gauge
- Water inlet
- Water hoses and pipes
- Power steering pump bracket

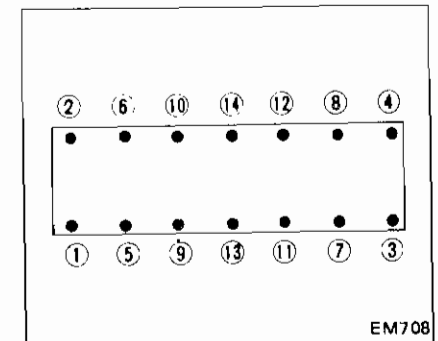
4. Remove engine bottom side parts:
 - Oil pump and oil pump drive spindle

REMOVING INTERNAL PARTS

1. Remove oil pan and oil strainer.
2. Remove valve rocker cover.
3. Cylinder head assembly.
 - (1) Remove camshaft bolt by locking camshaft.
 - (2) Remove camshaft sprocket, and slowly lower timing chain.



- (3) Remove bolts securing cylinder head to front cover.
- (4) Loosen cylinder head bolts in the sequence as shown.



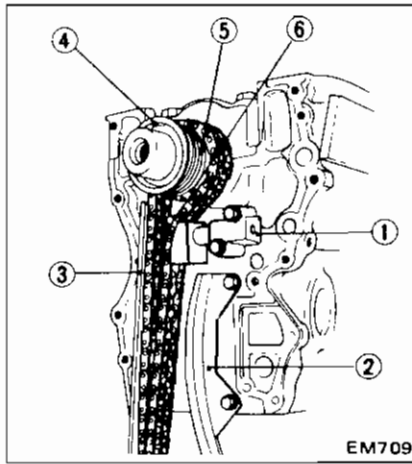
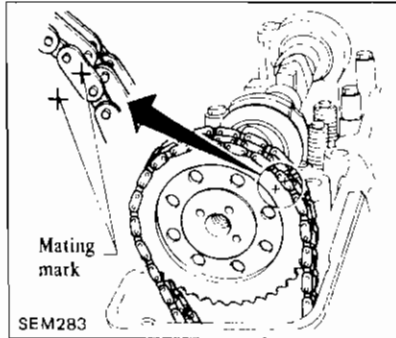
Gradually loosen cylinder head bolts in two or three stages.

ENGINE DISASSEMBLY

(5) Remove cylinder head.

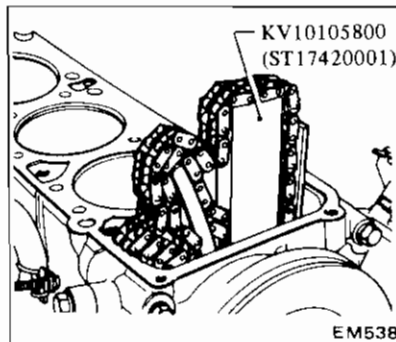
When removing cylinder head from engine installed on car, follow the instructions below.

- a. Turn crankshaft until No. 1 piston is at T.D.C. on its compression stroke.
- b. To facilitate assembling operation, scribe a mark on timing chain and camshaft sprocket before removal.



- 1 Chain tensioner
- 2 Slack side chain guide
- 3 Tension side chain guide
- 4 Oil thrower
- 5 Oil pump drive gear
- 6 Crankshaft sprocket

- c. Support timing chain by placing Tool between timing chains.

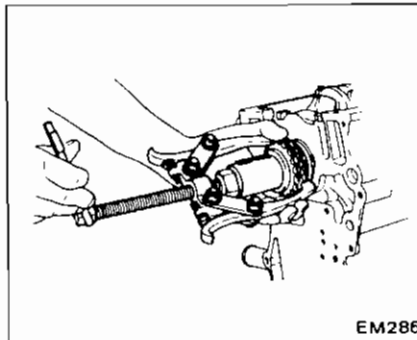


- d. Install cylinder head, and then install camshaft sprocket by aligning marks on it and timing chain.

4. Remove front side parts.

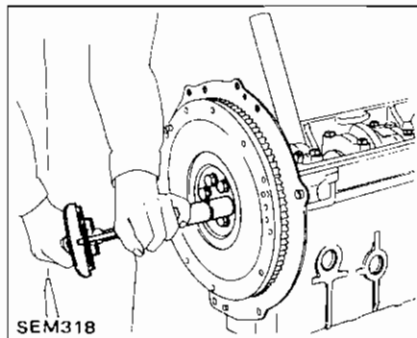
- Water pump
- Front cover
- Timing chain
- Chain tensioner and chain guides
- Oil thrower, oil pump drive gear and crankshaft sprocket.

If it is hard to extract crankshaft sprocket, use a suitable puller.



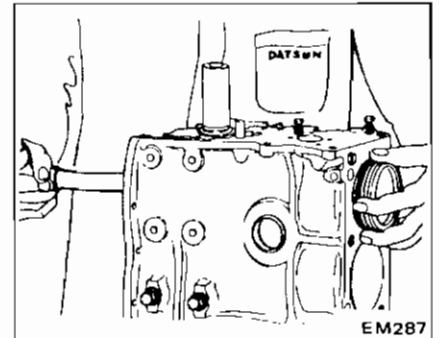
5. Remove flywheel (M/T) or drive plate (A/T) while crankshaft is locked. Then remove rear plate.

WARNING:
When removing flywheel, be careful not to drop it.



6. Piston and connecting rod assembly.

- (1) Remove connecting rod bearing cap with bearing.
- (2) Push out piston with connecting rod toward cylinder head side.



a. Piston can be easily removed by scraping carbon off top face of cylinder with a scraper.

- b. Numbers are stamped on connecting rod and cap corresponding to each cylinder. Care should be taken to avoid wrong combination including bearing.

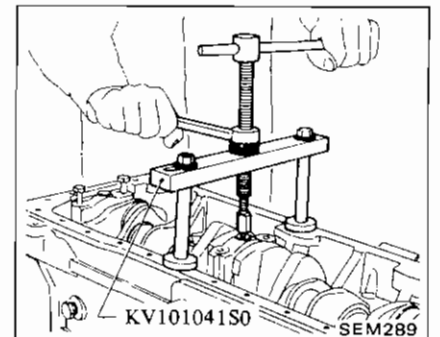
7. Crankshaft.

- (1) Remove main bearing cap with bearing.

a. When loosening main bearing cap bolts, loosen from outside in sequence.

Do not completely loosen bolts in one step. Instead use two or three steps for this procedure.

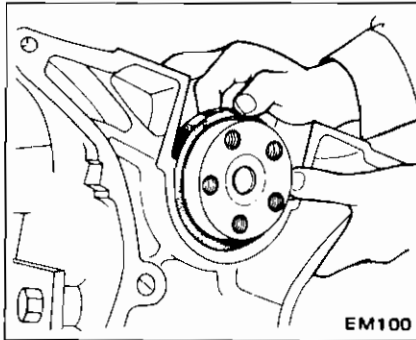
- b. Remove center and rear main bearing caps using Tool.



- c. Keep them in order.

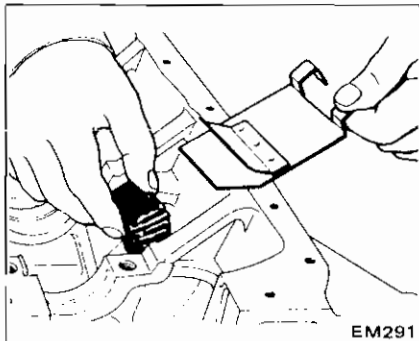
ENGINE DISASSEMBLY

- (2) Remove rear oil seal.



When removing rear oil seal without removing main bearing cap, pry it off with a screwdriver so as not to damage crankshaft.

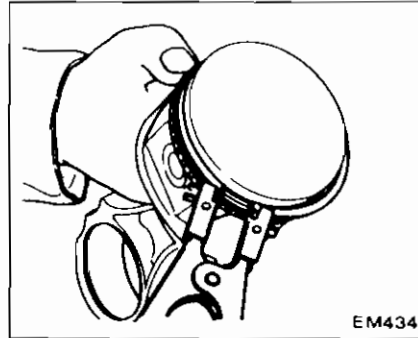
- (3) Remove crankshaft.
(4) Remove main bearing on the side of the block.
8. Remove baffle plate and steel net from cylinder block.



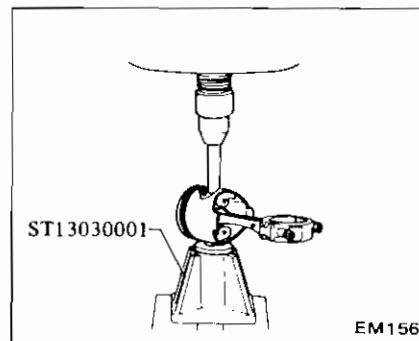
DISASSEMBLING PISTON AND CONNECTING ROD

1. Remove top & second piston rings with a ring remover and remove oil ring expander & rails by hand.

When removing piston rings, be careful not to scratch piston.

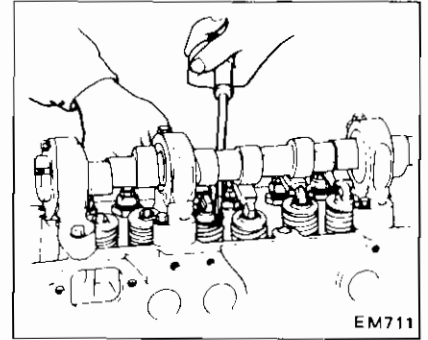


2. Press piston pin out, using press and Tool.

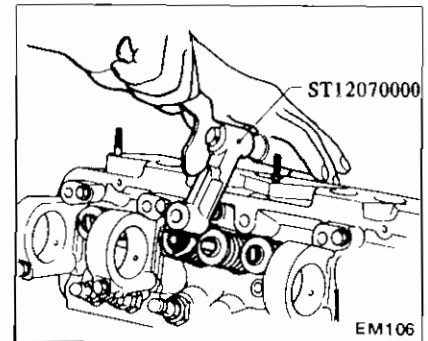


DISASSEMBLING CYLINDER HEAD

1. Remove valve rocker spring.
2. Loosen valve rocker pivot lock nut and set cam nose to upper position, then remove rocker arm by pressing down on valve spring.



3. Remove camshaft.
4. Remove valves, valve springs and relating parts using Tool.



- Keep the disassembled parts in order.
- Do not remove rocker pivot bushing from cylinder head.
- Do not remove camshaft bearing from cylinder head.

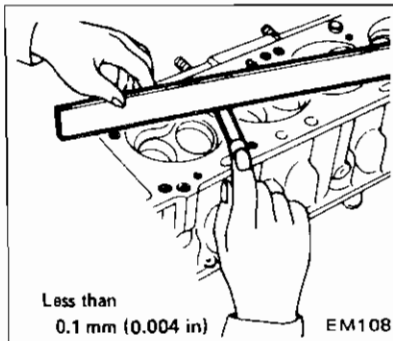
INSPECTION AND REPAIR

CYLINDER HEAD

CHECKING CYLINDER HEAD MATING FACE

1. Make a visual check for cracks and flaws.
2. Measure the surface of cylinder head (on cylinder block side) for warpage.

If beyond the specified limit, correct with a surface grinder.



Surface grinding limit:

The grinding limit of cylinder head is determined by the cylinder block grinding in an engine.

Depth of cylinder head grinding is "A"

Depth of cylinder block grinding is "B"

The limit is as follows:

$$A + B = 0.2 \text{ mm (0.008 in)}$$

VALVE GUIDE

Measure the clearance between valve guide and valve stem. If the clearance exceeds the specified limit, replace the worn parts or both valve and valve guide. In this case, it is essential to determine if such a clearance has been caused by a worn or bend valve stem or by a worn valve guide.

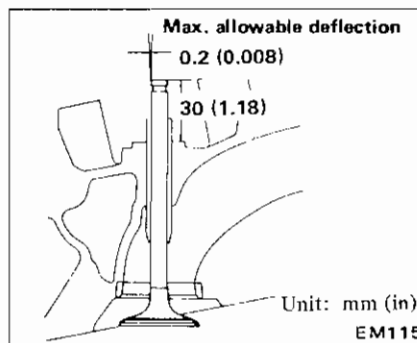
Determining clearance

1. Precise method:
 - (1) Measure the diameter of valve stem with a micrometer in three places; top, center and bottom.
 - (2) Measure valve guide bore at center using telescope hole gauge.
 - (3) Subtract the highest reading of valve stem diameter from valve guide bore to obtain the stem to guide clearance.

Stem to guide clearance:
Maximum Limit
0.10 mm (0.0039 in)

2. Expedient method

Pry the valve in a lateral direction, and measure the deflection at stem tip with dial gauge.

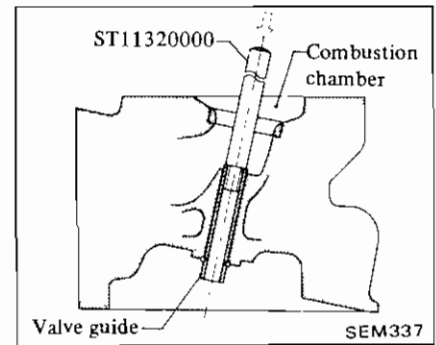


Valve should be moved in parallel with rocker arm. (Generally, a large amount of wear occurs in this direction.)

Replacement of valve guide

To remove old guides, use a press [under a 20 kN (2t, 2.2 US ton, 2.0 Imp ton) pressure] or a hammer, and Tool.

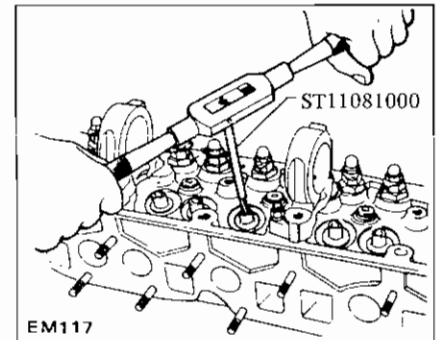
1. Drive them out toward rocker cover side using Tool. Heating the cylinder head will facilitate the operation.



2. Ream cylinder head valve guide hole using Tool at room temperature.

Reaming bore:

12.223 - 12.234 mm
(0.4812 - 0.4817 in)



3. Fit snap ring on new valve guide. Heat cylinder head to 150 to 160°C (302 to 320°F), and press the guide onto cylinder head until the snap ring comes in contact with cylinder head surface.

Valve guide with 0.2 mm (0.008 in) oversize diameter is available for service.

Refer to S.D.S.

4. Ream the bore using Tool ST11032000.

Reaming bore:

8.000 - 8.018 mm
(0.3150 - 0.3157 in)

5. Correct valve seat surface with new valve guide as the axis.

INSPECTION AND REPAIR

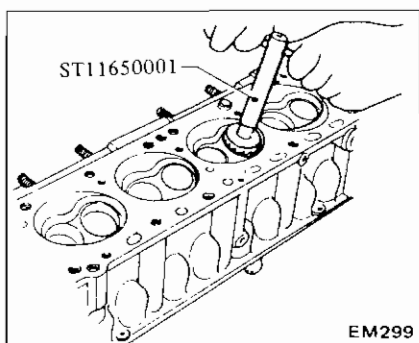
VALVE SEAT INSERTS

Check valve seat inserts for any evidence of pitting at valve contact surface, and reseal or replace if worn out excessively.

Correct valve seat surface with Tool and grind with a grinding compound.

Valve seat insert of 0.5 mm (0.020 in) oversize is available for service.

Refer to S.D.S.



- When repairing valve seat, check valve and valve guide for wear beforehand. If worn, replace them. Then correct valve seat.
- The cutting should be done with both hands for uniform cutting.

Replacement

- Old insert can be removed by boring out until it collapses. The machine stop depth should be set so that boring cannot continue beyond the bottom face of the insert recess in cylinder head.
- Select a suitable valve seat insert and check its outside diameter.
- Machine the cylinder head recess in the concentric circles which center on the valve guide.
- Ream the cylinder head recess at room temperature.
- Refer to S.D.S.
- Heat cylinder head to a temperature of 150 to 160°C (302 to 320°F).
- Fit insert ensuring that it bends on the bottom face of its recess, and caulk more than 4 points.
- Newly-fitted valve seats should be cut or ground using Tool ST11650001 at the specified dimensions as shown in S.D.S.

8. Apply small amount of fine grinding compound to valve contacting face and put valve into guide. Lap valve

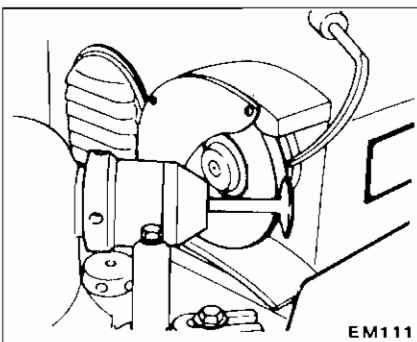
against its seat until proper valve seating is obtained. Remove valve and then clean valve and valve seat.

VALVE

- Check each of the intake and exhaust valves for worn, damaged or deformed valve head or stem. Correct or replace the valve that is faulty.
- Valve face or valve stem end surface should be refaced by using a valve grinder.

When valve head has been worn down to 0.5 mm (0.020 in) in-margin-thickness, replace the valve.

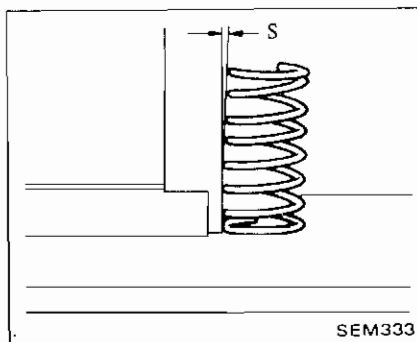
Grinding allowance for valve stem end surface is 0.5 mm (0.020 in) or less.



VALVE SPRING

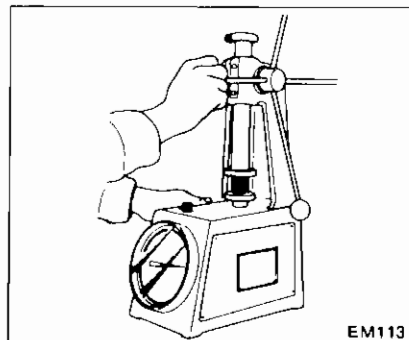
- Check valve spring for squareness using a steel square and surface plate. If spring is out of square "S" more than specified limit, replace with new ones.

Out of square:
Outer spring 2.2 mm (0.087 in)
Inner spring 1.2 mm (0.047 in)



- Measure the free length and the tension of each spring. If the measured value exceeds the specified limit, replace spring.

Refer to S.D.S.



ROCKER ARM AND VALVE ROCKER PIVOT (Without turbocharger)

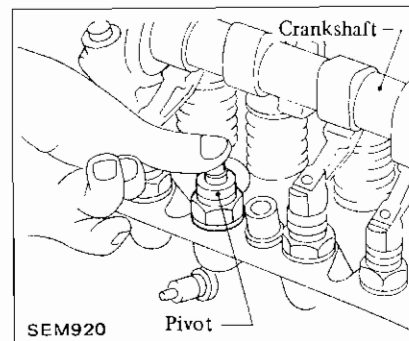
Check pivot head and cam contact and pivot contact surfaces of rocker arm for damage or wear. If faults are found, replace them. A faulty pivot necessitates its replacement together with the corresponding rocker arm.

VALVE ROCKER OIL PIVOT (With turbocharger)

- Remove rocker cover.
- Remove rocker arm. If oil pivot plunger does not pop up, replace pivot.

Do not lift up plunger forcibly.

- Depress pivot plunger forcibly with your finger.



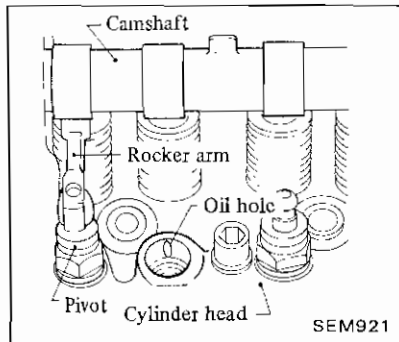
If it moves about 1 mm (0.04 in), it indicates air is inside pivot. Bleed air.

- Re-install rocker arm and rocker cover.

5. Bleed air by running engine at 1,000 rpm under no-load for about 10 minutes.
6. Next, remove rocker cover and rocker arm and check to ensure all air is bled. (Refer to step 3 above.)
7. If there is still air, replace pivot.

CAUTION:

- Care should be taken to install parts in order.
- When installing pivot, clean screw threads of cylinder head using engine oil or light oil.

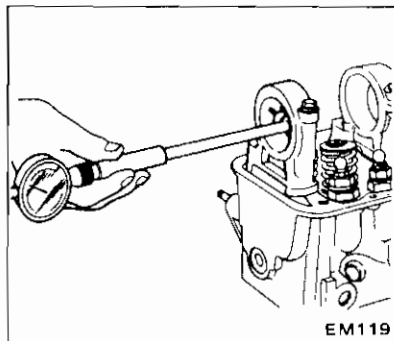


CAMSHAFT AND CAMSHAFT BEARING

CAMSHAFT BEARING CLEARANCE

Measure the inside diameter of camshaft bearing with an inside dial gauge and the outside diameter of camshaft journal with a micrometer. If any malfunction is found, replace camshaft or cylinder head assembly.

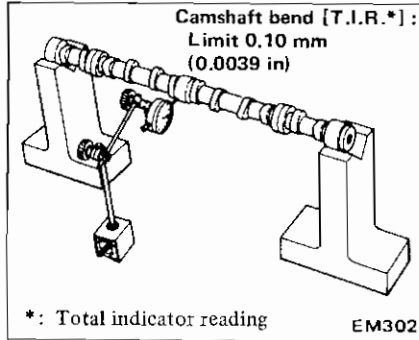
Max. tolerance of camshaft bearing clearance:
0.1 mm (0.004 in)



Do not remove camshaft brackets. If camshaft bracket were removed, install them by checking for a smooth rotation with the camshaft.

CAMSHAFT ALIGNMENT

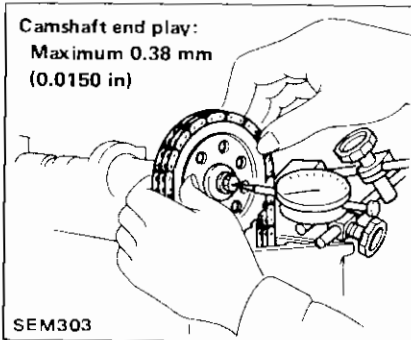
1. Check camshaft, camshaft journal and cam surface for bend, wear or damage. If beyond specified limits, replace them.
2. Camshaft can be checked for bend by placing it on V-blocks and using a dial gauge with its indicating finger resting on center journal.



3. Measure camshaft cam height. If beyond the specified limit, replace camshaft.

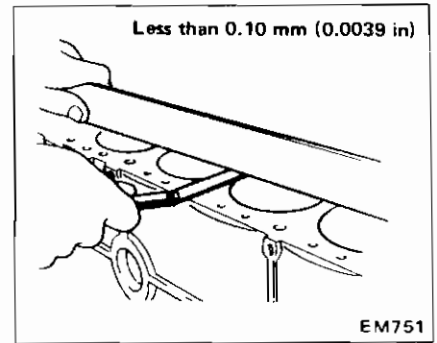
Wear limit of cam height:
0.15 mm (0.0059 in)

4. Measure camshaft end play. If beyond the specified limit, replace thrust plate.



CYLINDER BLOCK

1. Visually check cylinder block for cracks or flaws.
2. Measure the top of cylinder block (cylinder head mating face) for warp- age. If warp- age exceeds the specified limit, correct with a grinder.



Surface grinding limit;
The grinding limit of cylinder block is determined by the cylinder head grinding in an engine.

Depth of cylinder head grinding is "A"

Depth of cylinder block grinding is "B"

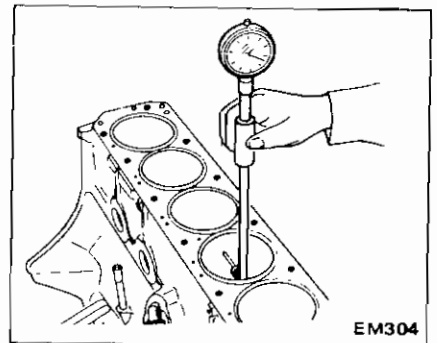
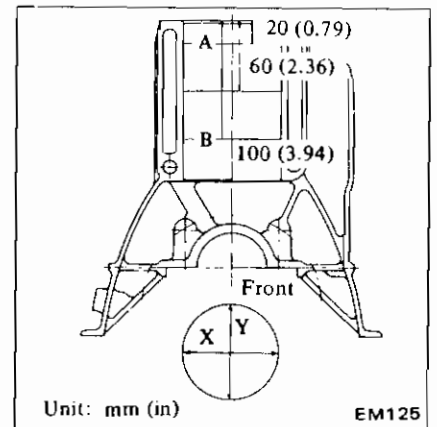
The limit is as follows:

$$A + B = 0.2 \text{ mm (0.008 in)}$$

3. Using a bore gauge, measure cylinder bore for wear, out-of-round or taper. If they are excessive, rebore the cylinder walls with a boring machine. Measurement should be taken along bores for taper and around bores for out-of-round.

Refer to S.D.S.

Out-of-round X-Y
Taper A-B



INSPECTION AND REPAIR

4. When wear, taper or out-of-round is minor and within the limit, remove the step at the topmost portion of cylinder using a ridge reamer or other similar tool.

If cylinder bore has worn beyond the wear limit, use cylinder liner.

Undersize cylinder liners are available for service.

Refer to S.D.S.

Interference fit of cylinder liner in cylinder block should be 0.075 to 0.085 mm (0.0030 to 0.0033 in).

CYLINDER BORING

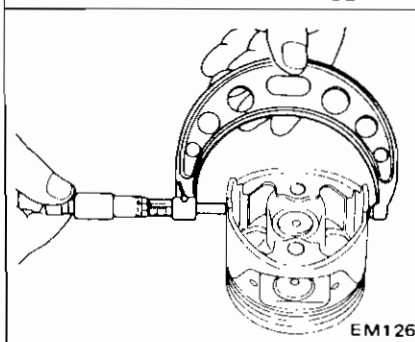
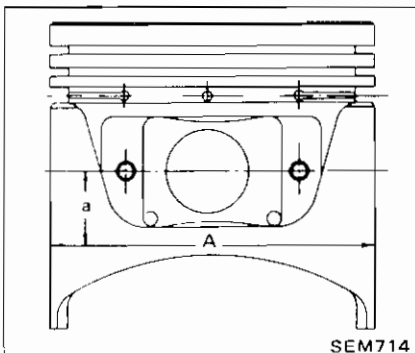
When any cylinder needs boring, all other cylinders must also be bored at the same time.

Determining bore size

1. Determine piston oversize according to amount of cylinder wear.

Refer to S.D.S.

2. The size to which cylinders must be honed is determined by adding piston-to-cylinder clearance to the piston skirt diameter "A".



Dimension "a" (distance from center of pin):

Approximately 20 mm (0.79 in)

Rebored size calculation

$$D = A + B - C = A + [0.005 \text{ to } 0.025 \text{ mm (0.0002 to 0.0010 in)}]$$

where,

- D : Honed diameter
- A : Skirt diameter as measured
- B : Piston-to-wall clearance
- C : Machining allowance
0.02 mm (0.0008 in)

Boring

1. Install main bearing caps in place, and tighten to the specified torque to prevent distortion of the cylinder bores in final assembly.

2. Cut cylinder bores.

- Do not cut too much out of the cylinder bore at a time. Cut only 0.05 mm (0.0020 in) or so in diameter at a time.
- Bore the cylinders in the order of 1-5-3-6-2-4 to prevent heat strain due to cutting.
- 3.hone the cylinders to the required size referring to S.D.S.
- Use clean sharp stones of proper grade.
- Cross-hatch pattern should be approximately 45°.

4. Measure the finished cylinder bore for out-of-round and taper.

Measuring piston-to-cylinder clearance

Measure the extracting force, and pull feeler gauge straight upward.

It is recommended that piston and cylinder be heated to 20°C (68°F).

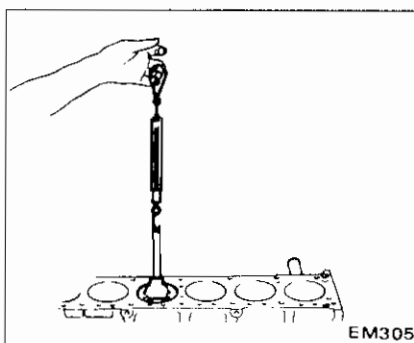
Feeler gauge thickness:

0.04 mm (0.0016 in)

Extracting force:

2.0 - 14.7 N

(0.2 - 1.5 kg, 0.4 - 3.3 lb)



PISTON, PISTON PIN AND PISTON RING

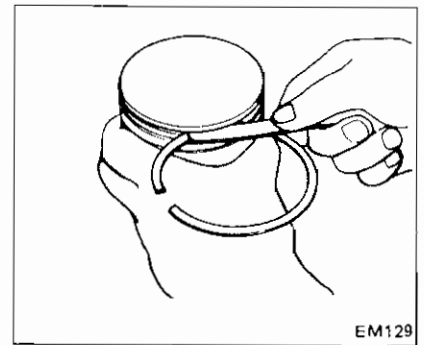
PISTON

1. Scrape carbon off piston and ring grooves with a carbon scraper and a curved steel wire. Clean out oil slots in bottom land of oil ring groove.

2. Check for damage, scratches and wear. Replace if such a fault is detected.

3. Measure the side clearance of rings in ring grooves as each ring is installed.

Max. tolerance of side clearance:
0.1 mm (0.004 in)



If side clearance exceeds the specified limit, replace piston together with piston ring.

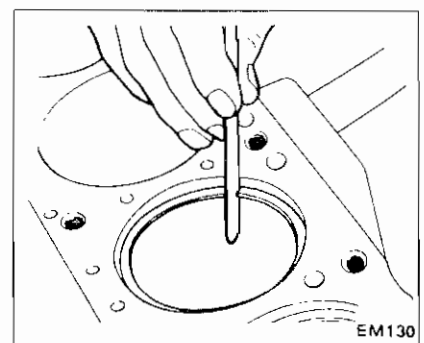
PISTON RING

Measure ring gap with a feeler gauge, placing ring squarely in cylinder using piston.

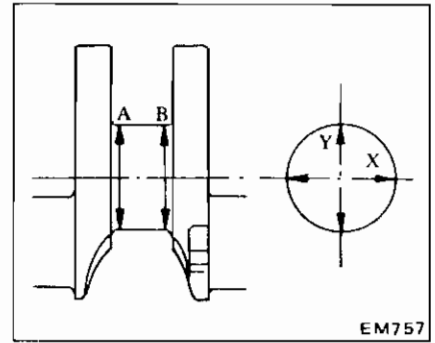
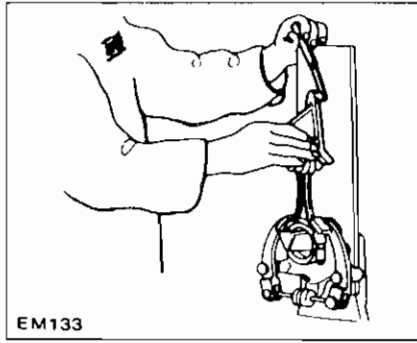
Ring should be placed to diameter at upper or lower limit of ring travel.

Max. tolerance of ring gap:

1.0 mm (0.039 in)



- a. When piston ring only is to be replaced, without cylinder bore being corrected, measure the gap at the bottom of cylinder where the wear is minor.
- b. Oversize piston rings are available for service.
0.5 mm (0.020 in), 1.0 mm (0.039 in) oversize.

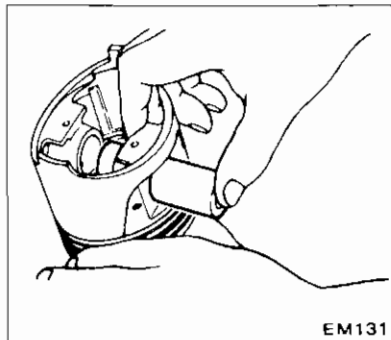


PISTON PIN

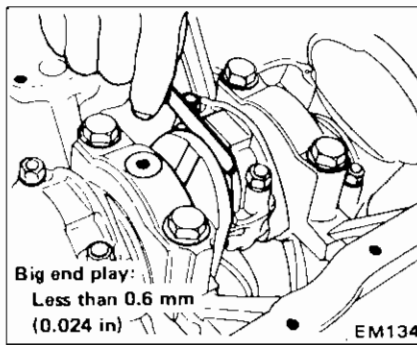
1. Check piston pin and piston pin hole for signs of sticking and other abnormalities.
2. Measure piston pin hole in relation to the outer diameter of pin. If wear exceeds the limit, replace such piston pin together with piston on which it is installed.

Piston pin to piston clearance:
0.006 - 0.013 mm
(0.0002 - 0.0005 in)

Determine the fitting of piston pin into piston pin hole to such an extent that it can be pressed smoothly by finger at room temperature.



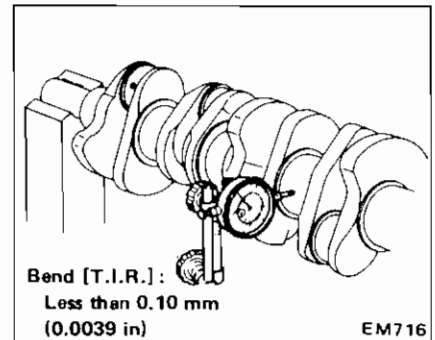
3. Install connecting rods with bearings on to corresponding crank pins and measure the thrust clearance. If the measured value exceeds the limit, replace such connecting rod.



3. After regrinding crankshaft, finish it to the necessary size indicated in the chart under S.D.S. by using an adequate undersize bearing according to the extent of required repair.

BEND AND END PLAY

1. Crankshaft can be checked for bend by placing it on V-blocks and using a dial gauge with its indicating finger resting on the center journal.
If bend exceeds the specified limit, replace or repair.



CONNECTING ROD

1. If a connecting rod has any flaw on both sides of the thrust face and the large end, correct or replace it.
2. Check connecting rod for bend or torsion using a connecting rod aligner. If bend or torsion exceeds the limit, correct or replace.

Bend and torsion
(per 100 mm (3.94 in) length):
Less than
0.05 mm (0.0020 in)

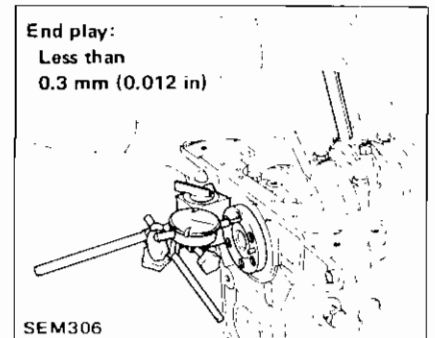
CRANKSHAFT

CRANK JOURNAL AND PIN

1. Repair or replace as required. If faults are minor, correct with fine crocus cloth.
2. Check journals and crank pins with a micrometer for taper and out-of-round. Measurement should be taken along journals for taper and around journals for out-of-round.
If out-of-round or taper exceeds the specified limit, replace or repair.

Out-of-round (X-Y) and
Taper (A-B):
Less than 0.03 mm (0.0012 in)

2. Install crankshaft in cylinder block and measure cranksaft free end play at the center bearing.

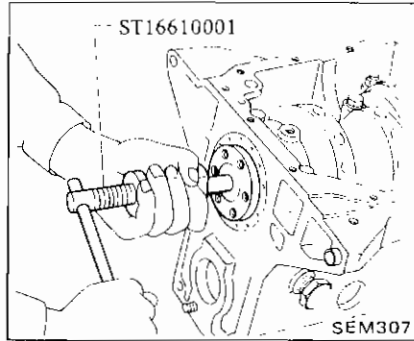


INSPECTION AND REPAIR

REPLACING PILOT BUSHING

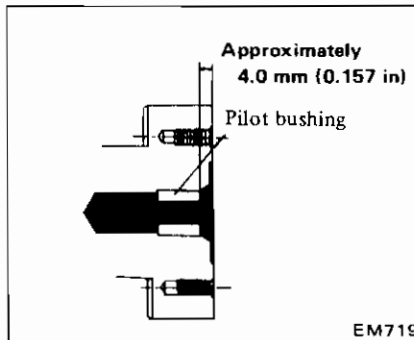
To replace crankshaft rear pilot bushing, proceed as follows:

1. Pull out bushing using Tool.



2. Before installing a new bushing, thoroughly clean bushing hole.
3. Insert pilot bushing until distance between flange end and pilot bushing is the specified distance.

When installing pilot bushing, be careful not to damage edge of pilot bushing and do not insert excessively.



MAIN BEARING AND CONNECTING ROD BEARING

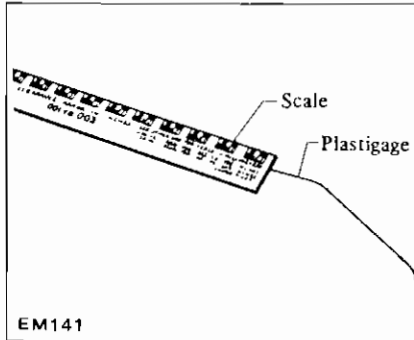
MAIN BEARING

1. Thoroughly clean all bearings and check for scratches, melt, score or wear.

Replace bearings, if any fault is detected.

2. Measure bearing clearance as follows:

(1) Cut a plastigage to the width of bearing and place it in parallel with crank journal, getting clear of the oil hole.



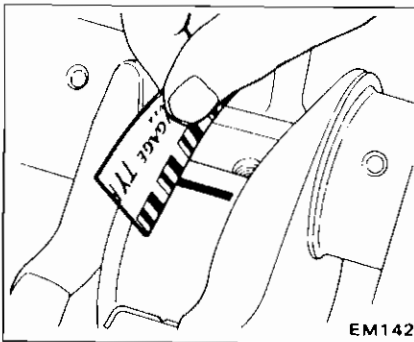
- (2) Install crankshaft, bearings and bearing cap, with the bolts tightened to the specified torque.

(T) : Main bearing cap:
44 - 54 N·m
(4.5 - 5.5 kg·m,
33 - 40 ft·lb)

Do not turn crankshaft while the plastigage is being inserted.

- (3) Remove cap, and compare width of the plastigage at its widest part with the scale printed in the plastigage envelope.

Max. tolerance of main bearing clearance:
0.12 mm (0.0047 in)



3. If clearance exceeds the specified value, replace bearing with an under-size bearing and grind crankshaft journal adequately.

Refer to S.D.S.

CONNECTING ROD BEARING

1. Measure connecting rod bearing clearance in the same manner as above.

(T) : Connecting rod bearing cap
44 - 54 N·m
(4.5 - 5.5 kg·m,
33 - 40 ft·lb)

Max. tolerance of connecting rod bearing clearance:
0.12 mm (0.0047 in)

2. If clearance exceeds the specified value, replace bearing with an under-size bearing and grind the crankshaft journal adequately.

Refer to S.D.S.

MISCELLANEOUS COMPONENTS

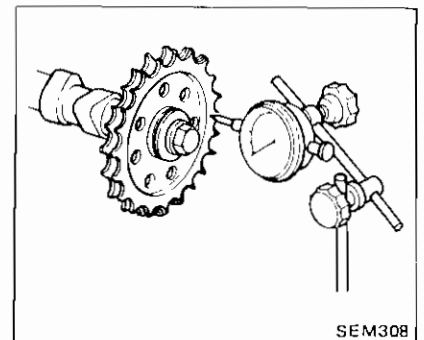
CAMSHAFT SPROCKET

1. Check tooth surface for flaws or wear. Replace sprocket if any fault is found.

2. Install camshaft sprocket in position and check for runout.

If runout exceeds the specified limit, replace camshaft sprocket.

Runout:
(Total indicator reading)
Less than 0.1 mm (0.004 in)



CHAIN

Check chain for damage and excessive wear at roller links. Replace if faulty.

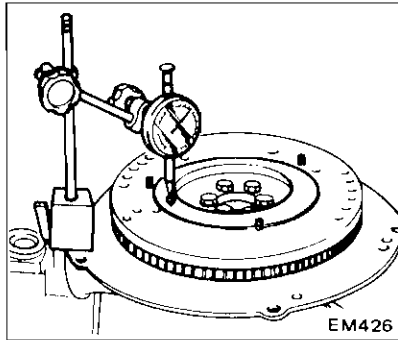
CHAIN TENSIONER AND CHAIN GUIDE

Check for wear and breakage. Replace if necessary.

FLYWHEEL (M/T models)

1. Check the clutch disc contact surface on flywheel for damage or wear. Repair or replace if necessary.
2. Measure runout of the clutch disc contact surface with a dial gauge. If it exceeds the specified limit, replace it.

Runout:
(Total indicator reading)
Less than 0.15 mm (0.0059 in)



3. Check tooth surfaces of ring gear for flaws or wear.

Replace if necessary.

Install ring gear on fly wheel, heating ring gear to about 180 to 220°C (356 to 428°F)

DRIVE PLATE (A/T models)

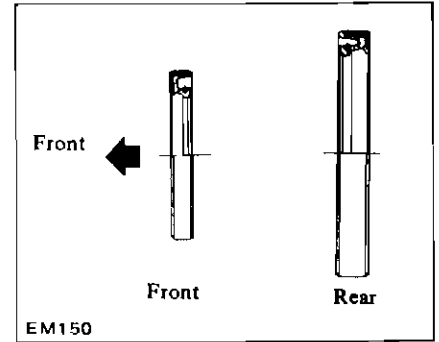
1. Check drive plate for cracks or distortion.
2. Check tooth surfaces of ring gear for flaws or wear.

Replace drive plate assembly if necessary.

FRONT AND REAR OIL SEAL

Check front, and rear oil seals for worn or folded over sealing lip and oil leakage. If necessary, replace with a new seal. When installing a new front or rear seal, pay attention to its mounting direction.

It is good practice to renew oil seal whenever engine is overhauled.



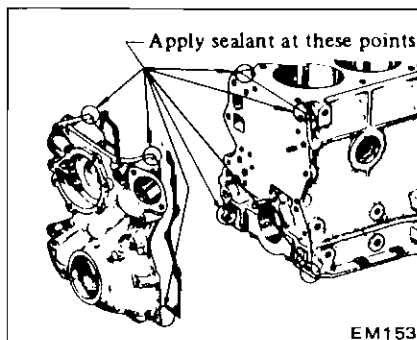
ENGINE ASSEMBLY

PRECAUTIONS

1. When installing sliding parts such as bearings, be sure to apply engine oil on the sliding surfaces.
2. Use new packings and oil seals.
3. Be sure to follow the specified order and tightening torque.
4. Applying sealant

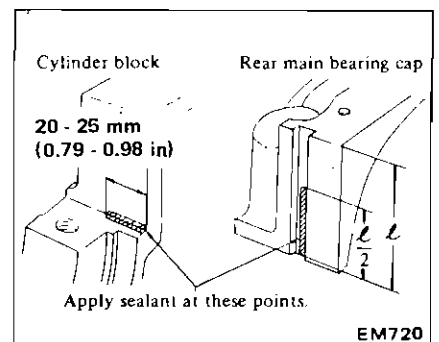
Use sealant to eliminate water and oil leaks. Do not apply too much sealant. Parts requiring sealant are:

- (1) Front cover.



- (2) Main bearing cap and cylinder block:

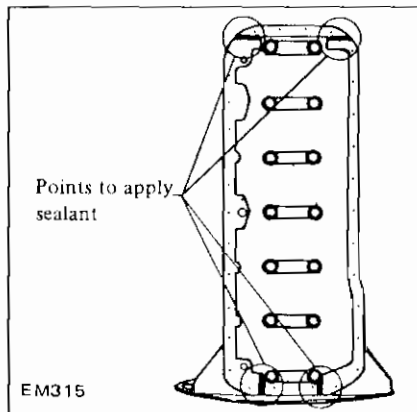
Each side of rear main bearing cap and each corner of cylinder block.



ENGINE ASSEMBLY

(3) Cylinder block:

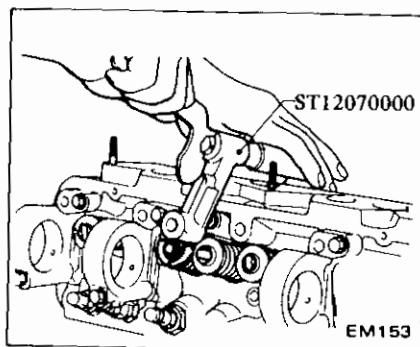
Step portions on the bottom and at the four mating surfaces (cylinder block to front cover and cylinder block to rear main bearing cap).



After inserting rear bearing cap side seals, apply sealant to rear main bearing cap.

ASSEMBLING CYLINDER HEAD

1. Install valve and valve spring.
 - (1) Set valve spring inner and outer seat and install valve oil seal to valve guide.
 - (2) Install valve, inner and outer valve spring, valve spring retainer and valve spring collet by using Tool.



- a. When installing valve, apply engine oil on the valve stem and lip of valve oil seal.

- b. Check whether the valve face is free from foreign matter.
- c. Outer valve spring is of an uneven pitch type. Install valve spring with its narrow pitch side (painted) at cylinder head side.

2. Install valve rocker pivot assembly.

Screw valve rocker pivots joined with lock nuts into pivot bushing.

Install valve spring retainer.

Fully screw in valve rocker pivgt.

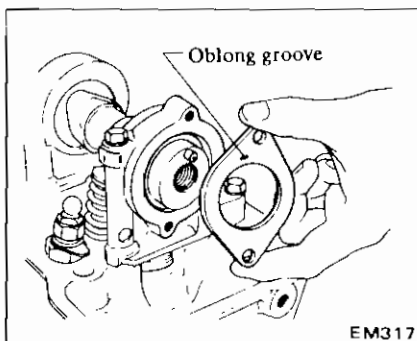
3. Install camshaft assembly in cylinder head carefully.

Do not damage the bearing inside.

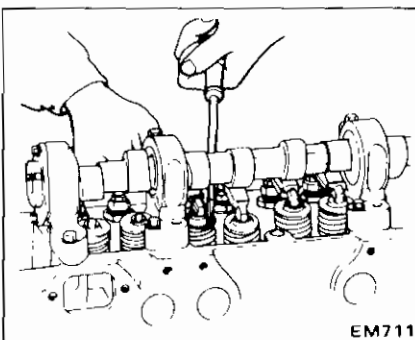
4. Set thrust plate.

Ⓣ : Camshaft thrust plate
 6 - 10 N·m
 (0.6 - 1.0 kg·m,
 4.3 - 7.2 ft·lb)

The oblong groove must be directed toward the front side of engine.



5. Install valve rocker guides.
6. Install rocker arms by pressing valve springs down with a screwdriver, etc.



7. Install valve rocker springs.
8. After assembling cylinder head, turn camshaft until No. 1 piston is at T.D.C. on its compression stroke.

ASSEMBLING PISTON AND CONNECTING ROD

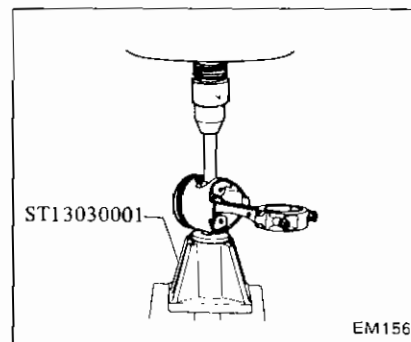
1. Assemble pistons, piston pins and connecting rods of the designated cylinders.

- a. Piston pin is pressed into connecting rod, and fitting force should be within the specified limit.

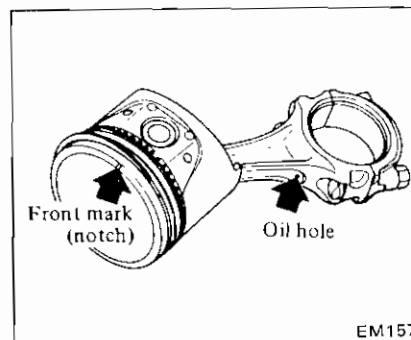
Piston pin fitting force:

4.9 - 14.7 kN
 (0.5 - 1.5 t, 0.6 - 1.7 US ton,
 0.5 - 1.5 Imp ton)

When pressing piston pin in connecting rod, apply engine oil to pin and small end of connecting rod.



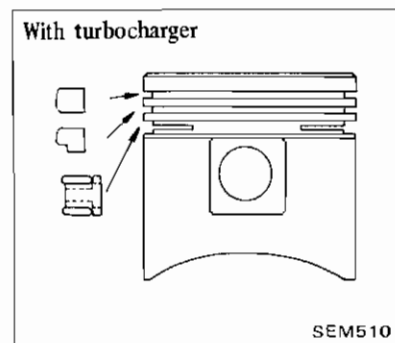
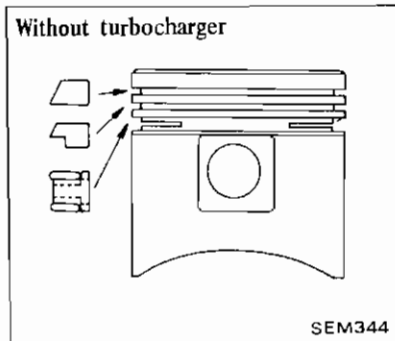
- b. Arrange so that oil hole on big end of connecting rod points toward the right side of cylinder block.



c. Connecting rods are marked at side of big end for indentifying the designated cylinders.

2. Install piston rings.

Install so that stamped mark on ring faces upward.



ASSEMBLING ENGINE OVERALL

INSTALLING INTERNAL PARTS

First, mount cylinder block on engine stand (refer to Engine Disassembly).

1. Baffle plate and steel net.

Install them into crankcase and tighten the screws applying Loctite.

2. Crankshaft.

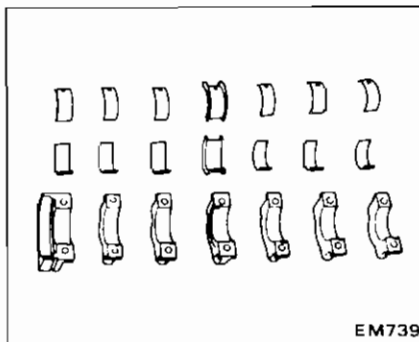
(1) Set upper main bearings at the proper portion of cylinder block.

a. Upper bearings have oil hole and oil groove, however lower bearings do not.

b. Only center bearing (No. 4) is a flange type.

c. Front bearing (No. 1) is also the same type as rear bearing (No. 7).

d. Other inter bearings, except center bearing, are the same type.



(2) Apply engine oil to main bearing surfaces on both sides of cylinder block and cap.

(3) Install crankshaft.

(4) Install main bearing cap and tighten bolts to specified torque.

Ⓣ : Main bearing cap bolts:

44 - 54 N·m

(4.5 - 5.5 kg·m,

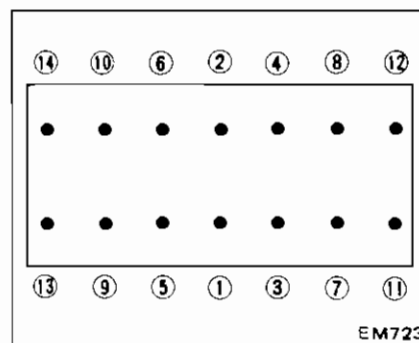
33 - 40 ft·lb)

a. Apply sealant to each side of rear main bearing cap and each corner of cylinder block. Refer to Precautions.

b. Arrange the parts so that the arrow mark on bearing cap faces toward the front of engine.

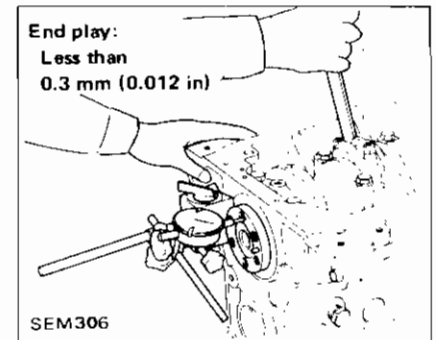
c. Prior to tightening bearing cap bolts, place bearing cap in proper position by shifting crankshaft in the axial direction.

d. Tighten bearing cap bolts gradually in separating two to three stages and in sequence outwardly from center bearing.

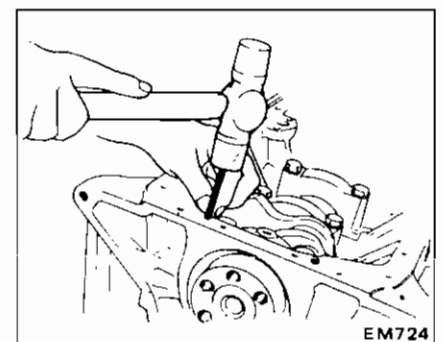


e. After securing bearing cap bolts, ascertain that crankshaft turns smoothly by hand.

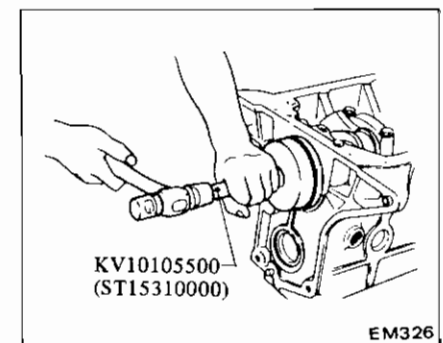
(5) Make sure that there exists proper end play at crankshaft.



3. Side oil seals. Apply sealant to these seals. Then install them into main bearing cap.



4. Rear oil seal. Install rear oil seal by using Tool.

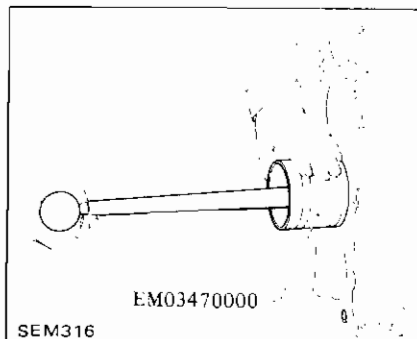


a. When installing oil seal, give coating of engine oil to mating shaft to prevent scratches and folded lip. Also apply coating of oil to periphery of oil seal.

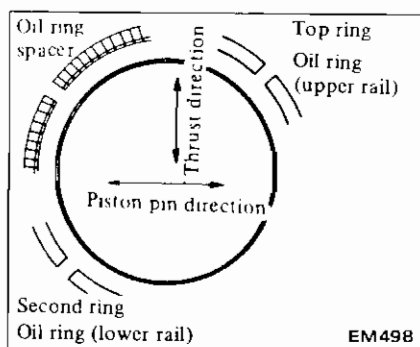
b. Install oil seal in the direction that dust seal lip faces to the outside of crankcase.

ENGINE ASSEMBLY

5. Piston with connecting rod.
 (1) Install them into corresponding cylinders using Tool.

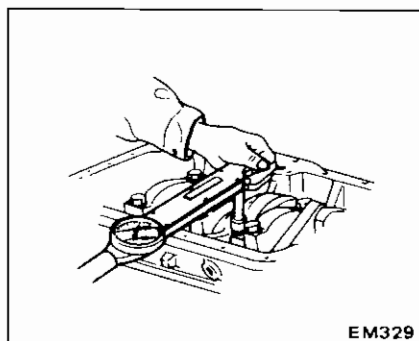


- Apply engine oil to sliding parts.
- Arrange so that the front mark on piston head faces to the front of engine.
- Set piston rings as shown below.



- (2) Install connecting rod caps.

- Ⓣ : Connecting rod cap nuts
 44 - 54 N·m
 (4.5 - 5.5 kg-m,
 33 - 40 ft-lb)

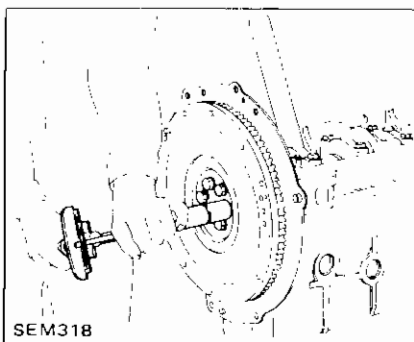


Arrange connecting rods and connecting rod caps so that the cylinder numbers face in the same direction.

- (3) Make sure that there exists proper end play at connecting rod big end. Refer to Inspection and Repair.

6. Rear plate and flywheel or drive plate.

- Ⓣ : Flywheel or drive plate fixing bolts
 127 - 147 N·m
 (13.0 - 15.0 kg-m,
 94 - 108 ft-lb)



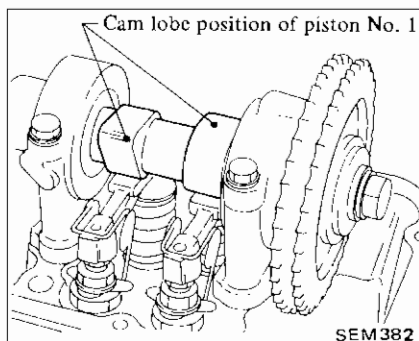
Do not lock at ring gear.

7. Cylinder head assembly. Install it through gasket by accommodating knock pin of cylinder block as follows:

- (1) Thoroughly clean cylinder block and head surface.

Do not apply sealant to any other part of cylinder block and head surface.

- (2) Turn crankshaft until No. 1 piston is at T.D.C. on its compression stroke.
 (3) When installing cylinder head, set intake and exhaust valve for No. 1 piston on its compression stroke by turning camshaft.



- (4) Temporarily tighten two center bolts.

- Ⓣ : Cylinder head bolt
 20 N·m (2 kg-m, 14 ft-lb)

- Final tightening should be carried out after installing chain and front cover.
- Do not rotate crankshaft and camshaft separately, because valves will hit piston heads.
- Always use new cylinder head gasket.
- There are two kinds of cylinder head bolts with different lengths.

INSTALLING TIMING CHAIN

1. Install crankshaft sprocket, oil pump drive gear and oil thrower.

- (1) Make sure that the mating marks of crankshaft sprocket face front.

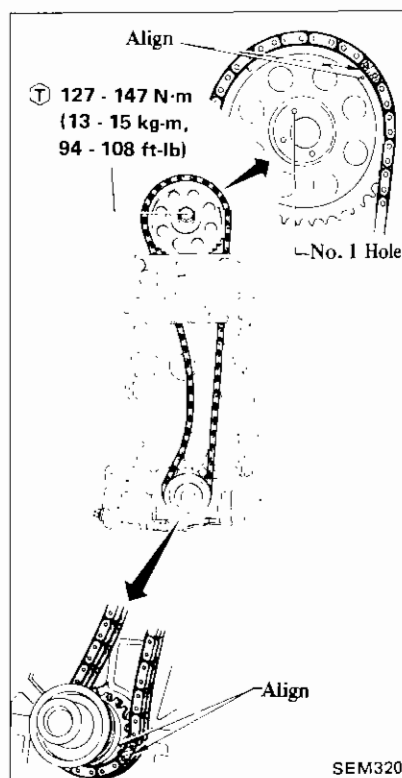
- (2) Install oil pump drive gear so that large chamfered inner side faces rearward.

2. Install timing chain.

- (1) Align timing marks on chain and crankshaft sprocket properly.

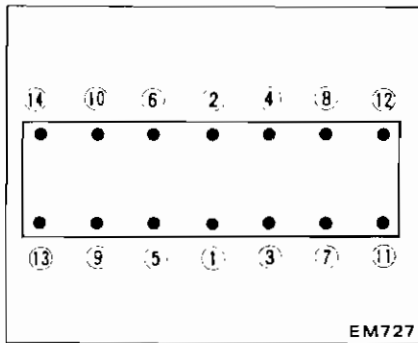
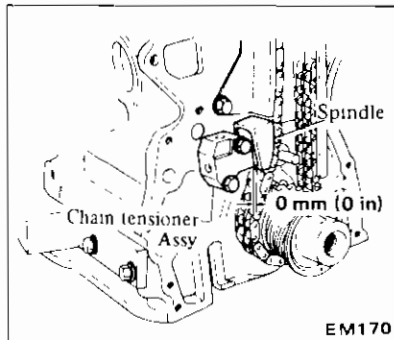
- (2) Align No. 1 mark on camshaft sprocket with timing mark on chain.

- (3) Insert camshaft dowel pin into No. 1 hole in camshaft sprocket, and install camshaft sprocket bolt.



(4) Install chain guide and chain tensioner. Then tighten slack side chain guide mounting bolt so that protrusion of chain tensioner spindle is 0 mm (0 in).

Ⓣ : Chain guide and chain tensioner mounting bolt
 6 - 10 N·m
 (0.6 - 1.0 kg·m,
 4.3 - 7.2 ft·lb)



4. Finally tighten front cover to cylinder block bolts and cylinder head to front cover bolts.

Install water pump assembly with new gasket.

Ⓣ : Front cover bolts and water pump fixing bolts

	N·m	kg·m	ft·lb
M8	10 - 16	1.0 - 1.6	7 - 12
M6	4 - 10	0.4 - 1.0	2.9 - 7.2

Ⓣ : Cylinder head to front cover bolts

8 - 14 N·m
 (0.8 - 1.4 kg·m,
 5.8 - 10.1 ft·lb)

5. Install crankshaft pulley and washer and tighten pulley bolt by locking cranksahft.

Ⓣ : Crankshaft pulley bolt
 137 - 157 N·m
 (14 - 16 kg·m,
 101 - 116 ft·lb)

6. Install fan pulley, fan coupling and fan.

7. Install idler pulley for power steering (if so equipped).

INSTALLING SIDE PARTS AND OIL PAN

1. Install engine right side parts.

- Spark plugs
- Lubricating oil passage for turbo-charger

- Engine mounting brackets

Ⓣ : Bracket bolt
 29 - 39 N·m
 (3.0 - 4.0 kg·m,
 22 - 29 ft·lb)

- Oil level dipstick
- Oil pump and oil pump drive spindle

Ⓣ : Oil pump attaching bolt
 11 - 15 N·m
 (1.1 - 1.5 kg·m,
 8 - 11 ft·lb)

2. Install left side engine parts.

- Intake and exhaust manifold.

When installing exhaust manifold, be sure that manifold installing hole on cylinder head and exhaust manifold installing hole are aligned.

Always install a new gasket.

	N·m	kg·m	ft·lb
M10 Bolt	34 - 44	3.5 - 4.5	25 - 33
M8 Bolt	15 - 25	1.5 - 2.5	11 - 18
M8 Nut	12 - 16	1.2 - 1.6	9 - 12

- Turbocharger assembly with exhaust outlet
- Thermostat housing

Always install a new gasket.

Ⓣ : 12 - 20 N·m
 (1.2 - 2.0 kg·m,
 9 - 14 ft·lb)

3. Install oil strainer and oil pan with new gasket.

Ⓣ : Oil strainer bolts
 10 - 16 N·m
 (1.0 - 1.6 kg·m,
 7 - 12 ft·lb)

Oil pan bolts
 6 - 10 N·m
 (0.6 - 1.0 kg·m,
 4.3 - 7.2 ft·lb)

- a. Apply sealant to the designated portions. Refer to Precautions.
- b. Oil pan should be tightened in a criss-cross pattern. Do not over-tighten.
- c. Always use new oil pan gasket.

INSTALLING FRONT SIDE PARTS

1. Install front cover with gasket in place observing the following:

- a. Before installing front cover, press new oil seal in front cover in the direction that dust seal lip faces to the outside of front cover.
- b. Apply sealant to gaskets and sealing portions designated. Refer to Precautions.
- c. Apply coating of engine oil to periphery of oil seal.

2. Tighten temporarily front cover to cylinder block bolts and cylinder head to front cover bolts.

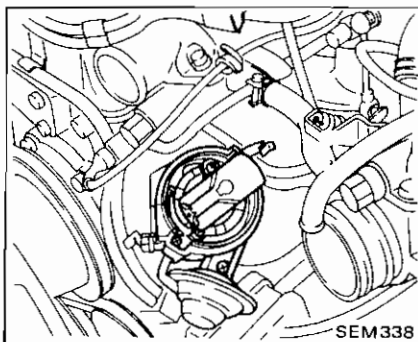
Check the height difference between cylinder block upper face and front cover upper face. Its difference must be less than 0.15 mm (0.0059 in).

3. Tighten cylinder head bolts to the specified torque in several steps in the sequence as follows.

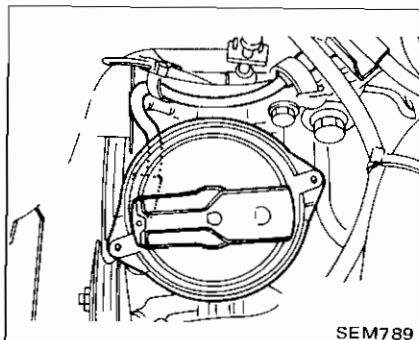
Ⓣ : Cylinder head bolt
 78 - 88 N·m
 (8.0 - 9.0 kg·m,
 58 - 65 ft·lb)

ENGINE ASSEMBLY

4. Install distributor assembly.
 - a. Make sure that No. 1 Piston is at T.D.C. on its compression stroke.
 - b. Align oil pump drive spindle with distributor assembly shaft.

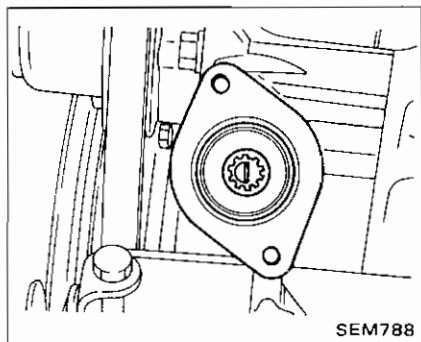


- Install distributor gasket.
- Insert distributor into front cover so that crank angle sensor harness connector is on engine front side, then temporarily tighten installing bolts.



Turbocharger model

Install drive shaft after adjusting it on oil pump side.



As described above, install distributor by matching installing angle of drive shaft and distributor body angle. By adjusting rotor shaft slightly, distributor installing flange will fit front cover.

5. Install distributor cap and connect high tension cable.
6. Dismount engine from work stand and remove engine attachment.
7. Install the following parts.
 - Alternator bracket
 - Alternator assembly

Ⓡ : Alternator bracket

39 - 59 N·m
(4 - 6 kg·m,
29 - 43 ft·lb)

Alternator to adjusting bar bolt
20 - 29 N·m
(2.0 - 3.0 kg·m,
14 - 22 ft·lb)

- Water inlet and water hose
- Oil filter
- Oil pressure switch
- Fan belt
- Compressor bracket
- Power steering pump bracket
- Injector auxiliary cooling fan and duct
- Clutch assembly and transmission

For details concerning clutch assembly (torque converter) and transmission, refer to Section MT (AT).

ENGINE TUNE-UP

After installing engine in car, tune-up engine. Refer to Section MA.

- Fill engine oil and coolant to the specified level.
- Adjust fan belt deflection.
- Adjust ignition timing.
- Adjust valve clearance.

SERVICE DATA AND SPECIFICATIONS (S.D.S.)

INSPECTION AND ADJUSTMENT

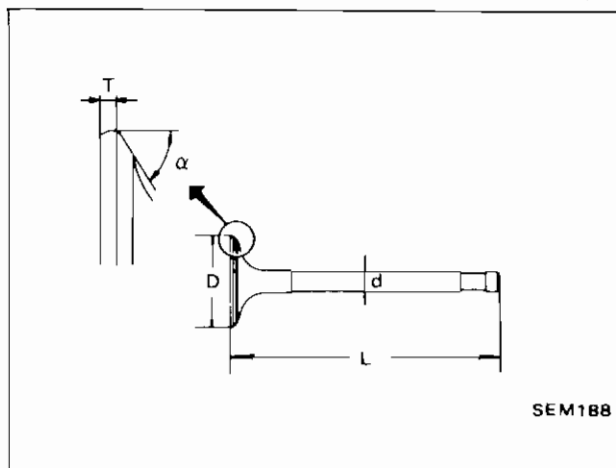
CYLINDER HEAD

Unit: mm (in)

	Standard	Limit
Head surface flatness	Less than 0.05 (0.0020)	0.1 (0.004)

VALVE

Unit: mm (in)



Valve head diameter "D"	Intake	44.0 - 44.2 (1.732 - 1.740)
	Exhaust	35.0 - 35.2 (1.378 - 1.386)
Valve length "L"	Intake	112.8 - 113.1 (4.4409 - 4.4527)
	Exhaust	113.6 - 113.9 (4.4724 - 4.4842)
Valve stem diameter "d"	Intake	7.965 - 7.980 (0.3136 - 0.3142)
	Exhaust	7.945 - 7.960 (0.3128 - 0.3134)
Valve face angle "α"	45°30'	
Valve margin "T" Limit	0.5 (0.020)	
Valve stem end surface grinding limit	0.5 (0.020)	

Valve spring

Free height mm (in)	Outer	49.98 (1.9677)
	Inner	44.85 (1.7657)
Assembled height mm/N (mm/kg, in/lb)	Outer	40.0/208.9 (40.0/21.3, 1.575/47.0)
	Inner	35.0/120.6 (35.0/12.3, 1.378/27.1)
Out of square "S" mm (in)	Outer	2.2 (0.087)
	Inner	1.2 (0.047)

Valve guide

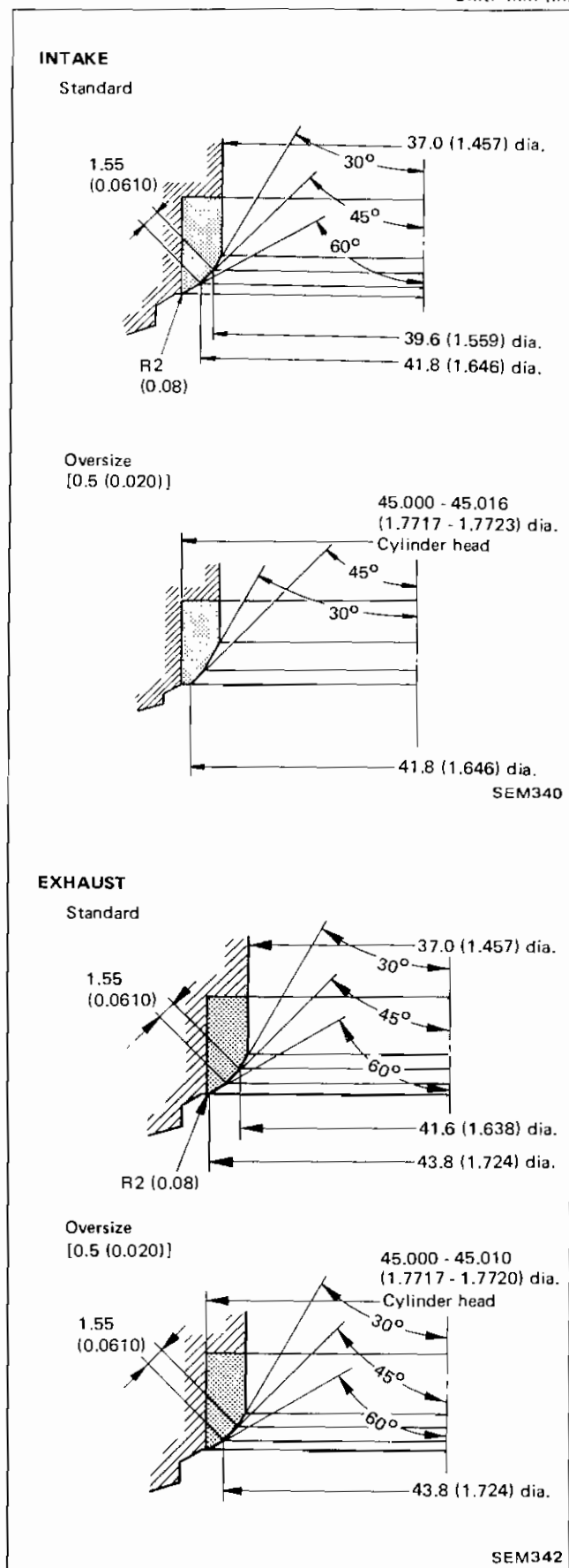
Unit: mm (in)

	Standard	Service
Valve guide Outer diameter	12.023 - 12.034 (0.4733 - 0.4738)	12.223 - 12.234 (0.4812 - 0.4817)
Valve guide Inner diameter [Finished size]	8.000 - 8.018 (0.3150 - 0.3157)	
Cylinder head valve guide hole diameter	11.985 - 11.996 (0.4718 - 0.4723)	12.185 - 12.196 (0.4797 - 0.4802)
Interference fit of valve guide	0.027 - 0.049 (0.0011 - 0.0019)	
	Standard	Max. tolerance
Stem to guide clearance	Intake	0.1 (0.004)
	Exhaust	
Valve deflection limit	0.2 (0.008)	

SERVICE DATA AND SPECIFICATIONS (S.D.S.)

Valve seat

Unit: mm (in)



CAMSHAFT AND CAMSHAFT BEARING

Unit: mm (in)

	Standard	Max. tolerance	
Camshaft journal to bearing clearance	0.038 - 0.067 (0.0015 - 0.0026)	0.1 (0.004)	
Inner diameter of camshaft bearing	48.000 - 48.016 (1.8898 - 1.8904)	-	
Outer diameter of camshaft journal	47.949 - 47.962 (1.8878 - 1.8883)	-	
Camshaft bend [T.I.R.*]	Less than 0.02 (0.0008)	0.05 (0.0020)	
Camshaft end play	0.08 - 0.38 (0.0031 - 0.0150)		
<p>EM671</p>			
Cam height "A"	For U.S.A.	Intake	39.95 - 40.00 (1.5728 - 1.5748)
		Exhaust	40.30 - 40.35 (1.5866 - 1.5886)
	For Canada	Intake & Exhaust	40.30 - 40.35 (1.5866 - 1.5886)
Wear limit of cam height	0.15 (0.0059)		

*: Total indicator reading

SERVICE DATA AND SPECIFICATIONS (S.D.S.)

CYLINDER BLOCK

Unit: mm (in)

		Standard	Wear limit
Surface flatness		Less than 0.05 (0.0020)	0.10 (0.0039)
Cylinder bore	Inner diameter	86.000 - 86.050 (3.3858 - 3.3878)	—
	Out-of-round (X-Y)	Less than 0.02 (0.0008)	—
	Taper (A-B)	Less than 0.02 (0.0008)	—
Difference in inner diameter between cylinders		Less than 0.05 (0.0020)	—
Piston to cylinder clearance		0.025 - 0.045 (0.0010 - 0.0018)	—
		Outer diameter	Remarks
Outer diameter of cylinder liner for service	4.0 (0.157) Undersize	90.000 - 90.050 (3.5433 - 3.5453)	Interference fit cylinder liner to cylinder block 0.075 - 0.085 (0.0030 - 0.0033)
	4.5 (0.177) Undersize	90.50 - 90.55 (3.5630 - 3.5650)	
	5.0 (0.197) Undersize	91.00 - 91.05 (3.5827 - 3.5846)	

PISTON, PISTON RING AND PISTON PIN

Piston

Unit: mm (in)

Piston skirt diameter "A"	Standard		85.965 - 86.015 (3.3844 - 3.3864)
	Oversize for service	0.5 (0.020)	86.465 - 86.515 (3.4041 - 3.4061)
		1.0 (0.039)	86.965 - 87.015 (3.4238 - 3.4258)
"a" dimension			About 20 (0.79)
Piston pin hole diameter			21.001 - 21.008 (0.8268 - 0.8271)

Piston ring

Unit: mm (in)

		Standard	Limit
Side clearance	Top	0.040 - 0.073 (0.0016 - 0.0029)	0.1 (0.004)
	2nd	0.030 - 0.063 (0.0012 - 0.0025)	
	Oil	0.023 - 0.070 (0.0009 - 0.0028)	—
Ring gap	Top	0.25 - 0.40 (0.0098 - 0.0157)	1.0 (0.039)
		0.19 - 0.33* (0.0075 - 0.0130)	
	2nd	0.15 - 0.30 (0.0059 - 0.0118)	
	Oil (rail ring)	0.3 - 0.9 (0.012 - 0.035)	

* With turbocharger

Piston pin

Unit: mm (in)

Piston pin outer diameter	20.993 - 20.998 (0.8265 - 0.8267)
Piston pin to piston clearance	0.006 - 0.013 (0.0002 - 0.0005)
Interference fit of piston pin to connecting rod	0.015 - 0.033 (0.0006 - 0.0013)

CONNECTING ROD

Unit: mm (in)

Bend, torsion [per 100 mm (3.94 in)]	Standard	Less than 0.025 (0.0010)
	Limit	0.05 (0.0020)
Piston pin bore dia.		20.965 - 20.978 (0.8254 - 0.8259)
Big end play	Standard	0.2 - 0.3 (0.008 - 0.012)
	Limit	0.6 (0.024)

SERVICE DATA AND SPECIFICATIONS (S.D.S.)

CRANKSHAFT

Unit: mm (in)

Crank journal dia.		54.942 - 54.955 (2.1631 - 2.1636)
Crank pin dia.		49.961 - 49.974 (1.9670 - 1.9675)
Out-of-round (X-Y) and taper (A-B)	Standard	Less than 0.01 (0.0004)
	Limit	0.03 (0.0012)
Bend [T.I.R.]	Standard	Less than 0.05 (0.0020)
	Limit	0.10 (0.0039)
Free end play	Standard	0.05 - 0.18 (0.0020 - 0.0071)
	Limit	0.30 (0.0118)
Pilot bushing insert distance		Approximately 4.0 (0.157)

BEARING

Bearing clearance

Unit: mm (in)

	Standard	Limit
Main bearing clearance	0.020 - 0.066 (0.0008 - 0.0026)	0.12 (0.0047)
Connecting rod bearing clearance	0.024 - 0.066 (0.0009 - 0.0026)	0.12 (0.0047)

Main bearing undersize

Unit: mm (in)

	Crank journal diameter
Standard	54.942 - 54.955 (2.1631 - 2.1636)
0.25 (0.0098) Undersize	54.692 - 54.705 (2.1532 - 2.1537)
0.50 (0.0197) Undersize	54.442 - 54.455 (2.1434 - 2.1439)
0.75 (0.0295) Undersize	54.192 - 54.205 (2.1335 - 2.1341)
1.00 (0.0394) Undersize	53.942 - 53.955 (2.1237 - 2.1242)

Connecting rod bearing undersize

Unit: mm (in)

	Crank journal diameter
Standard	49.961 - 49.974 (1.9670 - 1.9675)
0.06 (0.0024) Undersize	49.901 - 49.914 (1.9646 - 1.9651)
0.12 (0.0047) Undersize	49.841 - 49.854 (1.9622 - 1.9628)
0.25 (0.0098) Undersize	49.711 - 49.724 (1.9571 - 1.9576)
0.50 (0.0197) Undersize	49.461 - 49.474 (1.9473 - 1.9478)
0.75 (0.0295) Undersize	49.211 - 49.224 (1.9374 - 1.9379)
1.00 (0.0394) Undersize	48.961 - 48.974 (1.9276 - 1.9281)

MISCELLANEOUS COMPONENTS

Unit: mm (in)

Camshaft sprocket Runout [T.I.R.]	Less than 0.1 (0.004)
Flywheel Runout [T.I.R.]	Less than 0.15 (0.0059)

TIGHTENING TORQUE

Engine outer parts

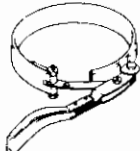
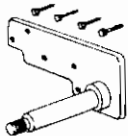
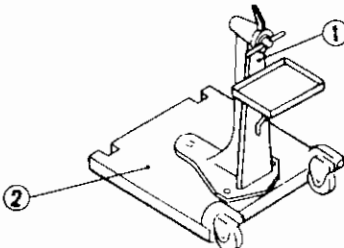
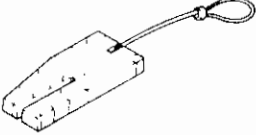
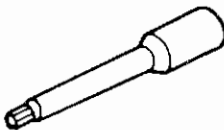
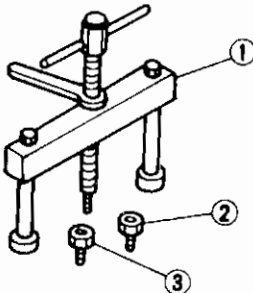
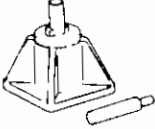
Unit	N-m	kg-m	ft-lb	
Alternator bracket bolt	39 - 59	4.0 - 6.0	29 - 43	
Alternator to adjusting bar bolt	20 - 29	2.0 - 3.0	14 - 22	
Compressor bracket bolt	44 - 54	4.5 - 5.5	33 - 40	
Distributor support bolt	4 - 8	0.4 - 0.8	2.9 - 5.8	
Engine mounting bracket	29 - 39	3.0 - 4.0	22 - 29	
Gusset attaching bolt	26 - 32	2.7 - 3.3	20 - 24	
Manifold bolt and nut	M10	34 - 44	3.5 - 4.5	25 - 33
	M8 bolt	15 - 25	1.5 - 2.5	11 - 18
	M8 nut	12 - 16	1.2 - 1.6	9 - 12
Oil pressure sending unit	10 - 16	1.0 - 1.6	7 - 12	
Oil pump bolt	11 - 15	1.1 - 1.5	8 - 11	
Spark plug	15 - 20	1.5 - 2.0	11 - 14	
Thermostat housing	12 - 20	1.2 - 2.0	9 - 14	
Water inlet bolt	10 - 16	1.0 - 1.6	7 - 12	
Water outlet bolt	10 - 16	1.0 - 1.6	7 - 12	
Water pump bolt	M6	6.3 - 8.2	0.64 - 0.84	4.6 - 6.1
	M8	16 - 21	1.6 - 2.1	12 - 15
Water pump pulley stud	6 - 10	0.6 - 1.0	4.3 - 7.2	

Engine body parts

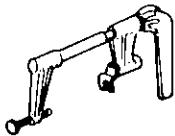
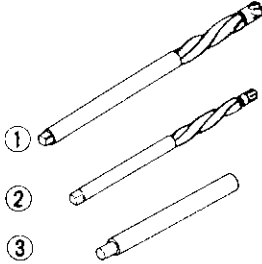
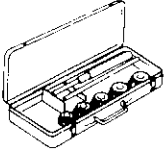
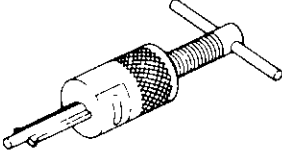
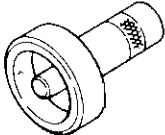
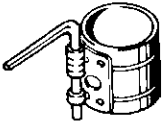


Unit	N-m	kg-m	ft-lb	
Camshaft locating plate bolt	6 - 10	0.6 - 1.0	4.3 - 7.2	
Camshaft sprocket bolt	127 - 147	13.0 - 15.0	94 - 108	
Chain guide bolt	6 - 10	0.6 - 1.0	4.3 - 7.2	
Chain tensioner bolt	6 - 10	0.6 - 1.0	4.3 - 7.2	
Clutch cover bolt	20 - 29	2.0 - 3.0	14 - 22	
Connecting rod big end nut	44 - 54	4.5 - 5.5	33 - 40	
Crank pulley bolt	137 - 157	14.0 - 16.0	101 - 116	
Cylinder head bolt	78 - 88	8.0 - 9.0	58 - 65	
Cylinder head to front cover bolt	8 - 14	0.8 - 1.4	5.8 - 10.1	
Drive plate bolt (A/T)	127 - 147	13.0 - 15.0	94 - 108	
Flywheel bolt (M/T)	127 - 147	13.0 - 15.0	94 - 108	
Front cover bolt	M6	4 - 10	0.4 - 1.0	2.9 - 7.2
	M8	10 - 16	1.0 - 1.6	7 - 12
Main bearing cap bolt	44 - 54	4.5 - 5.5	33 - 40	
Oil pan bolt	6 - 10	0.6 - 1.0	4.3 - 7.2	
Oil pan drain plug	20 - 29	2.0 - 3.0	14 - 22	
Oil strainer bolt	10 - 16	1.0 - 1.6	7 - 12	
Pivot bushing bolt	78 - 118	8.0 - 12.0	58 - 87	
Pivot lock nut	49 - 59	5.0 - 6.0	36 - 43	
Rocker cover bolt	10 - 16	1.0 - 1.6	7 - 12	
Oil pivot	44 - 54	4.5 - 5.5	33 - 40	

SPECIAL SERVICE TOOLS

SPECIAL SERVICE TOOLS

Tool number (Kent-Moore No.)	Tool name
ST19320000 (J25664)	Oil filter wrench 
ST05340001 (J26032)	Engine attachment 
ST0501S000 (J26023) ① ST05011000 (J26023-2) ② ST05012000 (J26023-1)	Engine stand assembly Engine stand Base 
KV10105800 (J25660-B)	Chain stopper 
ST10120000 (J25613)	Cylinder head bolt wrench 
KV101041S0 (J25647) ① KV10104110 (-) ② ST16512001 (-) ③ ST16701001 (-)	Crankshaft main bearing cap puller Crankshaft main bearing puller Adapter Adapter 
ST13030001 (J26365)	Piston pin press stand 

SPECIAL SERVICE TOOLS

Tool number (Kent-Moore No.)	Tool name
ST12070000 (J25631)	Valve lifter 
KV101039S0 (J25618) ① ST11081000 (J25618-3) ② ST11032000 (J25618-2) ③ ST11320000 (J25618-1)	Valve guide reamer set Reamer [12.2 mm (0.480 in) dia.] Reamer [8.0 mm (0.315 in) dia.] Drift 
ST11650001 (-)	Valve seat cutter set 
ST16610001 (J23907)	Pilot bushing puller 
KV10105500 (J25640-01)	Crankshaft rear oil seal drift 
EM03470000 (-)	Piston ring compressor 
ST10640001 (J25615-01)	Pivot adjuster 
KV30100100 (-)	Clutch aligning bar 

ENGINE LUBRICATION & COOLING SYSTEMS

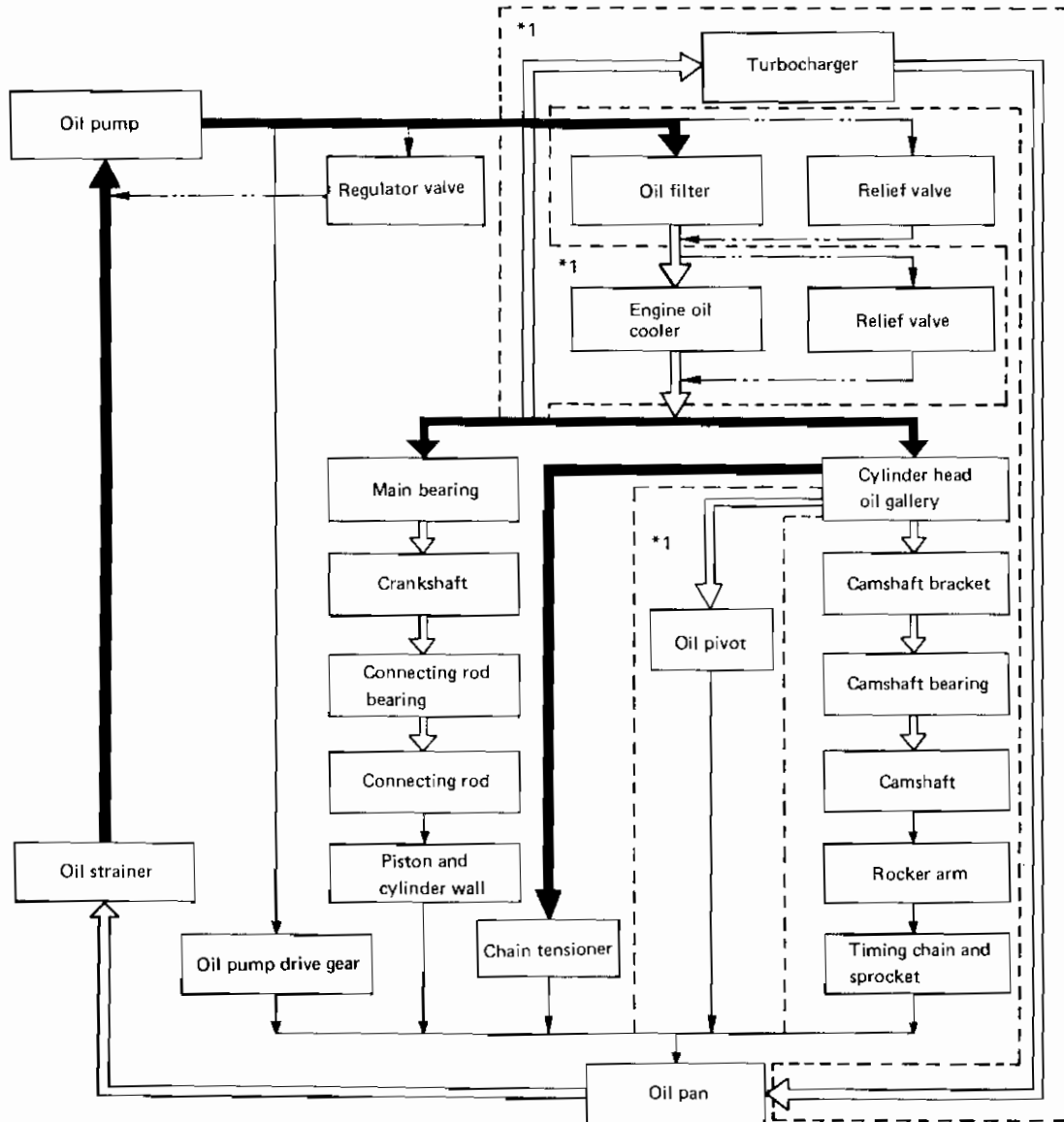
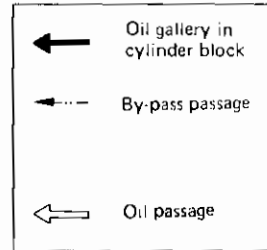
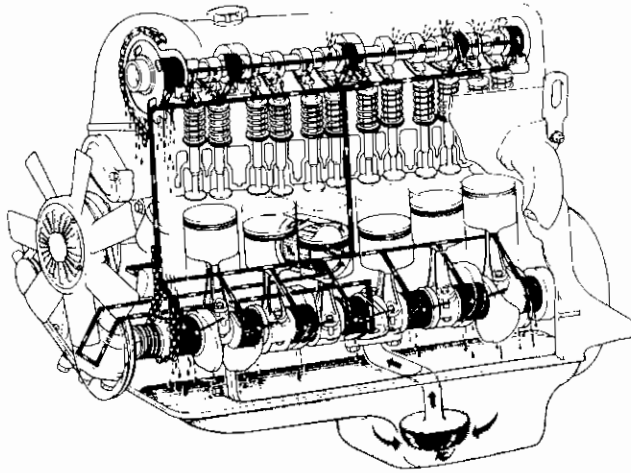
CONTENTS

LC

ENGINE LUBRICATION SYSTEM	LC- 2	ENGINE COOLING SYSTEM	LC- 6
LUBRICATION CIRCUIT	LC- 2	COOLING CIRCUIT	LC- 6
OIL PUMP	LC- 3	WATER PUMP	LC- 6
OIL PRESSURE RELIEF VALVE	LC- 4	THERMOSTAT	LC- 7
ENGINE OIL COOLER (For turbocharger)	LC- 5	RADIATOR	LC- 8
LUBRICATING OIL PASSAGE FOR TURBOCHARGER	LC- 5	SERVICE DATA AND SPECIFICATIONS (S.D.S.)	LC-10
		ENGINE LUBRICATION SYSTEM	LC-10
		ENGINE COOLING SYSTEM	LC-10

ENGINE LUBRICATION SYSTEM

**ENGINE LUBRICATION SYSTEM
LUBRICATION CIRCUIT**



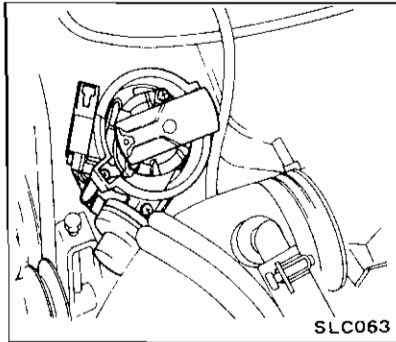
*1: Additional lubrication circuit for turbocharger model

OIL PUMP

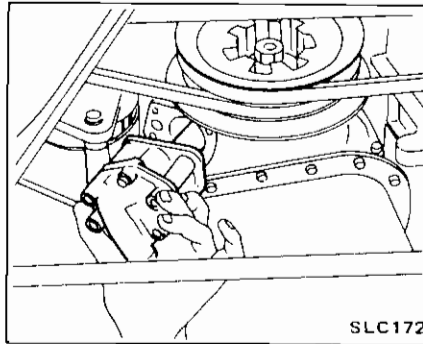
REMOVAL

1. Before removing oil pump, turn crankshaft so that No. 1 piston is at T.D.C.

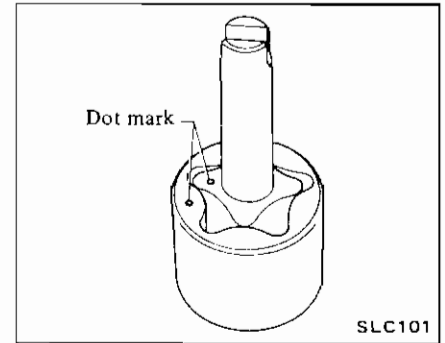
Under this condition, remove distributor cap and ascertain position of rotor head.



2. Remove under cover.
3. Remove oil pump and drive spindle as an assembly.



The dot on outer and inner rotor should face toward oil pump body.



INSPECTION

1. Using a feeler gauge, check the following clearance.

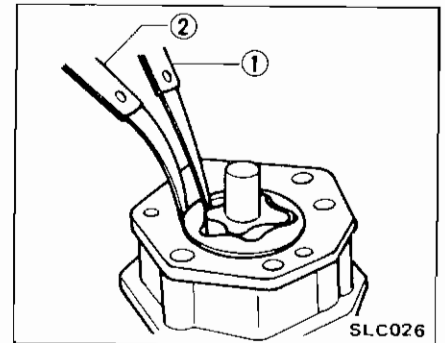
If it exceeds limit, replace rotor set or entire oil pump assembly.

Rotor tip clearance ①:

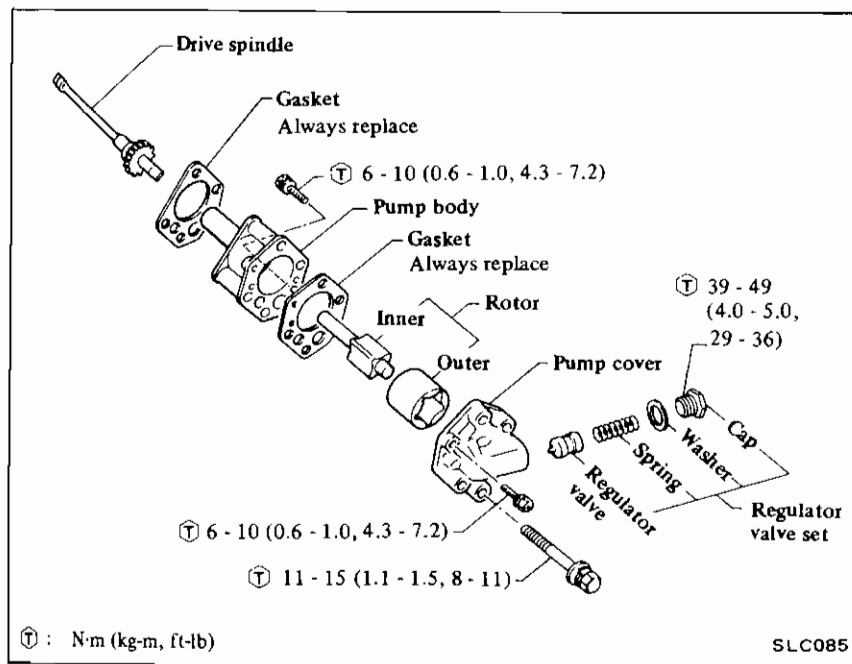
Less than 0.20 mm (0.0079 in)

Outer rotor to body clearance ②:

Less than 0.50 mm (0.0197 in)



DISASSEMBLY AND ASSEMBLY

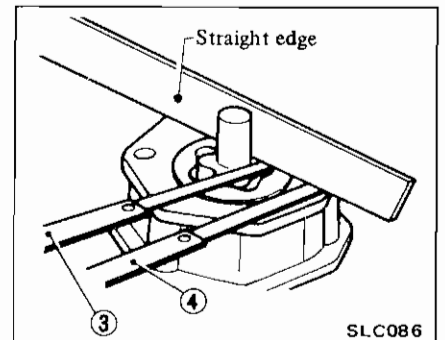


Rotor to straight edge ③:

Less than 0.06 mm (0.0024 in)

Oil pump body to straight edge ④:

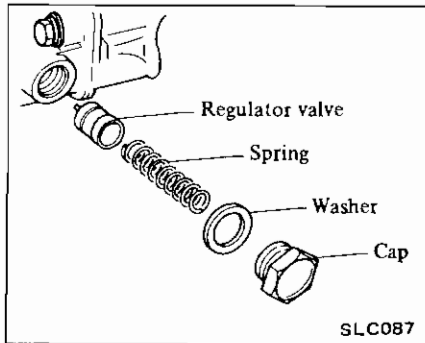
Less than 0.03 mm (0.0012 in)



ENGINE LUBRICATION SYSTEM

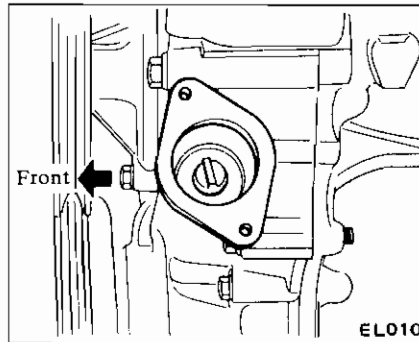
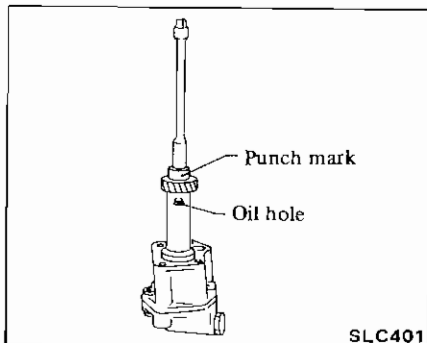
2. Check oil pressure regulator valve sliding surface and valve spring.

If damaged, replace valve set or pump assembly.



INSTALLATION

1. Make sure that distributor rotor is in the same position as it was before removal.
2. Fill pump housing with engine oil, then adjust punch mark of drive spindle with hole in oil pump so that the projection on its top is located in an 11:25 clock position.



3. Using a new gasket, install oil pump and drive spindle assembly.

Make sure that tip of drive spindle assembly fits distributor fitting hole securely.

T : Oil pump mounting bolts
 11 - 15 N·m
 (1.1 - 1.5 kg·m,
 8 - 11 ft·lb)

4. Refill engine with oil.

After installing, run engine for a few minutes, and check for leaks.

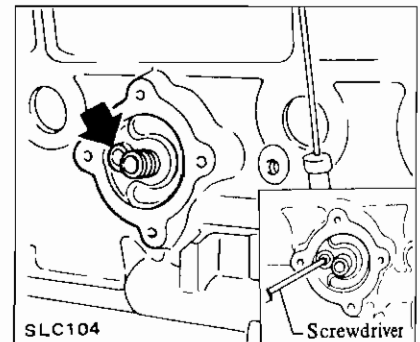
OIL PRESSURE RELIEF VALVE

INSPECTION

When removing oil filter, check oil pressure relief valve for a cracked or broken valve.

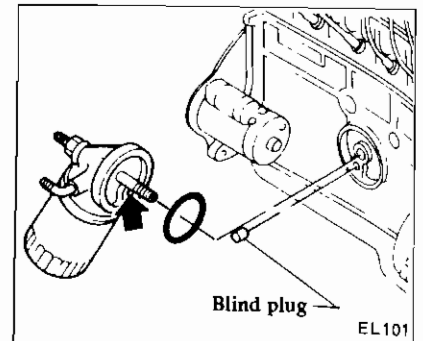
If necessary, remove valve by prying it out with a screwdriver.

Install a new valve by tapping it in place.



Equipped with oil cooler (With turbocharger)

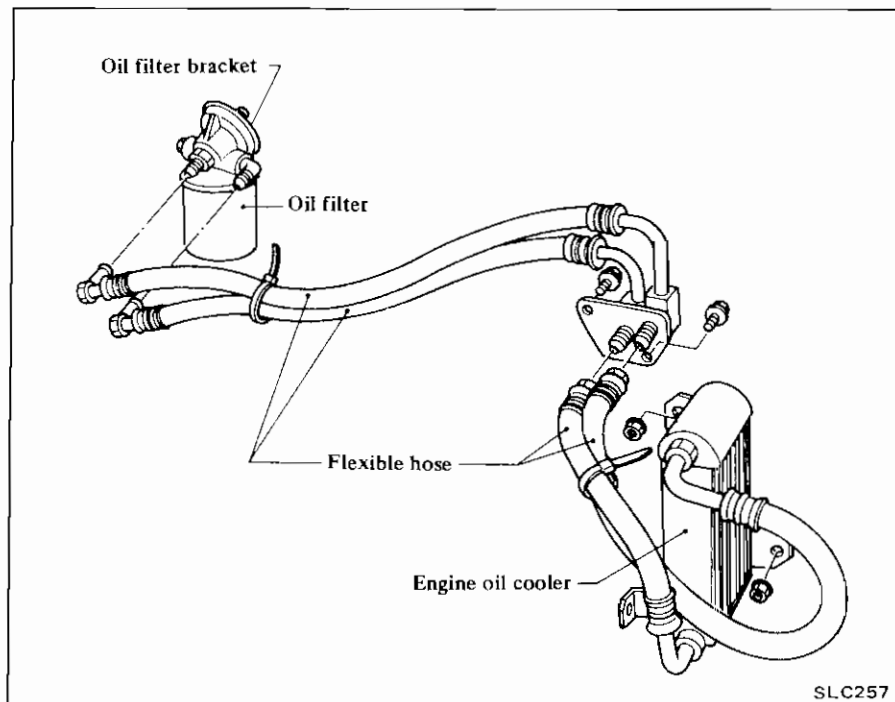
1. Loosen oil filter stud and remove oil filter bracket.
2. Check oil pressure relief valve.
 If necessary, replace it as an oil filter bracket assembly.



ENGINE OIL COOLER (For turbocharger)

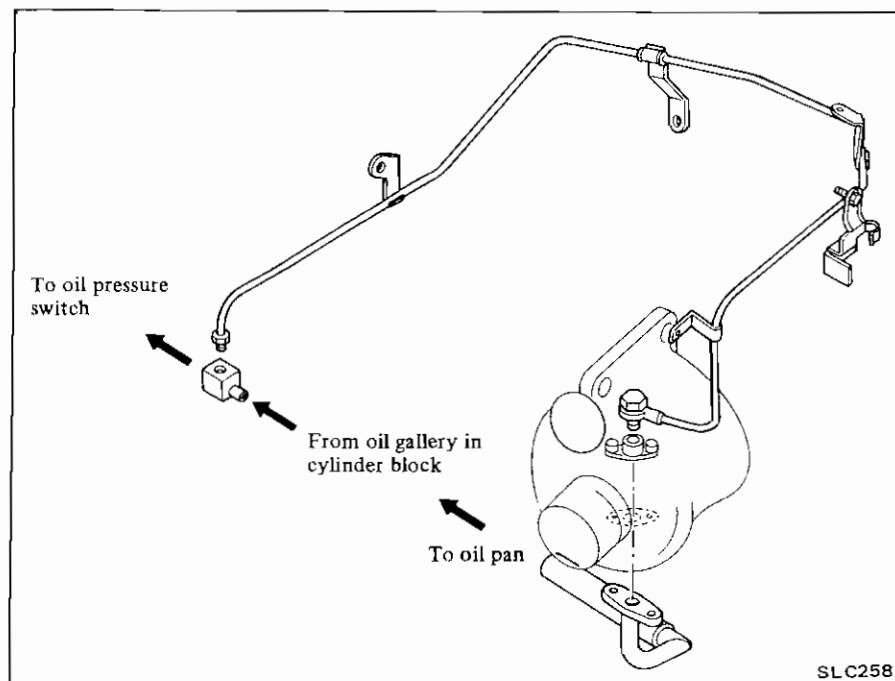
REMOVAL AND INSTALLATION

- When related parts of oil cooler are removed and installed, start engine after installing all parts and make sure that there are no oil leaks in oil passage.
- Check engine oil cooler relief valve in oil filter bracket. If necessary, replace it as an oil filter bracket assembly.



LUBRICATING OIL PASSAGE FOR TURBOCHARGER

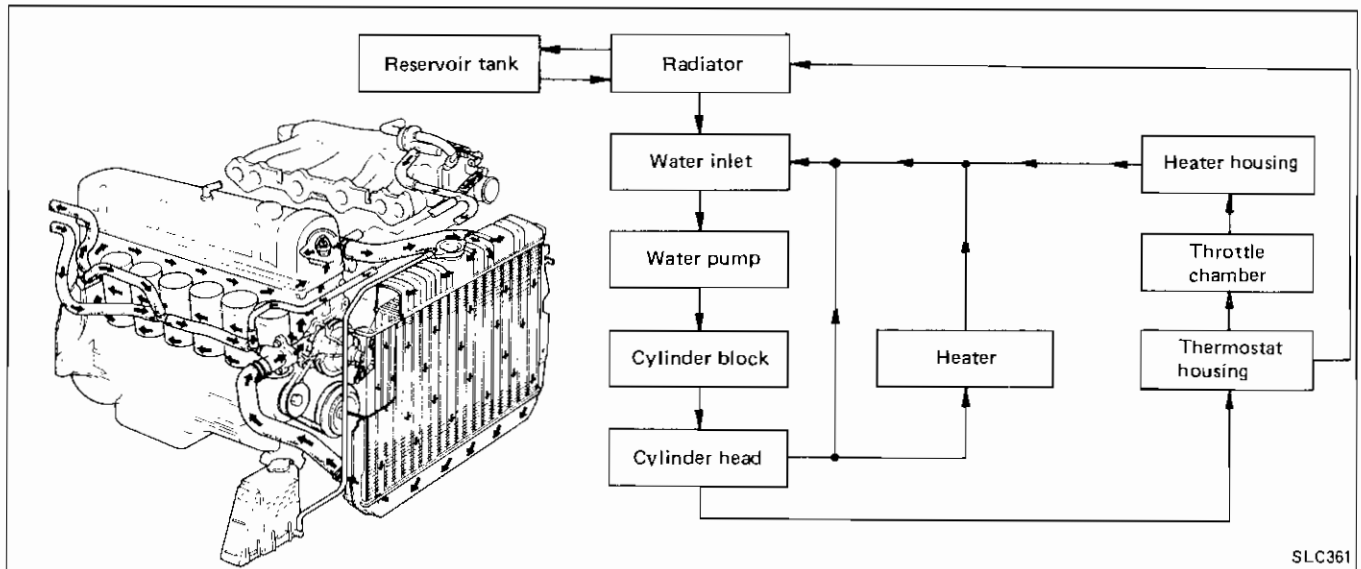
- Before removing oil passage, remove auxiliary cooling fan. Refer to sections EF & EC.
- When related parts of oil passage are removed and installed, start engine after installing all parts and make sure that there are no oil leaks in oil passage.



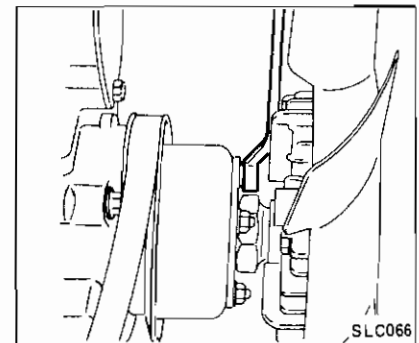
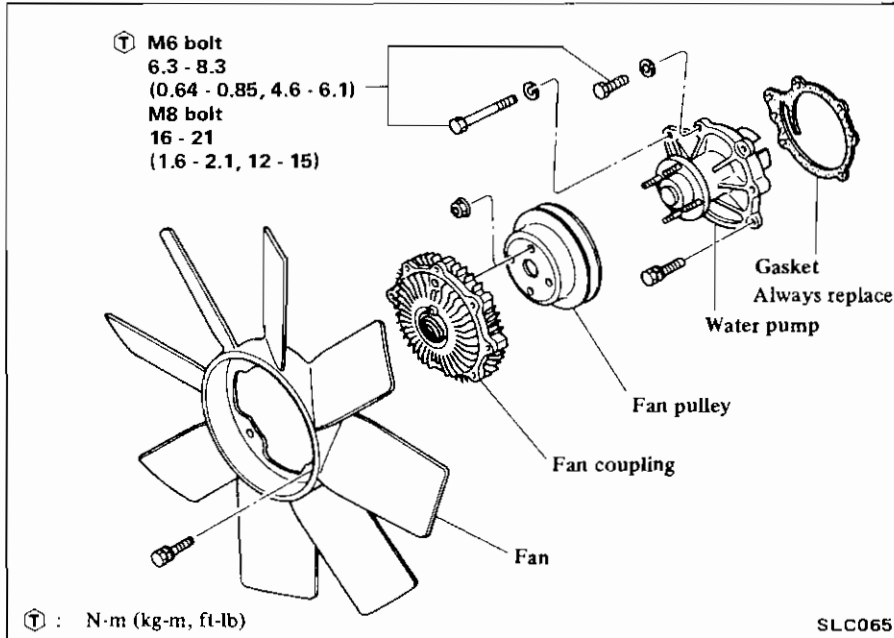
ENGINE COOLING SYSTEM

ENGINE COOLING SYSTEM

COOLING CIRCUIT



WATER PUMP



REMOVAL

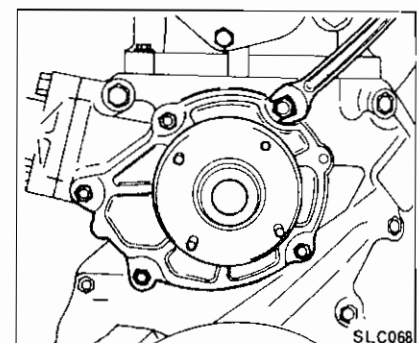
1. Open radiator drain cock and remove radiator cap, and drain coolant into a suitable container.

WARNING:

To avoid the danger of being scalded, never attempt to drain the coolant when the engine is hot.

2. Remove radiator shroud.
3. Loosen fan pulley nuts.

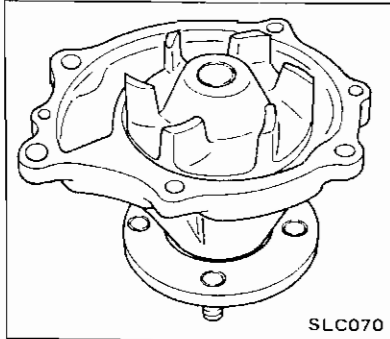
4. Loosen fan belt.
(1) Loosen alternator securing bolts.
(2) Move the alternator toward the engine.
5. Loosen power steering oil pump drive belt.
6. Remove fan, fan coupling and fan pulley as an assembly.
7. Remove water pump with gasket.



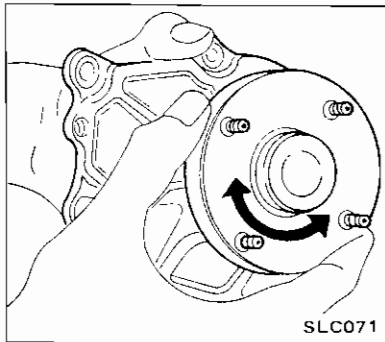
INSPECTION

The water pump and fan coupling cannot be disassembled and should be replaced as a unit.

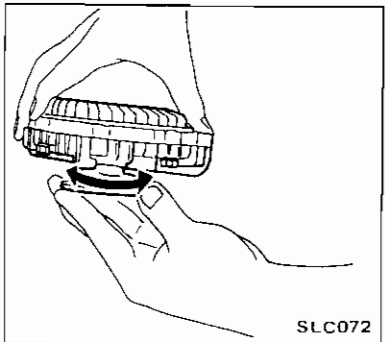
1. Inspect water pump body and vane for rust or corrosion.



2. Inspect water pump bearing.
Check for excessive end play or rough operation.



3. Inspect fan coupling.
Check the coupling for oil leakage or bent bimetal.



INSTALLATION

1. Install water pump in the reverse order of removal.

Always use new gasket.

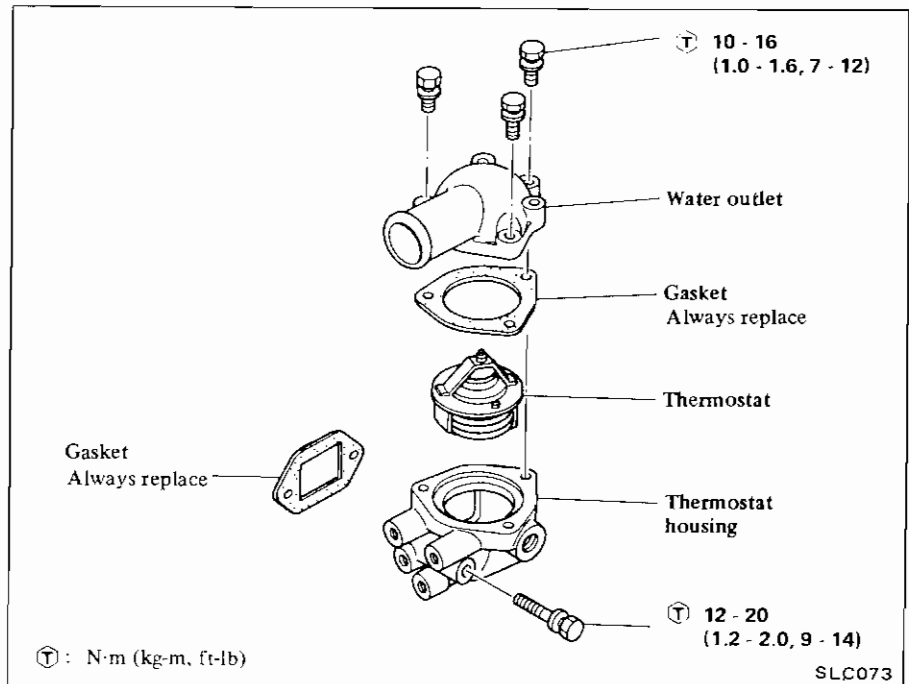
2. Adjust fan belt tension.

Refer to section MA.

3. Fill radiator with coolant.

After installing, run engine for a few minutes, and check for leaks.

THERMOSTAT



REMOVAL

1. Drain a small amount of coolant partially and disconnect radiator upper hose at water outlet.

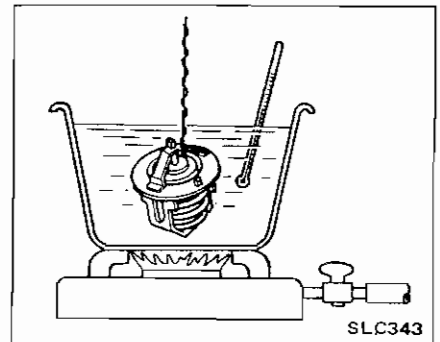
WARNING:
To avoid the danger of being scalded, never attempt to drain the coolant when the engine is hot.

2. Remove water outlet and then remove thermostat.

INSPECTION

Inspect thermostat for the following and replace if necessary.

1. Check valve seating condition at ordinary temperature. It should seat tightly.
2. Check valve opening temperature and maximum valve lift. (Refer to S.D.S.)



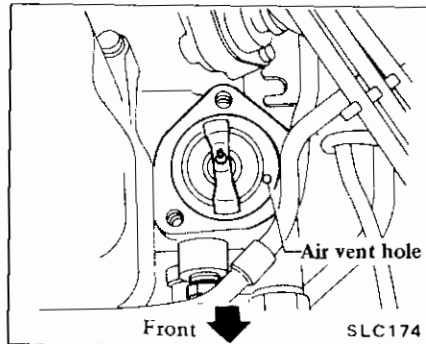
ENGINE COOLING SYSTEM

3. Then check if valve closes at 5°C (9°F) below valve opening temperature.

It is necessary to check a new thermostat before installing it.

INSTALLATION

1. Position thermostat on thermostat housing with its air vent hole facing the left side of the engine.



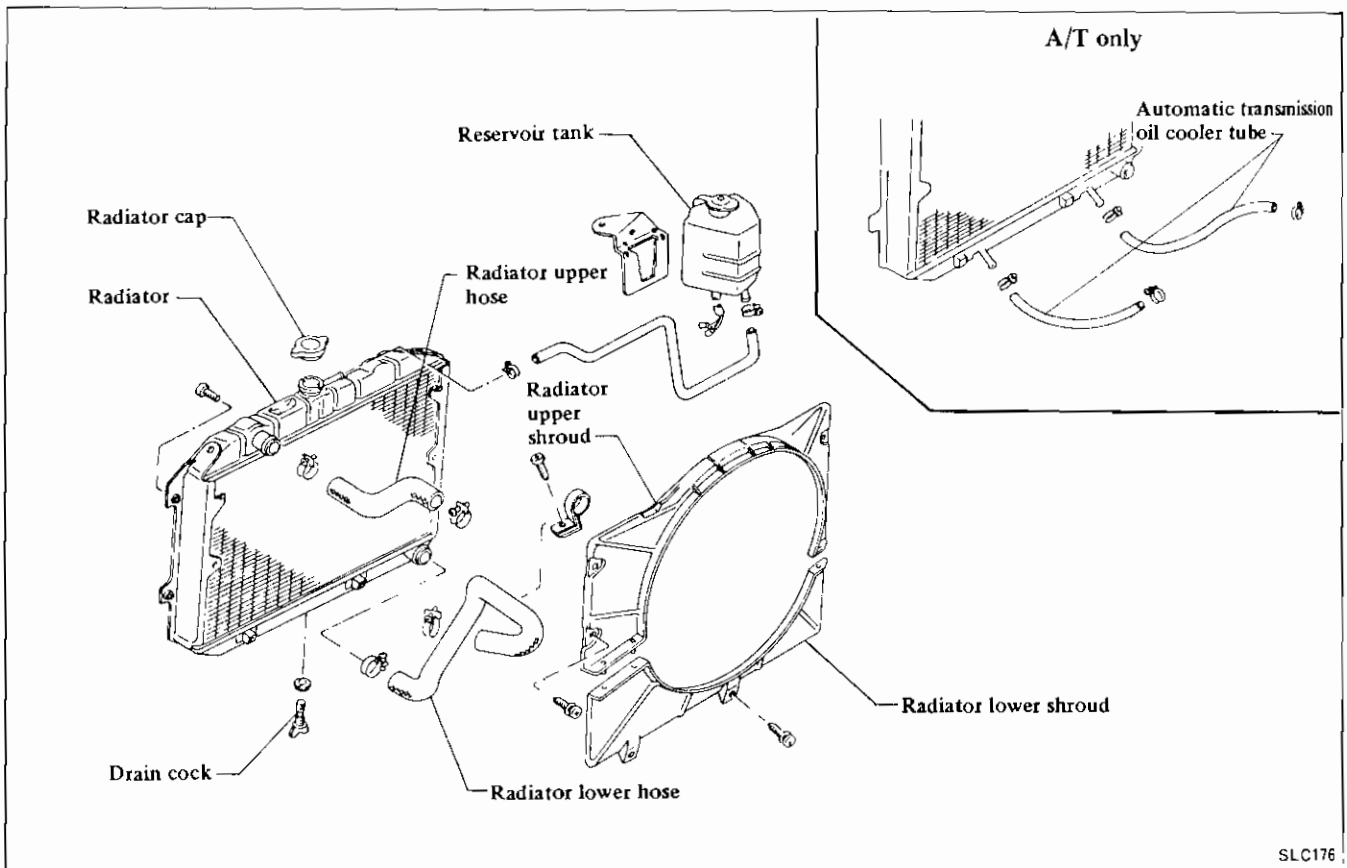
2. Install water outlet with new gasket.

⊕ : Attaching bolt
10 - 16 N·m
(1.0 - 1.6 kg·m,
7 - 12 ft·lb)

3. Connect radiator upper hose and fill radiator with coolant.

After installing, run engine for a few minutes, and check for leaks.

RADIATOR



WARNING:

Never remove the radiator cap when the engine is hot; serious burns could be caused by high pressure fluid escaping from the radiator.

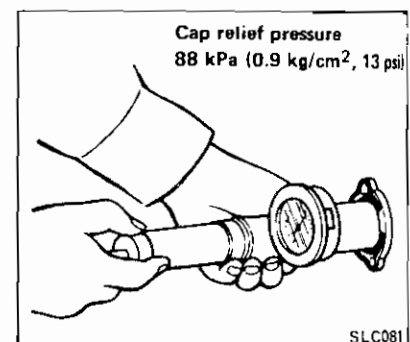
Wrap a thick cloth around cap and carefully remove the cap by turning it a quarter turn to allow built-up pressure to escape and then turn the cap all the way off.

INSPECTION

Checking radiator cap

Using cap tester, check the radiator cap relief pressure.

If the pressure gauge drops rapidly and excessively, replace the radiator cap.



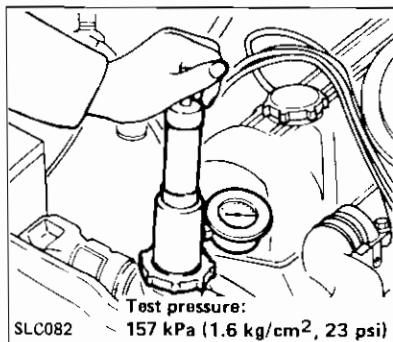
Cap relief pressure
88 kPa (0.9 kg/cm², 13 psi)

ENGINE COOLING SYSTEM

Checking cooling system for leaks

Attach pressure tester. Then pump the tester to the specified pressure.

Check for drop in pressure.



If the pressure drops, check for leaks from hoses, radiator, or water pump.

If no external leaks are found, check heater core, block and head.

REMOVAL AND INSTALLATION

1. Open radiator drain cock and allow to drain into a suitable container.

WARNING:

To avoid the danger of being scalded, never attempt to drain the coolant when the engine is hot.

2. Remove undercover.

3. Remove radiator shroud attaching screws.

4. Disconnect radiator upper hoses at engine side, and disconnect reservoir tank hose.

5. Disconnect radiator lower hose on radiator side.

6. On a car with automatic transmission, disconnect cooler inlet and outlet lines from radiator.

7. Disconnect air cleaner duct hose.

8. Remove air conditioner pipe clip screw (with turbocharger).

9. Remove radiator attaching bolts.

10. Install radiator in the reverse order of removal.

11. Fill radiator with coolant to specified quantity.

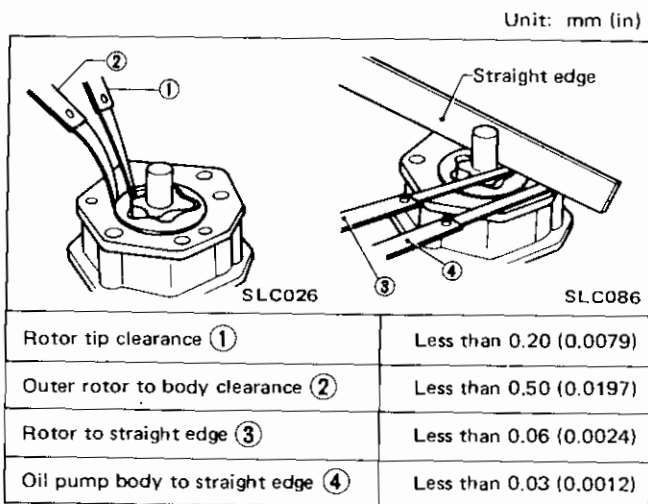
After installing, run engine for a few minutes, and check for leaks.

SERVICE DATA AND SPECIFICATIONS (S.D.S.)

ENGINE LUBRICATION SYSTEM

INSPECTION AND ADJUSTMENT

Oil pump



TIGHTENING TORQUE

Unit	N·m	kg·m	ft·lb
Oil pump mounting bolts	11 - 15	1.1 - 1.5	8 - 11
Oil pump cover bolt	7 - 10	0.7 - 1.0	5.1 - 7.2
Regulator valve cap	39 - 49	4.0 - 5.0	29 - 36
Oil pan drain plug	20 - 29	2.0 - 3.0	14 - 22

ENGINE COOLING SYSTEM

INSPECTION AND ADJUSTMENT

Thermostat

	Frigid type	Standard type	Tropical type
Valve opening temperature °C(°F)	88 (190)	82 (180)	76.5 (170)
Max. valve lift mm/°C (in/°F)	8/100 (0.31/212)	8/95 (0.31/203)	8/90 (0.31/194)

Radiator

Cap relief pressure	kPa (kg/cm ² , psi)	88 (0.9, 13)
Leakage test pressure	kPa (kg/cm ² , psi)	157 (1.6, 23)

TIGHTENING TORQUE

Unit	N·m	kg·m	ft·lb	
Water pump bolt	M6	6.3 - 8.3	0.64 - 0.85	4.6 - 6.1
	M8	16 - 21	1.6 - 2.1	12 - 15
Water pump pulley stud	6 - 10	0.6 - 1.0	4.3 - 7.2	
Water outlet bolt	10 - 16	1.0 - 1.6	7 - 12	
Thermostat housing	12 - 20	1.2 - 2.0	9 - 14	

ENGINE FUEL & EMISSION CONTROL SYSTEM

CONTENTS

PRECAUTIONS FOR AN E.F.I. AND E.C.C.S. ENGINE	EF & EC- 3	CYLINDER HEAD TEMPERATURE SENSOR	EF & EC- 62
COMPONENT PARTS LOCATION FOR E.F.I. ENGINE	EF & EC- 4	AIR TEMPERATURE SENSOR	EF & EC- 62
COMPONENT PARTS LOCATION FOR E.C.C.S. ENGINE	EF & EC- 5	BAROMETRIC PRESSURE SENSOR	EF & EC- 62
ENGINE AND EMISSION CONTROL SYSTEM DIAGRAM FOR E.F.I. ENGINE ...	EF & EC- 6	EXHAUST GAS SENSOR	EF & EC- 63
ENGINE AND EMISSION CONTROL SYSTEM CHART FOR E.F.I. ENGINE	EF & EC- 7	DETONATION SENSOR	EF & EC- 63
ENGINE AND EMISSION CONTROL SYSTEM DIAGRAM FOR E.C.C.S. ENGINE	EF & EC- 8	PARK/NEUTRAL SWITCH	EF & EC- 63
ENGINE AND EMISSION CONTROL SYSTEM CHART FOR E.C.C.S. ENGINE	EF & EC- 9	CAR SPEED SENSOR	EF & EC- 63
DIAGNOSTIC PROCEDURE FOR PROBLEMS	EF & EC- 10	BATTERY VOLTAGE	EF & EC- 63
DIAGNOSIS	EF & EC- 10	FUEL INJECTION CONTROL	EF & EC- 64
DIAGNOSTIC PROCEDURE FOR E.F.I. ENGINE	EF & EC- 11	FUEL PUMP CONTROL	EF & EC- 65
TROUBLE-SHOOTING CHART FOR E.C.C.S. ENGINE	EF & EC- 19	ELECTRONIC IGNITION TIMING CONTROL	EF & EC- 67
E.C.C.S. ANALYZER INSPECTION ..	EF & EC- 20	EXHAUST GAS RECIRCULATION (E.G.R.) CONTROL	EF & EC- 69
E.F.I. SYSTEM OPERATION	EF & EC- 49	IDLE SPEED CONTROL	EF & EC- 70
FUEL INJECTION CONTROL	EF & EC- 49	AIR FLOW SYSTEM	EF & EC- 72
SIGNALS FOR CONTROL UNIT	EF & EC- 49	AUXILIARY COOLING FAN	EF & EC- 77
FUEL FLOW SYSTEM	EF & EC- 49	DESCRIPTION	EF & EC- 77
AIR FLOW SYSTEM	EF & EC- 54	OPERATION	EF & EC- 77
ELECTRICAL SIGNAL SYSTEM	EF & EC- 55	INSPECTION	EF & EC- 78
HIGH ALTITUDE EMISSION CONTROL	EF & EC- 57	ELECTRICAL SYSTEM INSPECTION	EF & EC- 80
FUEL SYSTEM PRESSURE CHECK ..	EF & EC- 58	E.F.I. CIRCUIT DIAGRAM	EF & EC- 80
ELECTRONIC CONCENTRATED ENGINE CONTROL SYSTEM (E.C.C.S.)	EF & EC- 61	E.F.I. WIRING DIAGRAM	EF & EC- 81
OUTLINE	EF & EC- 61	DESCRIPTION	EF & EC- 82
E.C.C.S. CONTROL UNIT	EF & EC- 61	PREPARATIONS FOR INSPECTION	EF & EC- 82
CRANK ANGLE SENSOR	EF & EC- 61	THROTTLE VALVE SWITCH TESTS	EF & EC- 83
THROTTLE VALVE SWITCH	EF & EC- 62	AIR FLOW METER TESTS	EF & EC- 85
AIR FLOW METER	EF & EC- 62	AIR TEMPERATURE SENSOR TESTS	EF & EC- 87
		CYLINDER HEAD TEMPERATURE SENSOR TEST	EF & EC- 88
		EXHAUST GAS SENSOR CIRCUIT TEST	EF & EC- 88
		THERMOTIME SWITCH TESTS	EF & EC- 89
		CONTROL UNIT GROUND CIRCUIT TESTS	EF & EC- 90
		AIR REGULATOR CIRCUIT TESTS	EF & EC- 91
		COLD START VALVE TEST	EF & EC- 92

IGNITION COIL TRIGGER INPUT TEST	EF & EC- 92
INJECTOR CIRCUIT TESTS	EF & EC- 93
E.F.I. RELAY AND FUEL PUMP RELAY TESTS	EF & EC- 95
IGNITION START SIGNAL TEST . . .	EF & EC- 96
E.C.C.S. CIRCUIT DIAGRAM	EF & EC- 97
E.C.C.S. WIRING DIAGRAM	EF & EC- 98
DESCRIPTION	EF & EC- 99
PREPARATIONS FOR INSPECTION	EF & EC- 99
THROTTLE VALVE SWITCH TESTS	EF & EC- 99
AIR FLOW METER TESTS	EF & EC-100
AIR TEMPERATURE SENSOR TESTS	EF & EC-102
CYLINDER HEAD TEMPERATURE SENSOR TEST	EF & EC-103
EXHAUST GAS SENSOR CIRCUIT TEST	EF & EC-103
CONTROL UNIT GROUND CIRCUIT TESTS	EF & EC-104
PARK/NEUTRAL SWITCH	EF & EC-104
AIR REGULATOR AND FUEL PUMP RELAY TESTS	EF & EC-105
INJECTOR CIRCUIT TESTS	EF & EC-107
E.F.I. RELAY	EF & EC-109
IGNITION START SIGNAL TEST . . .	EF & EC-109

VACUUM CONTROL MODULATOR (V.C.M.) TEST	EF & EC-110
AIR CONDITIONER SWITCH	EF & EC-111

CRANKCASE EMISSION

CONTROL SYSTEM	EF & EC-112
DESCRIPTION	EF & EC-112
INSPECTION	EF & EC-113

EXHAUST EMISSION CONTROL SYSTEM

EXHAUST GAS RECIRCULATION (E.G.R.) SYSTEM	EF & EC-114
SPARK TIMING CONTROL SYSTEM	EF & EC-115
BOOST CONTROLLED DECELERATION DEVICE (B.C.D.D.)	EF & EC-119
CATALYTIC CONVERTER SYSTEM	EF & EC-120

EVAPORATIVE EMISSION

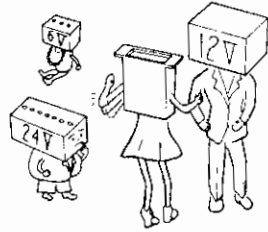
CONTROL SYSTEM	EF & EC-122
DESCRIPTION	EF & EC-122
OPERATION	EF & EC-123
INSPECTION	EF & EC-125

SERVICE DATA AND

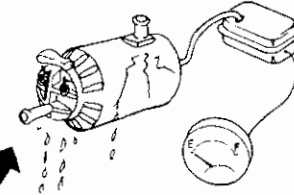
SPECIFICATIONS (S.D.S.)	EF & EC-127
GENERAL SPECIFICATIONS	EF & EC-127
INSPECTION AND ADJUSTMENT . . .	EF & EC-127
TIGHTENING TORQUE	EF & EC-128

Pay close attention to the following points when inspecting or servicing an E.F.I. or E.C.C.S. vehicle.

- Always use 12-volt batteries as power source.
- Do not attempt to disconnect battery cables while engine is operating.
- If a receiver-transmitter is installed route antenna feeder cable along opposite side from E.F.I. or E.C.C.S. harness and control unit. Make sure that there is no interference while engine is idling.

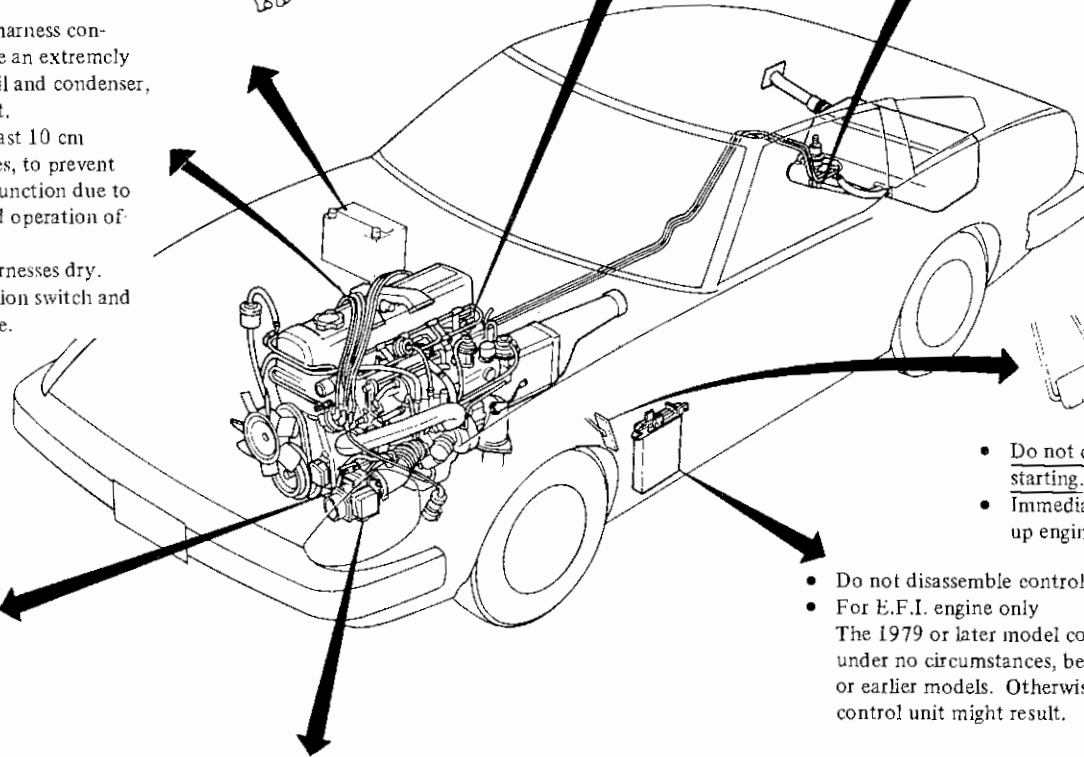


- Do not operate fuel pump when there is no fuel in lines.
- Do not use anti-freeze agents in fuel.
- Do not reuse fuel hose clamps.
- Tighten fuel hose clamps sufficiently.



- Do not apply battery power directly to injectors.

- Securely connect E.F.I. or E.C.C.S. harness connector. A poor connection can cause an extremely high (surge) voltage to develop in coil and condenser, thus resulting in damage to IC circuit.
- Keep E.F.I. or E.C.C.S. harness at least 10 cm (3.9 in) away from adjacent harnesses, to prevent an E.F.I. or an E.C.C.S. system malfunction due to reception of external noise, degraded operation of IC circuit, etc.
- Keep E.F.I. or E.C.C.S. parts and harnesses dry.
- Before removing parts, turn off ignition switch and then disconnect battery ground cable.



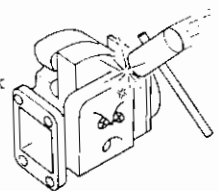
- Do not depress accelerator pedal when starting.
- Immediately after starting, do not rev up engine unnecessarily.



- Do not disassemble V.C.M. (For E.C.C.S. engine only.)

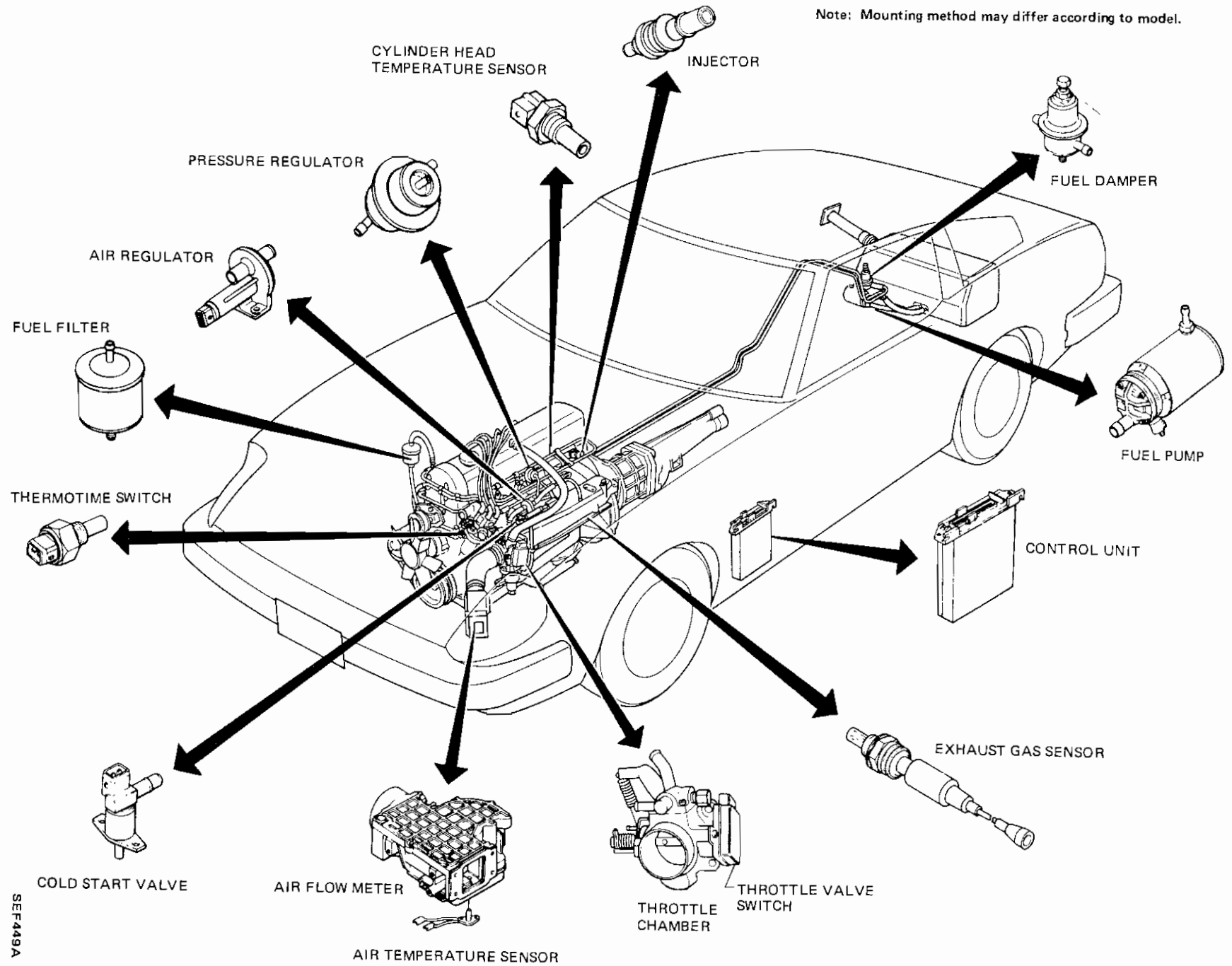
- Do not disassemble control unit.
- For E.F.I. engine only
 The 1979 or later model control unit should, under no circumstances, be installed on 1978 or earlier models. Otherwise damage to the control unit might result.

- Handle air flow meter carefully to avoid damage.
- There should not occur even a slight leak in air intake system.

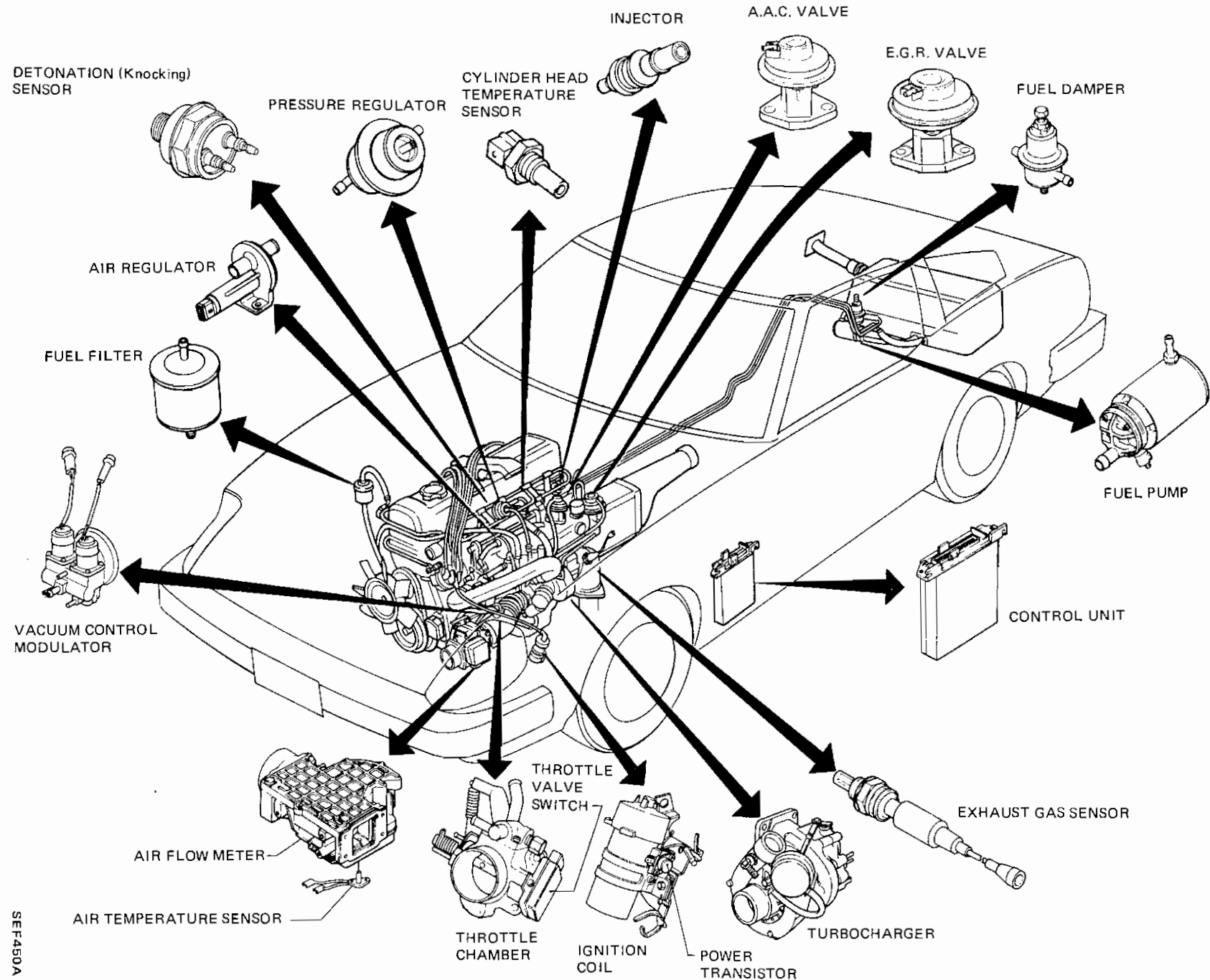


COMPONENT PARTS LOCATION FOR E.F.I. ENGINE

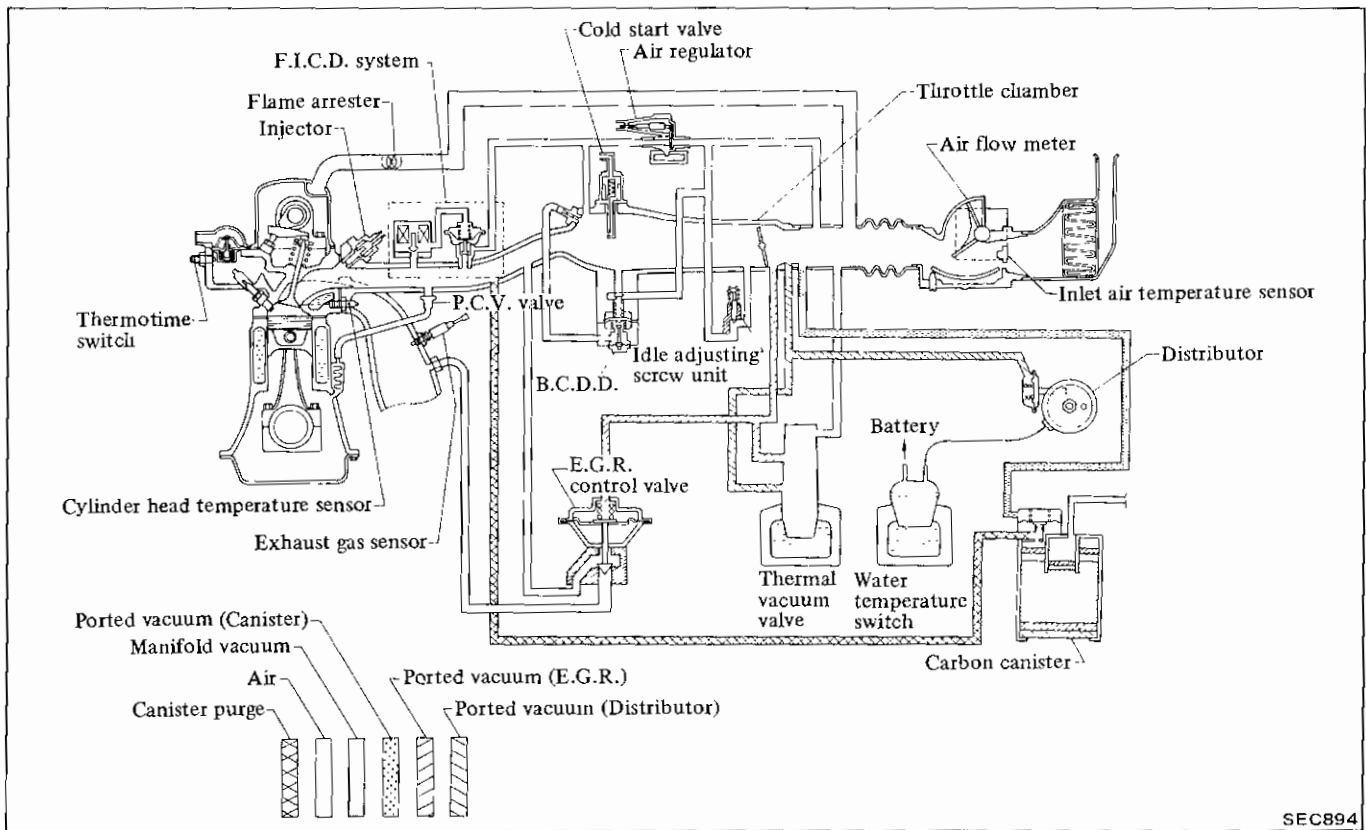
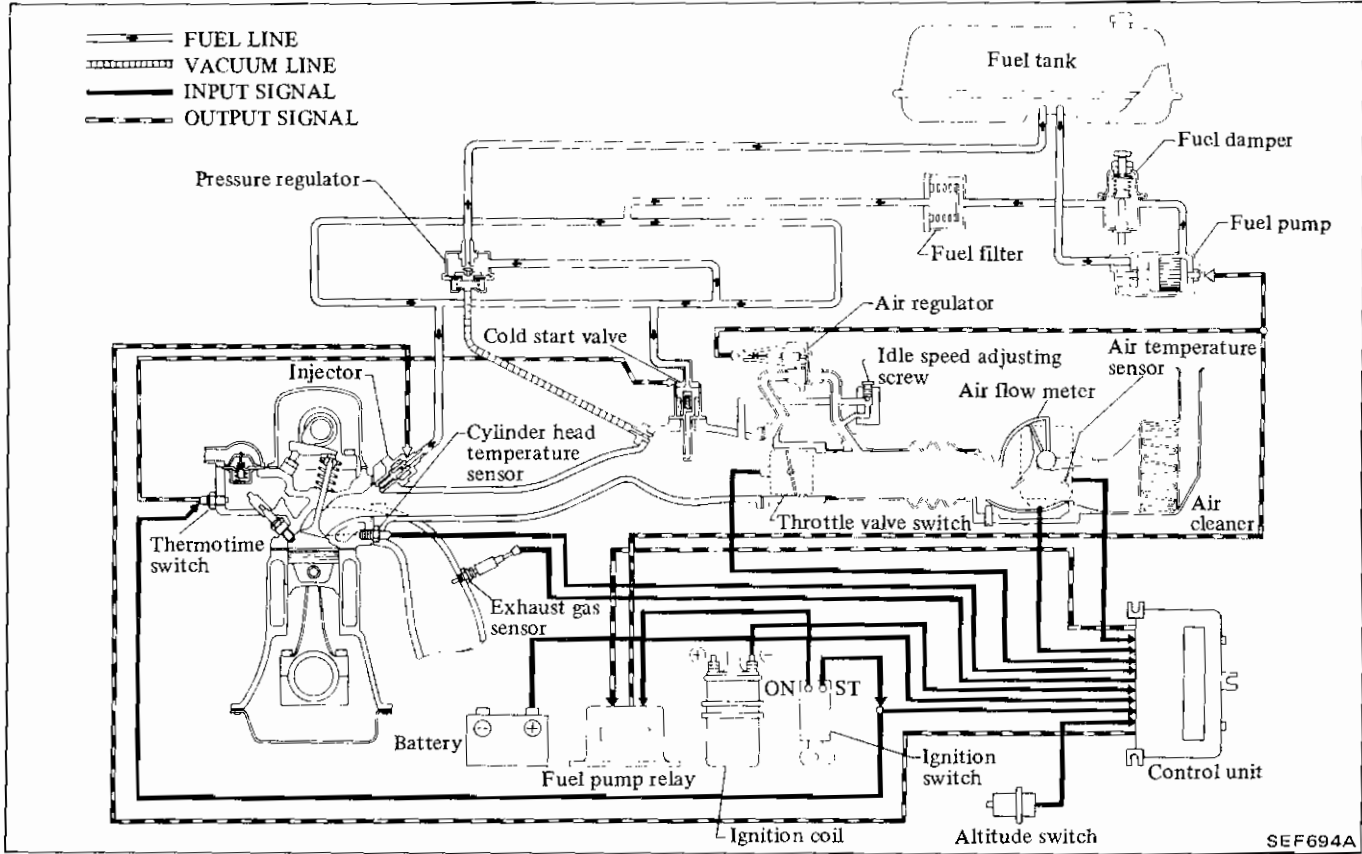
Note: Mounting method may differ according to model.



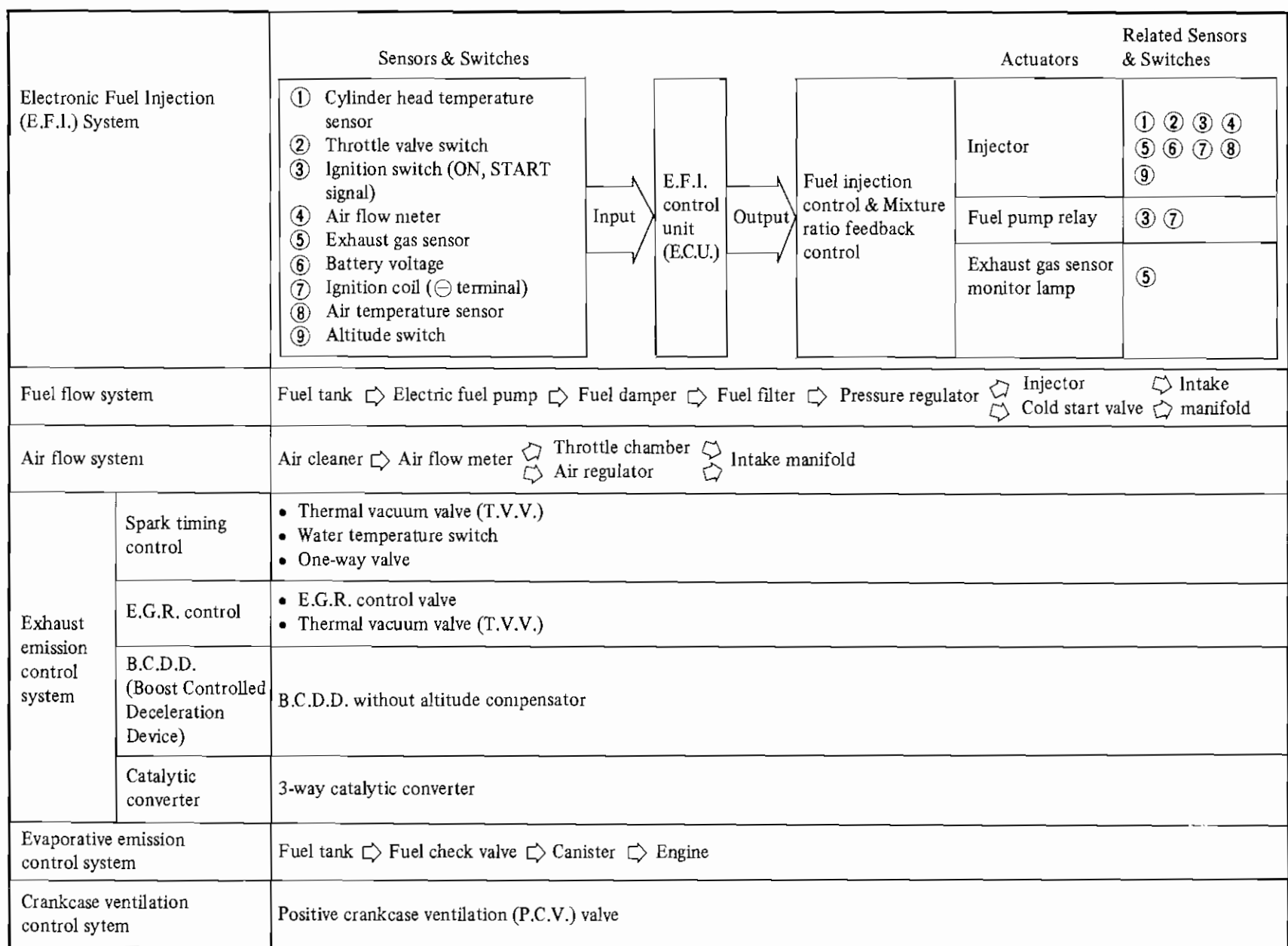
COMPONENT PARTS LOCATION FOR E.C.C.S. ENGINE



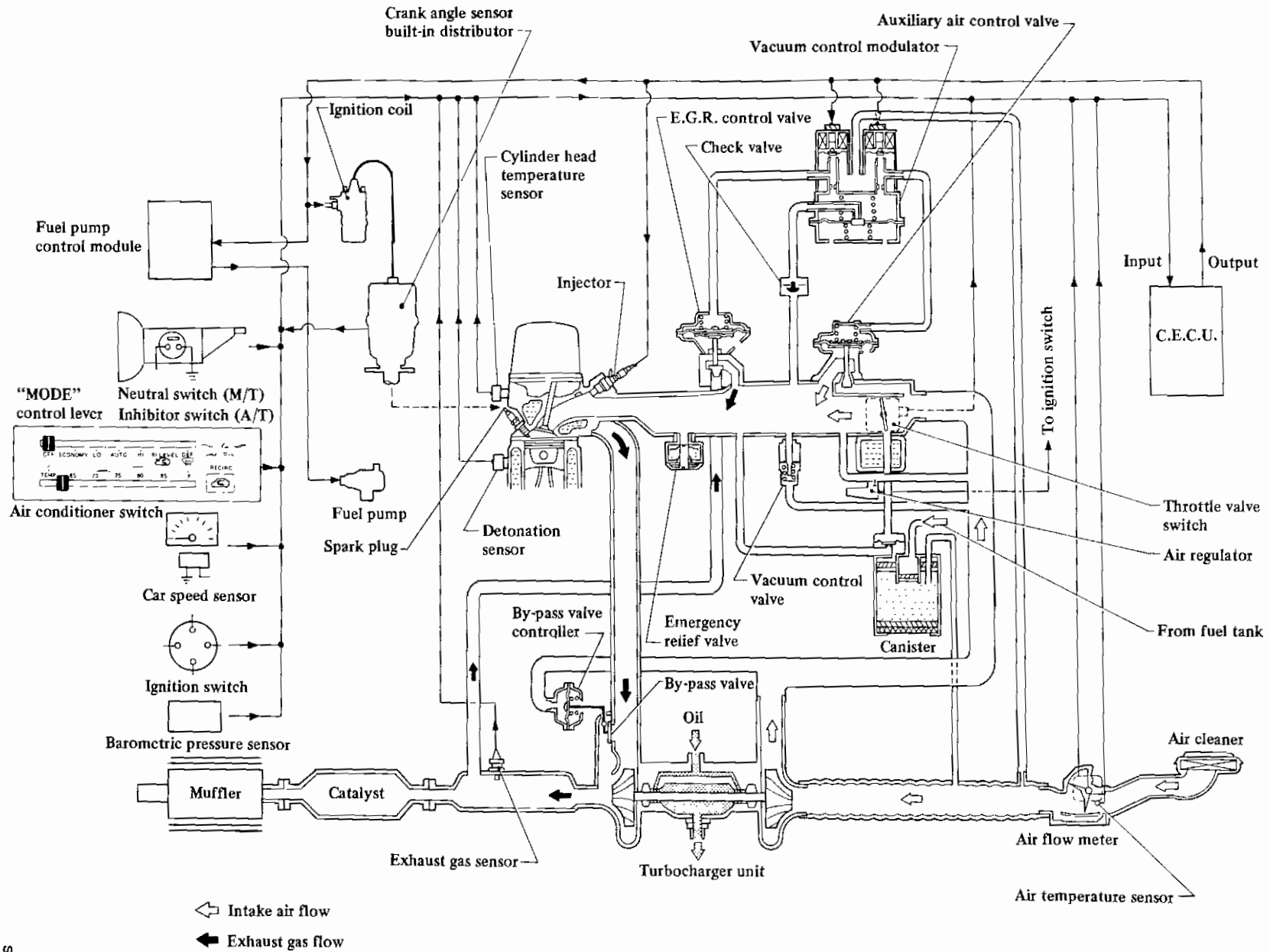
ENGINE AND EMISSION CONTROL SYSTEM DIAGRAM FOR E.F.I. ENGINE



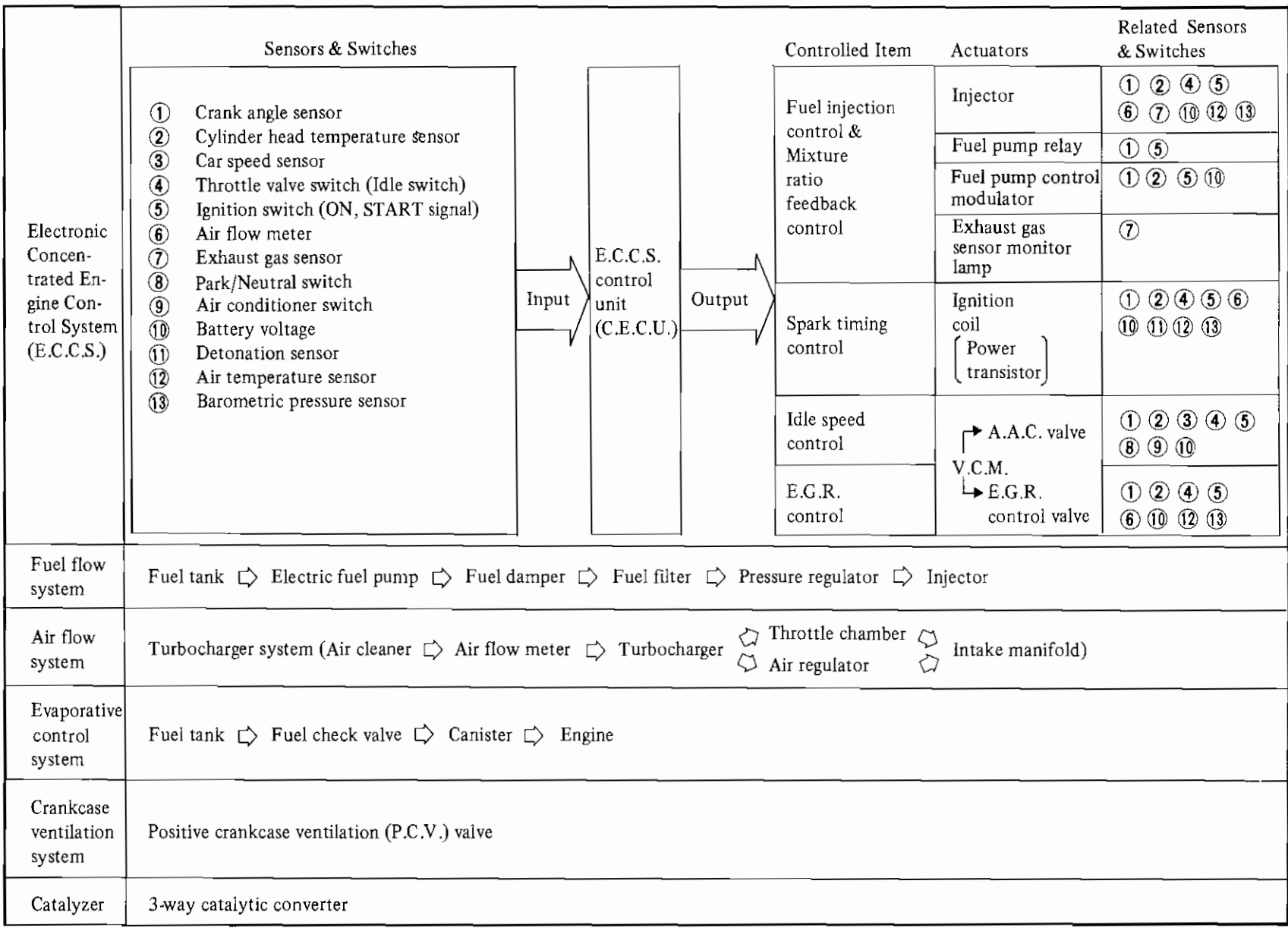
ENGINE AND EMISSION CONTROL SYSTEM CHART FOR E.F.I. ENGINE



ENGINE AND EMISSION CONTROL SYSTEM DIAGRAM FOR E.C.C.S. ENGINE



**ENGINE AND EMISSION CONTROL SYSTEM CHART
FOR E.C.C.S. ENGINE**



DIAGNOSTIC PROCEDURE FOR PROBLEMS

DIAGNOSIS

INTERMITTENT PROBLEM

DIAGNOSTIC CHARTS CANNOT BE USED TO DIAGNOSE INTERMITTENT FAILURES. This is because many intermittent problems are caused at electrical connections, and if intermittent problems are not corrected, unnecessary component replace-

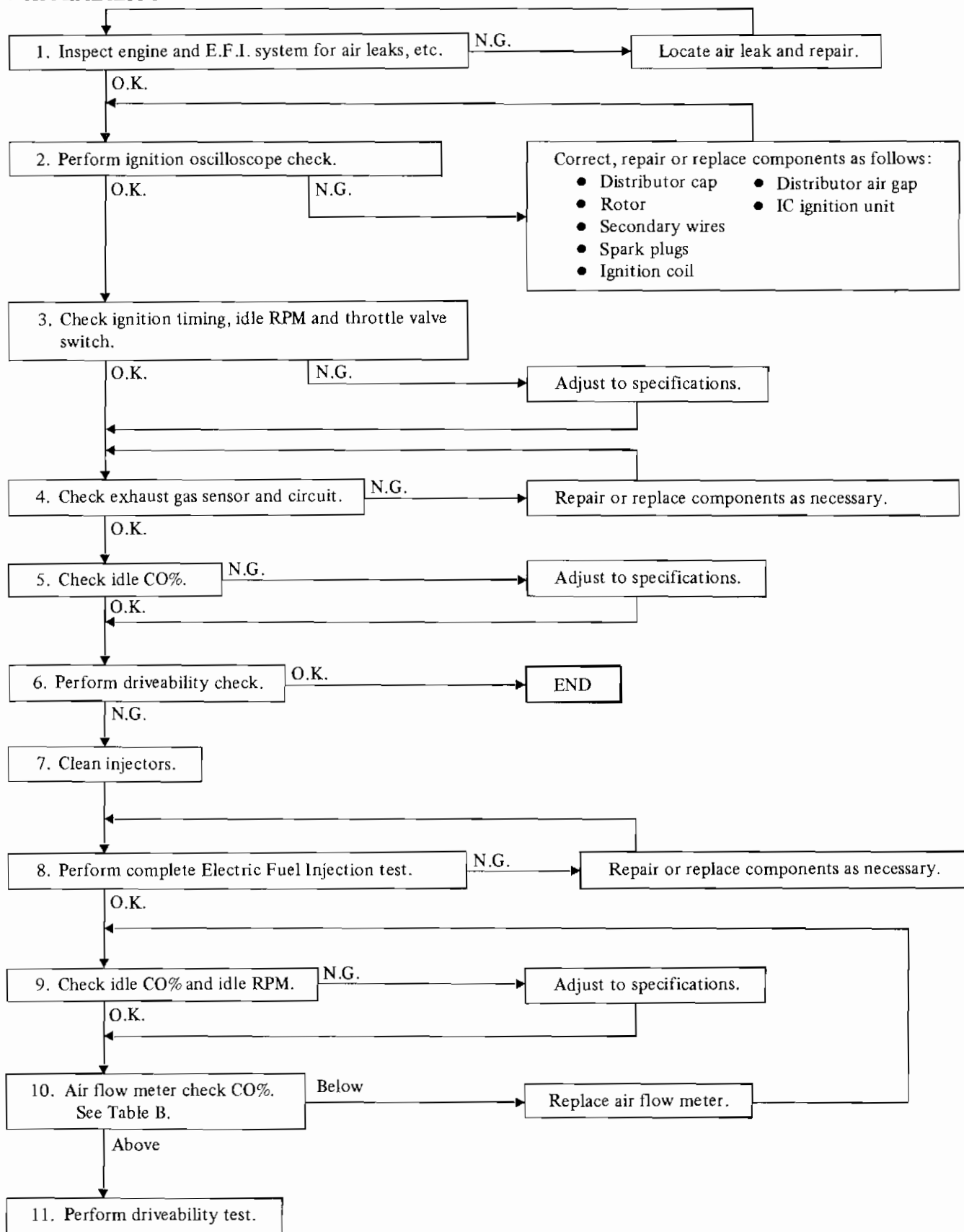
ment will be indicated and the problems may remain. Therefore, DIAGNOSIS OF INTERMITTENT PROBLEMS SHOULD START WITH A VISUAL AND PHYSICAL INSPECTION OF THE CONNECTORS involved in the circuit, especially control unit, air flow meter, cylinder head temperature sensor and exhaust gas sensor connectors.

CAUTION:

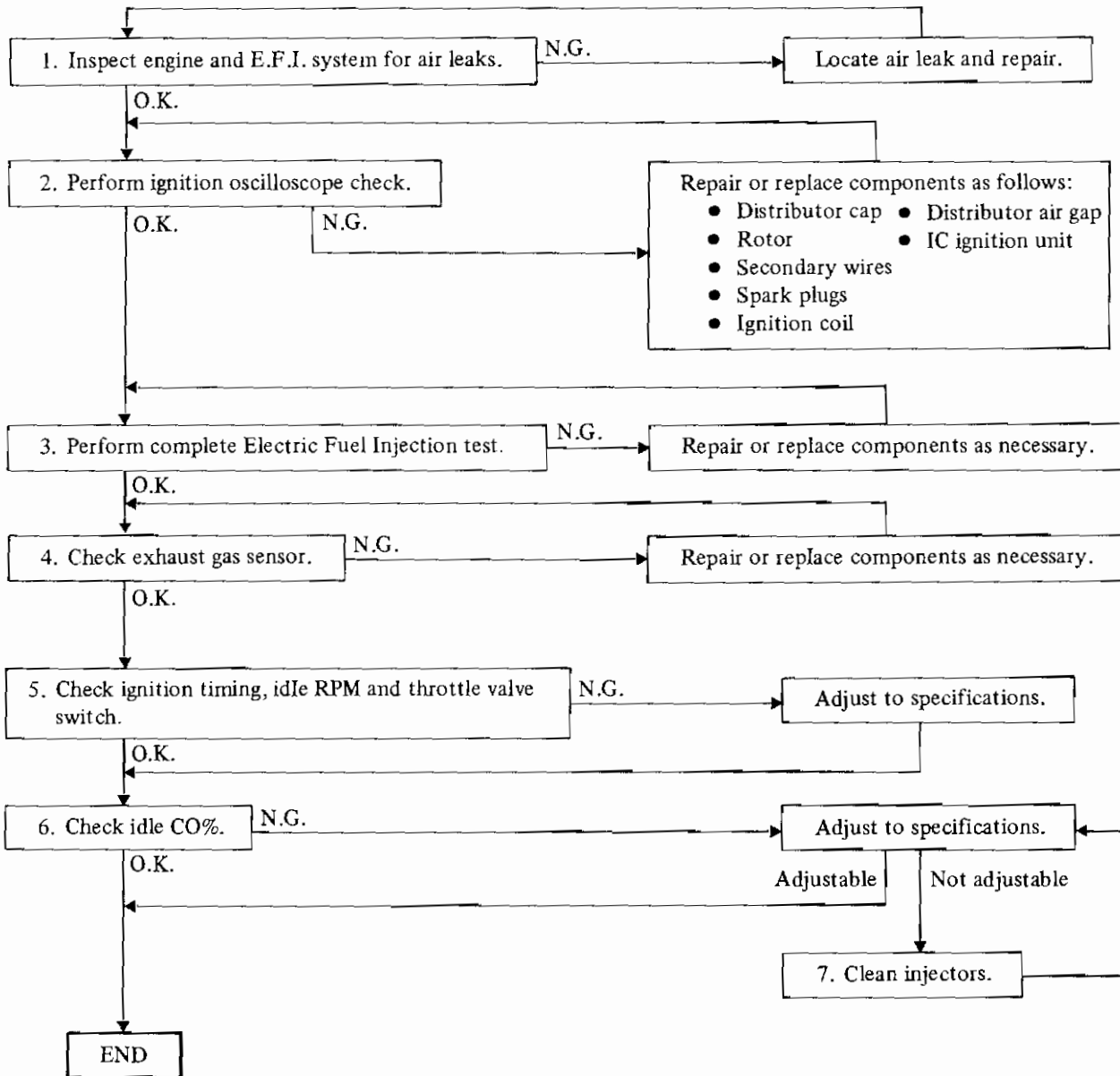
When connecting or disconnecting E.F.I. or E.C.C.S. harness connector to or from any E.F.I. or E.C.C.S. unit, ensure that the ignition switch is in the "OFF" position and that the negative battery terminal is disconnected. Removing and installing these connectors with the ignition switch left in the "ON" position will damage control unit.

DIAGNOSTIC PROCEDURE FOR E.F.I. ENGINE

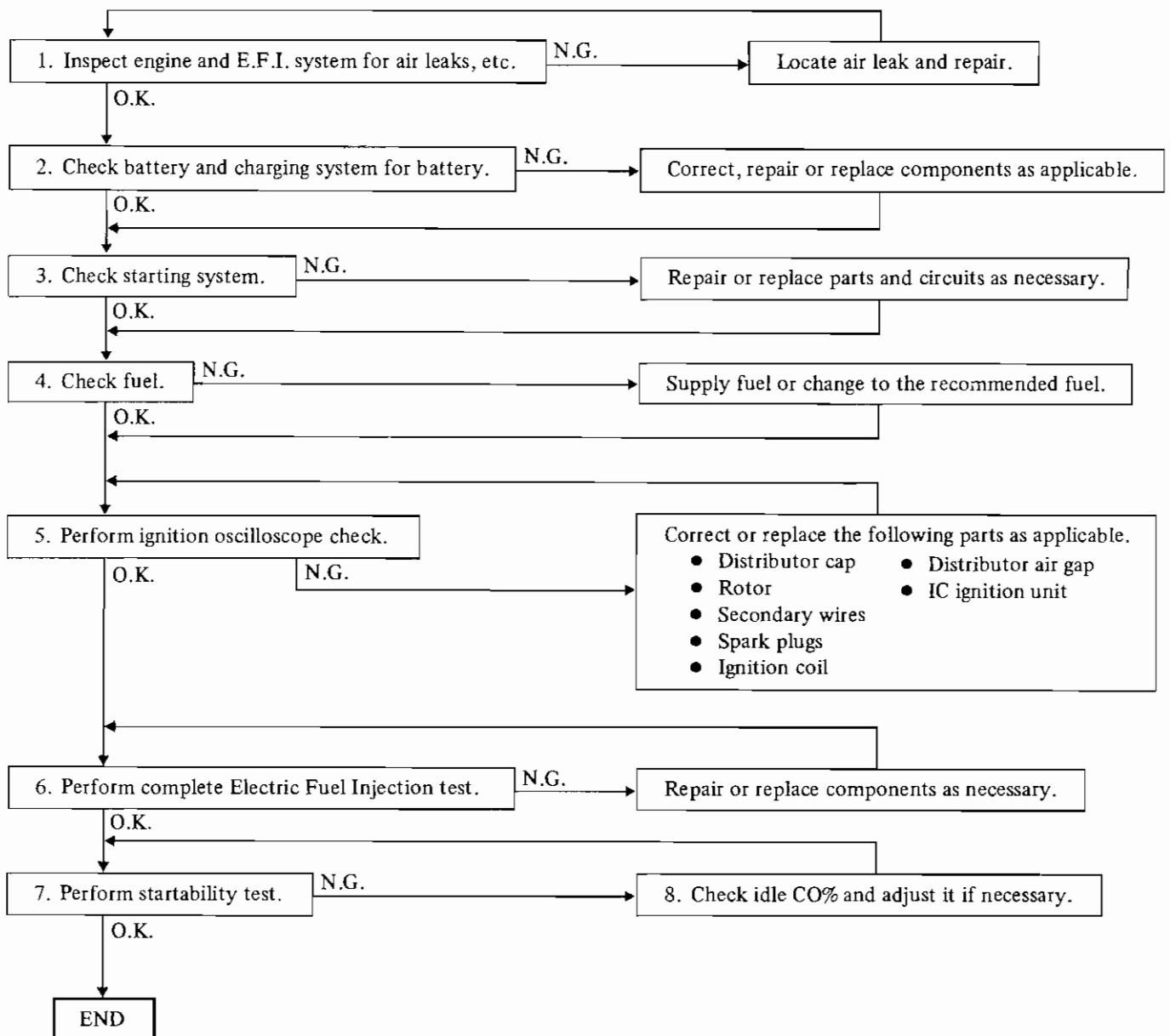
DRIVEABILITY



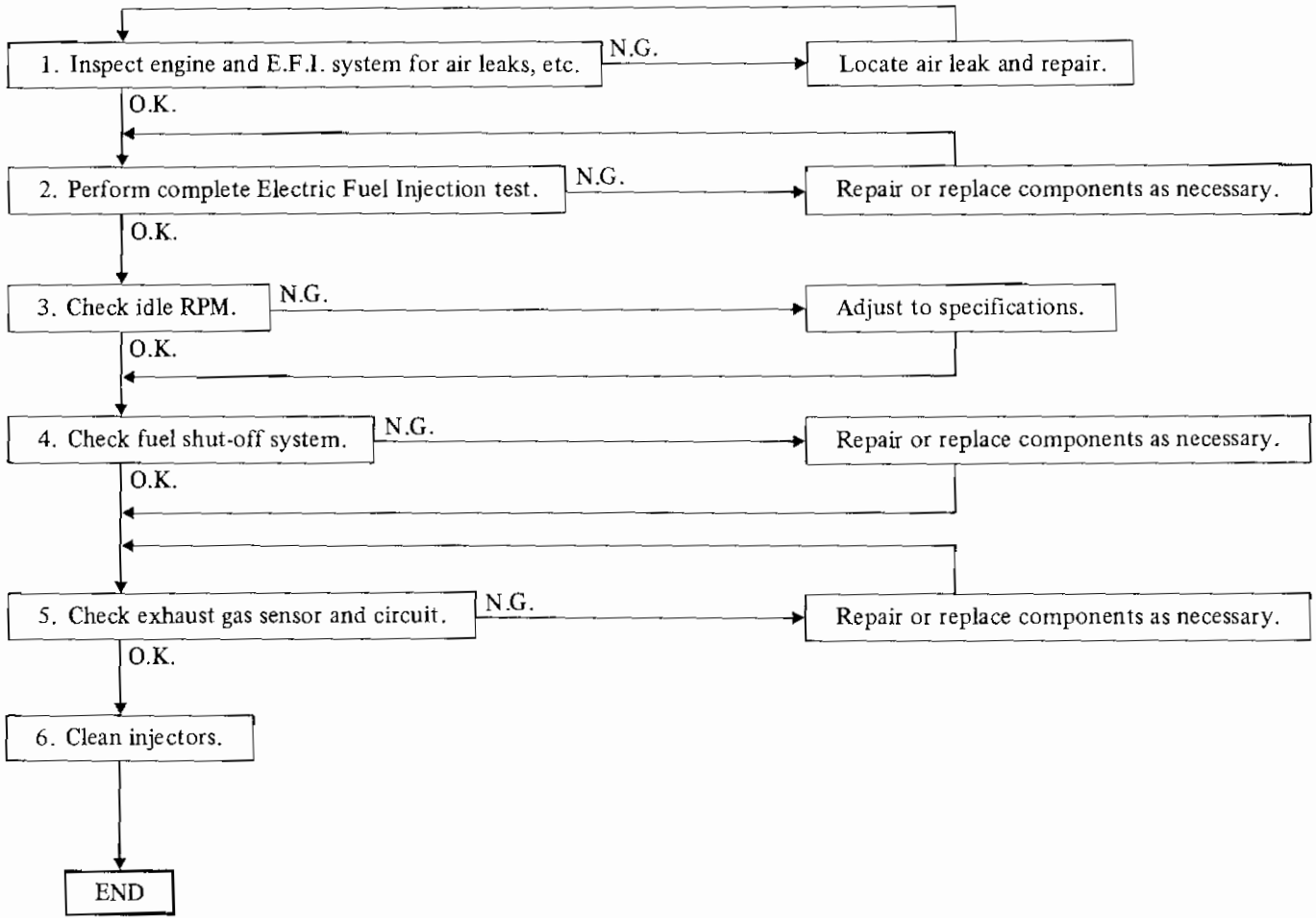
IMPROPER IDLING



ENGINE STARTABILITY



ENGINE STALL



DIAGNOSTIC STEPS FOR DRIVEABILITY

1. Inspect engine and E.F.I. system for leaks.

- (1) Check clamps at all air intake components.
- (2) Check vacuum hoses for leakage.
- (3) Check air cleaner filter for clogging.
- (4) Visually inspect for leaks at the following:

- Dipstick
- Intake manifold gasket
- Valve rocker cover
- E.G.R. valve gasket
- Oil filler cap
- Air intake hoses and duct

(5) Check E.G.R. valve seat and operation.

(6) Check air regulator operation.

2. Perform ignition oscilloscope test.

(1) Warm engine to operating temperature.

(2) Check ignition system for unusually high or low firing voltage.

(3) If firing voltage is abnormal, determine cause and repair.

3. Check ignition timing, idle rpm and throttle valve switch.

(1) Checking and adjusting ignition timing.

Checks and adjustments are made with the air conditioning compressor "OFF".

a) Verify that the engine is still at operating temperature.

b) Rev the engine to 4,000 rpm two or three times under no-load, then allow it to run at idle speed for one minute.

c) Check idle speed

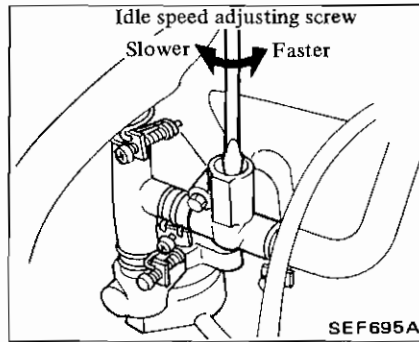
M/T:

700±100 rpm

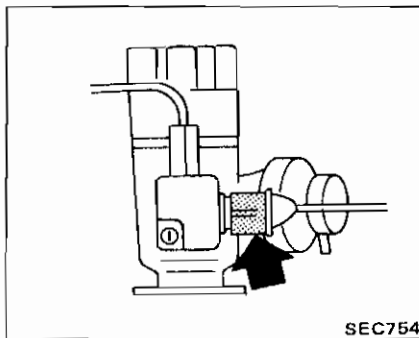
A/T:

700±100 (in "D" position)

If necessary, adjust to the specified rpm by turning the idle speed adjusting screw.



- d) Disconnect distributor vacuum hose from distributor vacuum controller, and plug hose with proper plug.
- e) Disconnect harness connector (Color: Gray) from distributor.



f) Then, check ignition timing with a timing light.

8°±2° B.T.D.C.

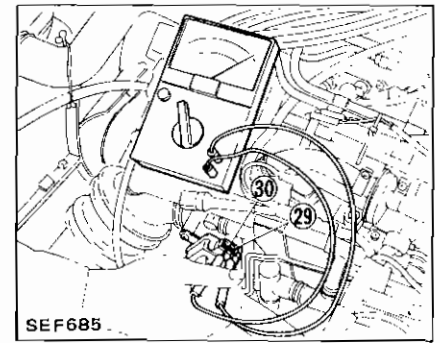
Adjust as necessary.

(2) Check throttle valve switch adjustment.

a) Disconnect the throttle valve switch harness connector from the throttle switch body.

b) Connect an ohmmeter between terminals 29 and 30, make sure continuity exists.

c) Increase engine speed. The ohmmeter should show continuity until 900 rpm ±20 rpm, and at that point the circuit should break and cause the ohmmeter to indicate an open circuit. If incorrect, adjust as follows:



1) Hold engine speed at 900 rpm by manually opening the throttle.

Important: Do not use the idle speed screw.

2) Loosen the throttle switch mounting screws and turn the switch body until the ohmmeter shows a closed circuit.

3) Slowly rotate the switch counterclockwise until the ohmmeter indicates an open circuit; at that exact point, tighten the mounting screws.

4) Recheck the adjustment.

5) Reset idle speed if necessary.

4. Check exhaust gas sensor. (Refer to page 42).

(1) Verify that the engine is still at operating temperature.

(2) Run engine at about 2,000 rpm for about 2 minutes under no-load.

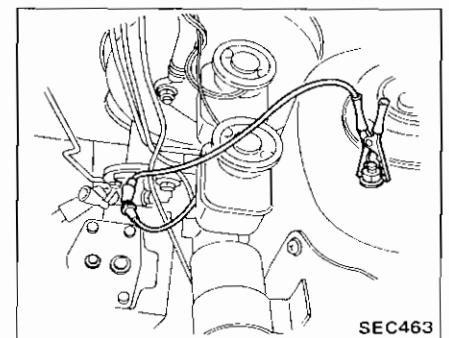
(3) Make sure that inspection lamp on control unit goes on and off more than 5 times during 10 seconds. If not, perform the following test.

(4) Check exhaust gas sensor harness.

a) Turn off engine and disconnect battery ground cable.

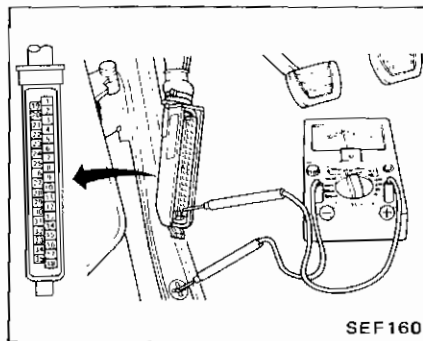
b) Disconnect E.F.I. 35-pin connector from control unit.

c) Disconnect exhaust gas sensor harness connector and connect terminal for exhaust gas sensor to ground with a jumper wire.



d) Check for continuity between terminal NO. 31 of E.F.I. 35-pin connector and ground metal on car body.

Continuity exists O.K.
Continuity does not exist . . . N.G.

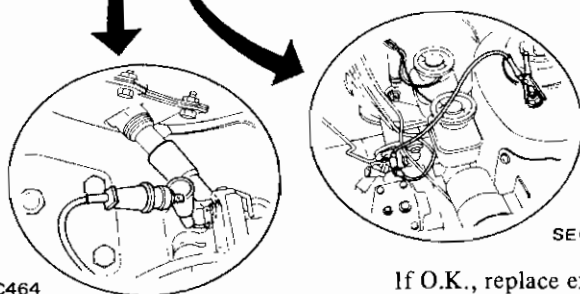


If N.G., correct or replace E.F.I. harness.

(5) Check E.F.I. control unit.

Start engine and check inspection lamp on control unit for the following conditions.

Harness connector of exhaust gas sensor	Inspection lamp
① Disconnected	Does not glow
② Grounded	Glow



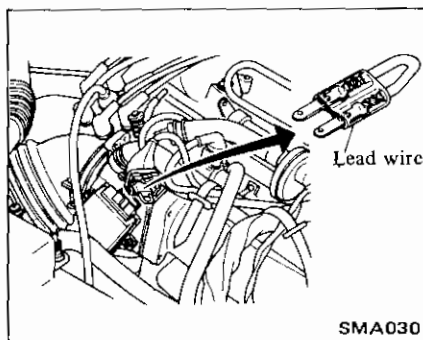
If O.K., replace exhaust gas sensor.
If N.G., replace control unit.

5. Check idle CO%.

The checking or adjustment of idle CO% requires the use of a CO meter. It is essential that the meter be fully warmed up and calibrated before any adjustment is made.

- (1) Verify that the engine is at operating temperature.
- (2) With the hood open, run the engine at 2,000 rpm for 2 minutes at no-load, to stabilize its condition.
- (3) Turn the ignition switch to the "OFF" position.
- (4) Disconnect the throttle valve switch harness connector.

(5) Connect a lead wire, as shown between terminals No. 24 and No. 30 of the throttle valve harness connector.



(6) Disconnect exhaust gas sensor harness connector.

(7) Rev. the engine to 4,000 rpm 2 or 3 times under no-load, finally, allow it to run at idle speed for one minute.

(8) Reset idle speed to the specified speed.

(9) Check CO% at the applicable altitude as per Table A, Column 1 and if necessary, adjust to the specified point at the applicable altitude as per Table A, Column 2. The CO% adjustment is made by turning the air by-pass screw on the air-flow meter.

On models equipped with altitude switch, disconnect altitude switch connector before checking idle CO%.

Table A

Altitude m (ft)	Check idle CO% (full enrichment) Column 1	Adjust idle CO% (full enrichment) Column 2	Check idle CO% (W/O full enrichment) Column 3
0 - 600 (0 - 2,000)	0.8 - 5.9	1.8	2.7 or lower
600 - 1,200 (2,000 - 4,000)	2.3 - 7.2	3.3	4.1 or lower
1,200 - 1,800 (4,000 - 6,000)	3.3 - 8.0	4.4	0.2 - 5.0
Above 1,800 (6,000)	4.4 - 8.8	5.6	1.2 - 6.0

(10) Stop engine, remove the lead wire and reconnect the throttle valve switch harness to the throttle valve switch.

(11) Check the idle speed. Readjust to the specified speed.

(12) Recheck to verify that CO% is still within specifications (See Table A, Column 3).

After rechecking CO%, reconnect exhaust gas sensor harness connector.

6. Perform driveability test.
 - (1) Evaluate effectiveness of adjustments by driving vehicle.
 - (2) If unsatisfactory, proceed to step 7.
7. Clean injectors.
8. Perform complete Electronic Fuel Injection Test.
 - (1) Use the Kent-Moore J-25400 E.F.I. Analyzer and J-25400-36 Adapter.
 - (2) Follow procedure in the Datsun Electronic Fuel Injection Manual, beginning on page 101.
 - (3) Repair system as necessary.
9. Check idle CO% and idle rpm.
 - (1) Follow the procedure from step 5, operations (1) through (9).
 - (2) Proceed to step 10.
10. Air flow meter check – confirm engine temperature – warm up if necessary.
 - (1) Check idle CO% and idle rpm. Follow procedure in step 5.

(2) Raise engine speed to 2,000 rpm under no-load and check CO% as per Table B.

Table B

Altitude m (ft)	Minimum CO%
0 - 600 (0 - 2,000)	1.6
600 - 1,200 (2,000 - 4,000)	3.1
1,200 - 1,800 (4,000 - 6,000)	4.2
Above 1,800 (6,000)	5.2

- (3) If CO% is above the specified point, go to operation.
- (4) If CO% is below the specified point, replace the air flow meter and adjust idle CO% and rpm per step 5.
- (5) Stop engine, remove the lead wire and reconnect the throttle valve switch harness to the throttle valve switch.
- (6) Recheck the idle speed, adjust to the specified speed.
- (7) Recheck to verify that CO% is still within specifications (see Table A, Column 3).

After rechecking CO%, reconnect exhaust gas sensor harness connector.

11. Perform driveability test. Re-evaluate vehicle performance.

DIAGNOSTIC STEPS FOR IMPROPER IDLING

1. Inspect engine and E.F.I. system for leaks.
2. Perform ignition oscilloscope test.
3. Perform complete Electric Fuel Injection Test.
4. Check exhaust gas sensor.
5. Check ignition timing, idle rpm and throttle valve switch.
6. Check idle CO%.
7. Clean injectors.

Refer to DIAGNOSTIC STEPS FOR DRIVEABILITY on the inspection procedure of each item.

DIAGNOSTIC STEPS FOR ENGINE STARTABILITY

1. Inspect engine and E.F.I. system for leaks.

Refer to DIAGNOSTIC STEPS FOR DRIVEABILITY.

2. Check battery and charging system for battery.

- (1) Check battery voltage.
- (2) If poor battery voltage, check charging system for battery.

- Alternator
- Voltage regulator
- Others

Refer to EL section.

3. Check starting system.
 - (1) Check starter operation.
 - (2) If it does not operate, check the following:

- Starter
- Ignition relay
- Ignition switch
- Others

Refer to EL section.

4. Check fuel.
 - (1) Check fuel level. If low or empty, add fuel.
 - (2) Check fuel octane rating. If not proper, change to the recommended gasoline.

5. Perform ignition oscilloscope test.

Refer to DIAGNOSTIC STEPS FOR DRIVEABILITY.

6. Perform complete Electric Fuel Injection test.

Refer to DIAGNOSTIC STEPS FOR DRIVEABILITY.

7. Perform startability test.
 - (1) Start engine with the recommended starting procedure.
 - (2) If engine does not start, proceed to step 8.
8. Check and adjust idle CO%.

Check idle CO%. Follow the procedure from step 5, operations (1) through (9) in DIAGNOSTIC STEPS FOR DRIVEABILITY.

DIAGNOSTIC STEPS FOR ENGINE STALL

1. Inspect engine and E.F.I. system for leaks.

Refer to DIAGNOSTIC STEPS FOR DRIVEABILITY.

2. Perform complete Electric Fuel Injection test.

Refer to DIAGNOSTIC STEPS FOR DRIVEABILITY.

3. Check idle rpm.

Check idle rpm. Follow the procedure from step 3-(1), operations a) through c) in DIAGNOSTIC STEPS FOR DRIVEABILITY.

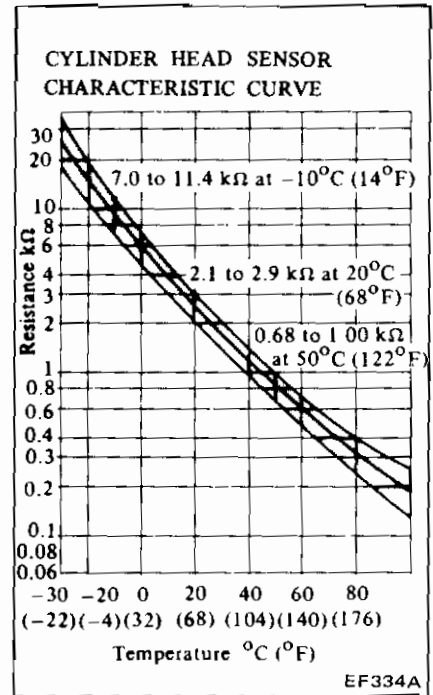
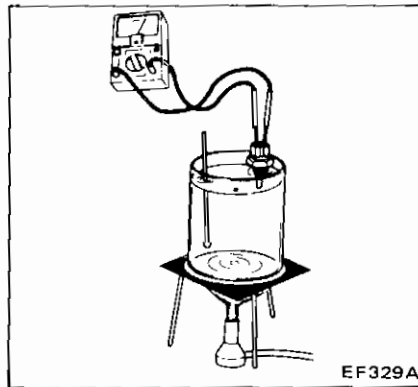
4. Check fuel shut-off system.

(1) Check engine speed signal (ignition coil-trigger input transmitted to E.C.U. from ignition coil.

(2) Check cylinder head temperature sensor.

- Check circuits and system with the Kent-Moore J-25400 E.F.I. Analyzer and J-25400-36 Adapters. (Refer to DIAGNOSTIC STEPS FOR DRIVEABILITY.)

- Check component as follows:

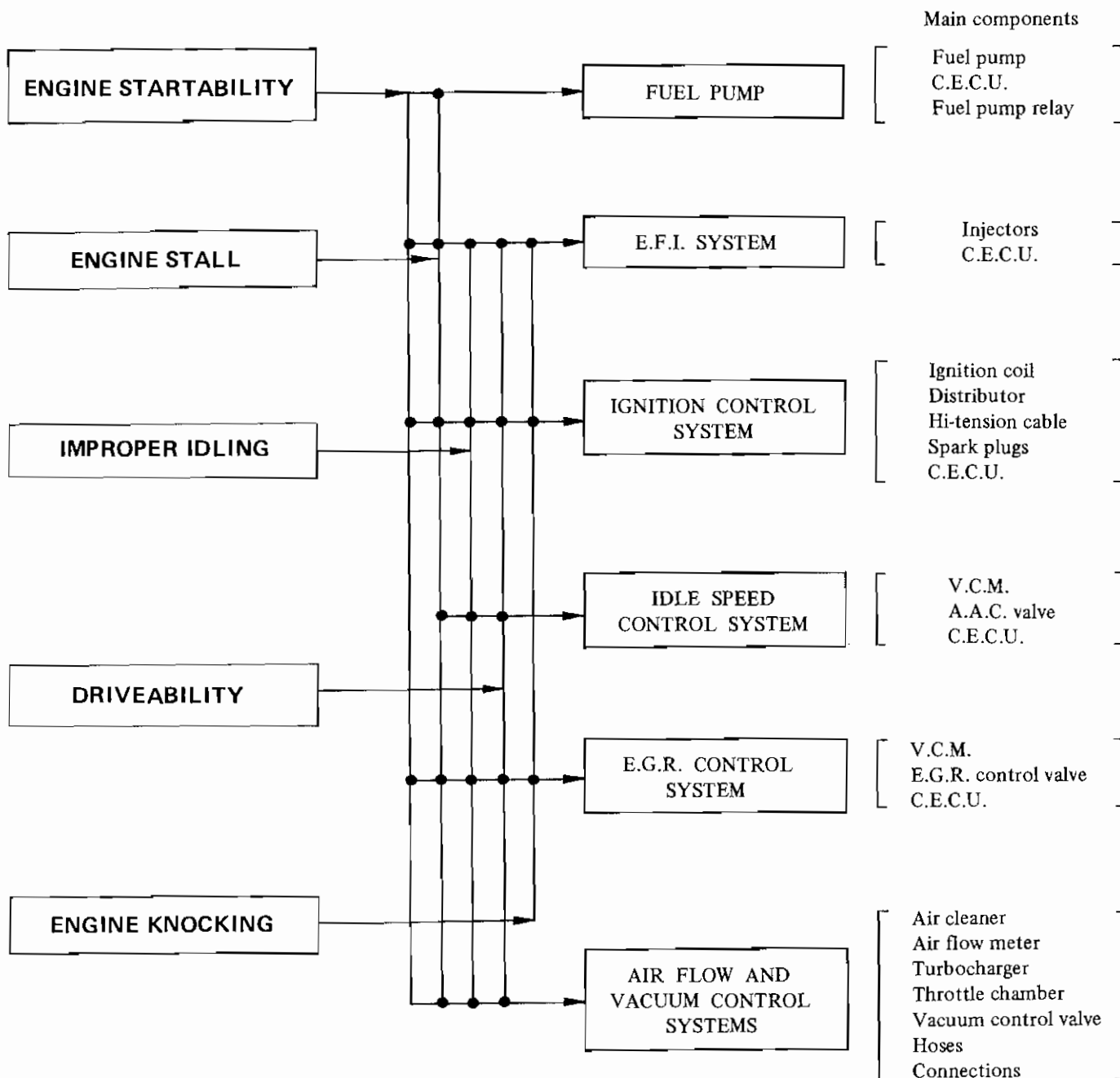


5. Check exhaust gas sensor and circuit.

Refer to DIAGNOSTIC STEPS FOR DRIVEABILITY.

6. Clean injectors.

TROUBLE-SHOOTING CHART FOR E.C.C.S. ENGINE



Use the above chart to easily determine in what portion the malfunction is taking place, what is malfunctioning, what to check and how to cope with the problems.

Then, use E.C.C.S. analyzer when checking each component and other parts of E.C.C.S. using the above chart.

E.C.C.S. ANALYZER INSPECTION

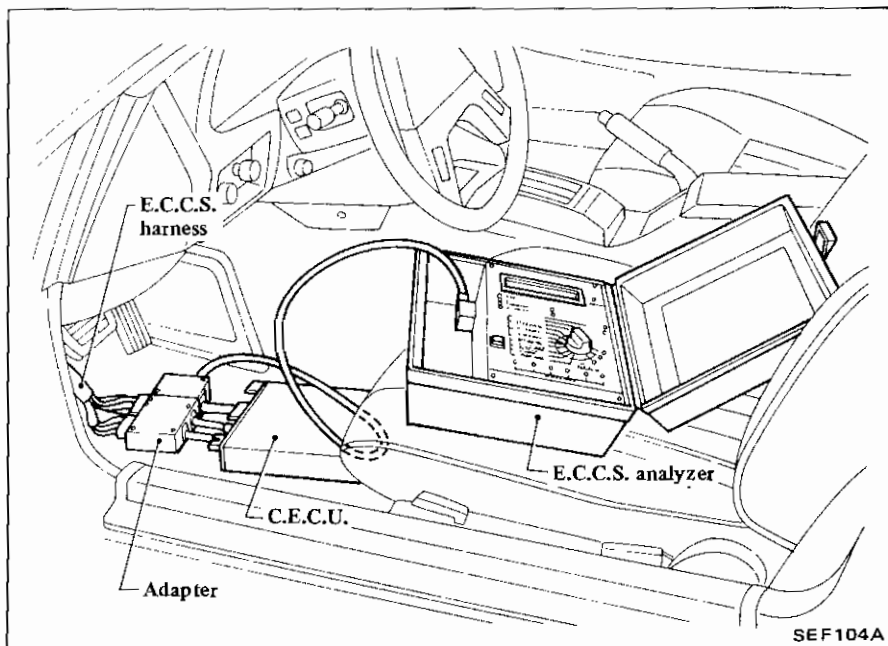
Electronic Concentrated engine Control System (E.C.C.S.) controls the engine operating conditions (Fuel injection, Idle rpm, Ignition timing, E.G.R., etc.) with the Central Electronic Control Unit (C.E.C.U.), Sensors, Switches and so forth.

Therefore, when engine malfunctions occur, the causes cannot be found by a visual inspection, etc. Then, use an E.C.C.S. analyzer to diagnose of the problem.

E.C.C.S. ANALYZER (J-28835)

The E.C.C.S. analyzer monitors

several input and output signals that are emitted in response to various engine operating conditions and when the engine stops. Input signals are compared to computerized signal values stored in the C.E.C.U. (Central Electronic Control Unit) while output signals are monitored to ensure they are properly attuned before they are emitted from the C.E.C.U. unit to actuators. In other words, this analyzer analyzes all electrical signals that are transmitted to and emitted from the C.E.C.U. unit. For this reason, if system or unit abnormalities which are not related to these signals are discovered, reference to the "Troubleshooting" chart must be made for remedial action.



Operation

1. Make sure ignition switch is "OFF".
2. Remove C.E.C.U. unit and connect both adapter and analyzer.

CAUTION:

Make sure parking brake has been applied and selector lever is in "Neutral" (M/T) or in "P" or "N" (A/T).

3. Turn ignition switch "ON", and check the following:

(1) Switches

- Idle switch (Throttle valve switch)
Check idle switch while depressing and releasing accelerator pedal repeatedly.
- Neutral switch (Transmission switch)
Check neutral switch while repeatedly shifting selector lever to "Neutral" or "N" (or: "P") from other positions.

- Air conditioner switch
Check air conditioner switch by turning/moving it on and off repeatedly.

- Starter switch
Turn ignition switch to "START". In these cases, make sure each monitor lamp illuminates.

- (2) Actuators and sensors
Use rotary switch to check.

During the following checks, turn rotary switch to the next position after the previous check.

- IGN. (Ignition system)
Depress CHECK button and make sure monitor lamp illuminates.

After checking ignition system, be sure to return ignition switch from "ON" to "ACC" or "OFF".

- Fuel pump
Before checking, return ignition switch to "ON".
Depress CHECK button and make sure monitor lamp turns on and off alternately. Also check fuel pump relay's operating sound when monitor lamp illuminates.

Fuel pump always operates for five seconds after ignition switch has been turned to "ON".

- E.G.R.
Depress CHECK button and make sure monitor lamp brightens and dims alternately. At this point, make sure V.C.M. solenoid valve is functioning properly.

- Idle speed control
Follow same procedure used for E.G.R. checks above.

- Battery and air flow meter
Depress CHECK button and make sure O.K. monitor lamp illuminates.

(3) Turn rotary switch to “E.G.R.” position. Start engine, warm it up sufficiently, and then check the following:

When turning rotary switch for the following checks, accelerator pedal may be depressed slightly to avoid engine stall.

- E.G.R.
Slightly depress accelerator pedal before CHECK button is depressed. Monitor lamp should brighten and dim alternately and engine speed should vary.
- Idle speed control
Follow same procedure used for E.G.R. checks above.
- Battery
Depress CHECK button and make sure O.K. monitor lamp illuminates.
- Air flow meter
Depress CHECK button, then gradually increase engine speed. In this case, O.K. monitor lamp should illuminate and then go out. Also make sure that O.K. monitor lamp illuminates and goes out as engine speed decreases.
- Air temperature, altitude and cylinder head temperature sensors

Depress CHECK button and make sure O.K. monitor lamp illuminates.

- Knocking sensor
Depress CHECK button and then depress accelerator pedal forcibly so engine knocks. In this case, O.K. monitor lamp should illuminate. If engine does not knock, repeat above procedure until it does.

CAUTION:
Be sure parking brake has been applied firmly before conducting above tests.

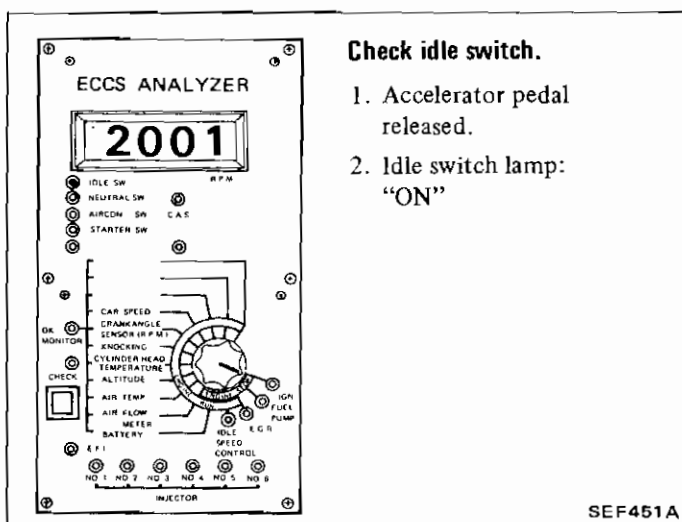
- Crank angle sensor
Depress CHECK button, and gradually increase engine speed. When engine speed reaches approximately 1,800 rpm, O.K. monitor lamp will illuminate; when engine speed reaches approximately 2,200 rpm, O.K. monitor lamp will extinguish. O.K. monitor lamp will remain off while engine speed exceeds approximately 2,200 rpm. Decreasing engine speed will cause O.K. monitor lamp to activate completely differently from the above sequence.
- Car speed sensor
Conduct this test by one of the

following two methods:

- a. Raise the rear wheels clear of the floor. Block front wheels securely. Use floor stands to support the side member.
 - b. Chassis dynamometer test.
Depress CHECK button and increase vehicle speed. As vehicle speed reaches approximately 10 km/h (6 MPH), O.K. monitor lamp will illuminate. The lamp will extinguish when car speed reaches approximately 30 km/h (19 MPH).
- C.A.S. (Crank angle sensor)
O.K. monitor lamp remains on as long as the crank angle sensor emits a signal (engine continues to run).
 - E.F.I. and injectors
When fuel is being supplied (engine is operating), E.F.I. monitor lamp brightens and dims alternately and all injector monitor lamps are “ON”. If an injector monitor lamp fails to illuminate, it means that particular injector is malfunctioning. These monitor lamps are also used to check the fuel shut-off system operating condition.

Inspection

While engine is not running:



Check idle switch.

1. Accelerator pedal released.
2. Idle switch lamp: “ON”

N.G. → (A) (See page 29.)

O.K. → (a)

a

ECCS ANALYZER

2001

SEF452A

Check neutral switch.

1. Put in "Neutral position."
2. Neutral switch lamp: "ON"

N.G. → **B** (See page 30.)

O.K.

ECCS ANALYZER

2001

SEF453A

Check air conditioner switch.

1. Switch air conditioner "ON"
2. Air conditioner switch lamp: "ON"

N.G. → **C** (See page 30.)

O.K.

ECCS ANALYZER

2001

SEF454A

Check starter switch.

1. Turn ignition switch to "START".
2. Starter switch lamp: "ON"

N.G. → **D** (See page 31.)

O.K. → **b**

(b)

ECCS ANALYZER
2001

GAUGES: IDLE SW, NEUTRAL SW, AIRCON SW, STARTER SW, CAR SPEED, CRANK ANGLE SENSOR (R.P.M.), KNOCKING, CYLINDER HEAD TEMPERATURE, ALTITUDE, AIR TEMP, AIR FLOW METER, BATTERY, EFF, INJECTOR (NO. 1-5), DIESEL SPEED CONTROL.

Check ignition system.

1. Push check button.
2. IGN. monitor lamp: "ON"

After checking ignition system, return ignition switch to "ACC" or "OFF".

N.G. → (E) (See page 32.)

SEF455A

O.K.

ECCS ANALYZER
0001

GAUGES: IDLE SW, NEUTRAL SW, AIRCON SW, STARTER SW, CAR SPEED, CRANK ANGLE SENSOR (R.P.M.), KNOCKING, CYLINDER HEAD TEMPERATURE, ALTITUDE, AIR TEMP, AIR FLOW METER, BATTERY, EFF, INJECTOR (NO. 1-5), DIESEL SPEED CONTROL.

Check fuel pump control system.

1. Push check button.
2. Fuel pump lamp: goes on and off alternately.

Before checking, return ignition switch to "ON".

N.G. → (F) (See page 33.)

SEF456A

O.K.

ECCS ANALYZER
0001

GAUGES: IDLE SW, NEUTRAL SW, AIRCON SW, STARTER SW, CAR SPEED, CRANK ANGLE SENSOR (R.P.M.), KNOCKING, CYLINDER HEAD TEMPERATURE, ALTITUDE, AIR TEMP, AIR FLOW METER, BATTERY, EFF, INJECTOR (NO. 1-5), DIESEL SPEED CONTROL.

Check E.G.R. control system.

1. Push check button.
2. E.G.R. lamp: brightens and dims alternately.
3. At the same time check operating sound of V.C.M. solenoid valve.

N.G. → (G) (See page 34.)

O.K. → (C)

SEF457A

C

Check idle speed control system.

1. Push check button.
2. Idle speed control lamp: brightens and dims alternately.
3. At the same time check operating sound of V.C.M. solenoid valve.

N.G. → **H** (See page 35.)

SEF458A

O.K.

Check Battery voltage.

1. Push check button.
2. O.K. monitor lamp: "ON"

N.G. → **J** (See page 36.)

SEF459A

O.K.

Check air flow meter.

1. Push check button.
2. O.K. monitor lamp: "ON"

N.G. → **K** (See page 36.)

SEF460A

After engine start:

ECCS ANALYZER

750

① IDLE SW R.P.M.
 ② NEUTRAL SW C.A.S.
 ③ AIRCON SW
 ④ STARTER SW

⑤ CAR SPEED
 ⑥ CRANK ANGLE SENSOR IR P.M.T.
 ⑦ KNOCKING
 ⑧ CYLINDER HEAD TEMPERATURE
 ⑨ ALTITUDE
 ⑩ AIR TEMP
 ⑪ AIR FLOW METER
 ⑫ BATTERY

⑬ E.F.I.
 ⑭ NO. 1 NO. 2 NO. 3 NO. 4 NO. 5 NO. 6 INJECTOR

⑮ IGN. FUEL PUMP
 ⑯ IDLE E.G.R.
 ⑰ SPEED CONTROL

SEF461A

- Check C.A.S. signal.**
1. Start engine.
 2. C.A.S. lamp: "ON"

Before starting engine, return rotary switch to "E.G.R." position.

N.G. → (L) (See page 37.)

O.K. ↓

ECCS ANALYZER

750

① IDLE SW R.P.M.
 ② NEUTRAL SW C.A.S.
 ③ AIRCON SW
 ④ STARTER SW

⑤ CAR SPEED
 ⑥ CRANK ANGLE SENSOR IR P.M.T.
 ⑦ KNOCKING
 ⑧ CYLINDER HEAD TEMPERATURE
 ⑨ ALTITUDE
 ⑩ AIR TEMP
 ⑪ AIR FLOW METER
 ⑫ BATTERY

⑬ E.F.I.
 ⑭ NO. 1 NO. 2 NO. 3 NO. 4 NO. 5 NO. 6 INJECTOR

⑮ IGN. FUEL PUMP
 ⑯ IDLE E.G.R.
 ⑰ SPEED CONTROL

SEF462A

- Check E.F.I. and injectors.**
1. Start engine.
 2. E.F.I. lamp: brightens and dims alternately. Injector lamps: "ON"

N.G. → (M) (See page 37.)

O.K. ↓

After warming up and still running:

ECCS ANALYZER

① IDLE SW R.P.M.
 ② NEUTRAL SW C.A.S.
 ③ AIRCON SW
 ④ STARTER SW

⑤ CAR SPEED
 ⑥ CRANK ANGLE SENSOR IR P.M.T.
 ⑦ KNOCKING
 ⑧ CYLINDER HEAD TEMPERATURE
 ⑨ ALTITUDE
 ⑩ AIR TEMP
 ⑪ AIR FLOW METER
 ⑫ BATTERY

⑬ E.F.I.
 ⑭ NO. 1 NO. 2 NO. 3 NO. 4 NO. 5 NO. 6 INJECTOR

⑮ IGN. FUEL PUMP
 ⑯ IDLE E.G.R.
 ⑰ SPEED CONTROL

SEF463A

- Check E.G.R. control system.**
1. Depress accelerator pedal slightly.
 2. Push check button.
 3. Engine speed should vary.
 4. E.G.R. lamp: brightens and dims alternately (during engine speed change).

N.G. → (G) (See page 34.)

O.K. ↓

(d)

d

SEF464A

Check idle speed control system.

1. Depress accelerator pedal slightly.
2. Push check button.
3. Engine speed should vary.
4. Idle speed control lamp: brightens and dims alternately (during engine speed change).

N.G. → **H** (See page 35.)

O.K.

SEF465A

Check battery voltage.

1. Push check button.
2. O.K. monitor lamp: "ON"

N.G. → **J** (See page 36.)

O.K.

SEF466A

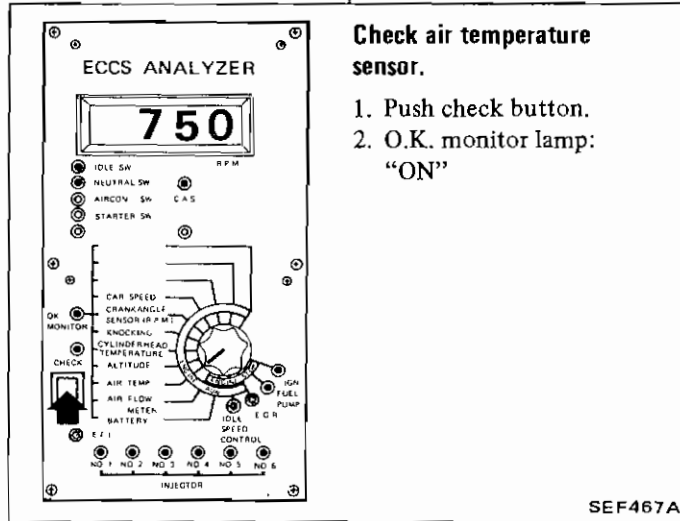
Check air flow meter.

1. Push check button and increase engine speed.
2. O.K. monitor lamp: "OFF" → "ON" → "OFF"

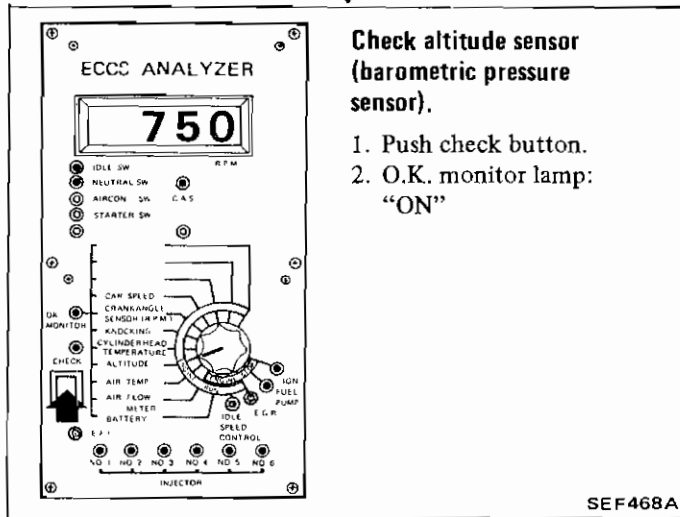
N.G. → **K** (See page 36.)

O.K.
e

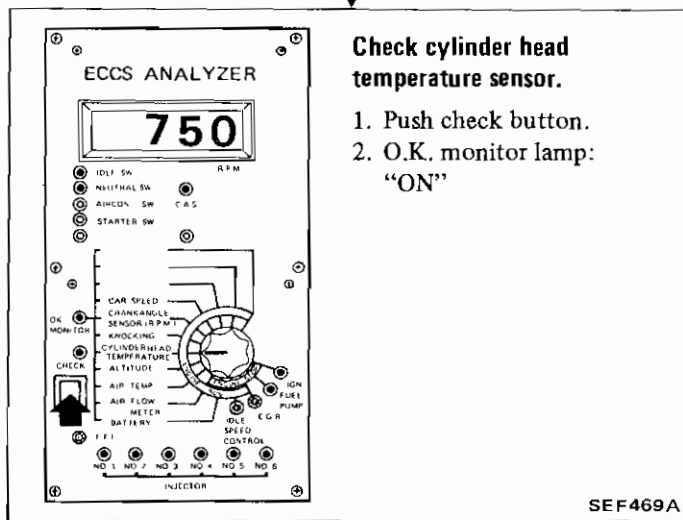
e



O.K.



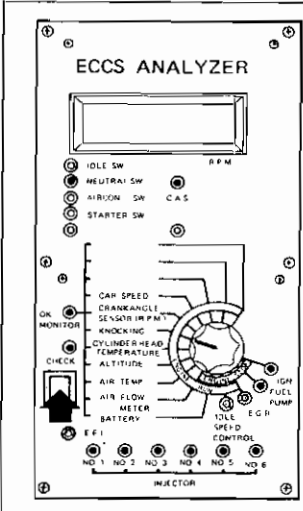
O.K.



O.K.

f

f



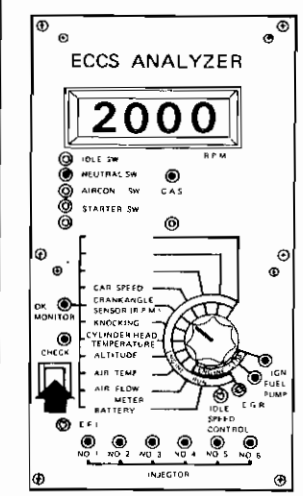
SEF470A

Check knocking sensor.

1. Push check button.
2. Depress accelerator pedal forcibly until engine knocks.
3. O.K. monitor lamp: "ON" (after knocking)

N.G. → **(R)** (See page 40.)

O.K.



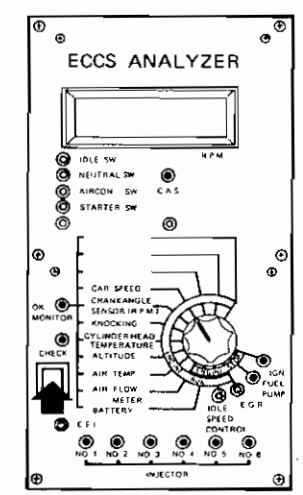
SEF471A

Check crank angle sensor.

1. Push check button and increase engine speed.
2. O.K. monitor lamp: "OFF" → "ON" → "OFF" ("ON": 1,800 to 2,200 rpm)

N.G. → **(L)** (See page 37.)

O.K.



SEF472A

Check car speed sensor.

1. Push check button.
2. Increase car speed.
3. O.K. monitor lamp: "ON" [car speed 10 km/h (6 MPH) to 30 km/h (19 MPH)]

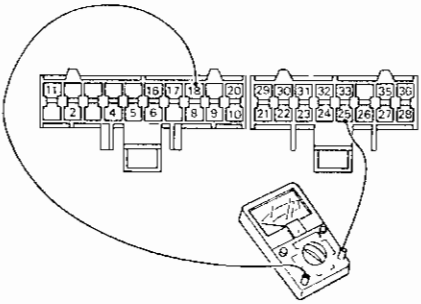
N.G. → **(S)** (See page 40.)

TROUBLE-SHOOTING DIAGNOSIS

Electronic control system inspection

(A) Idle switch (Throttle valve switch)

Disconnect 20-pin and 16-pin connectors and measure the resistance between ⑩ and ⑳.

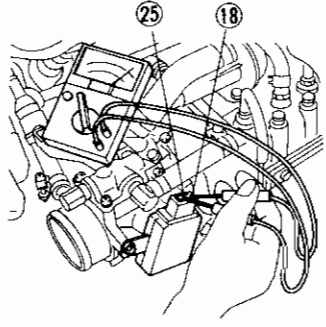


Throttle	Resistance
released	0Ω
depressed	∞Ω

SEF473A

N.G.

Measure the throttle valve switch resistance between ⑩ and ⑳.



R = 0Ω

SEF116A

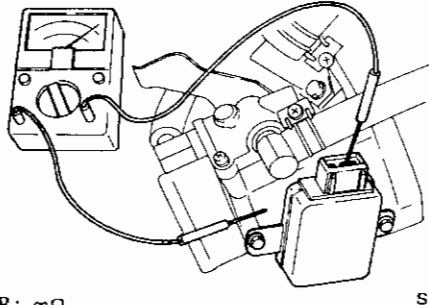
N.G.

Adjust idle switch.

N.G.

O.K.

Measure the resistance between ⑩, ⑳ and body ground.



R: ∞Ω

SEF087A

Check harness and correct or repair it as necessary.

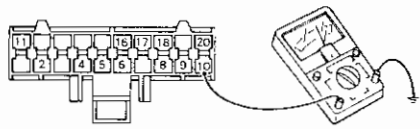
O.K.

N.G.

Replace idle switch.

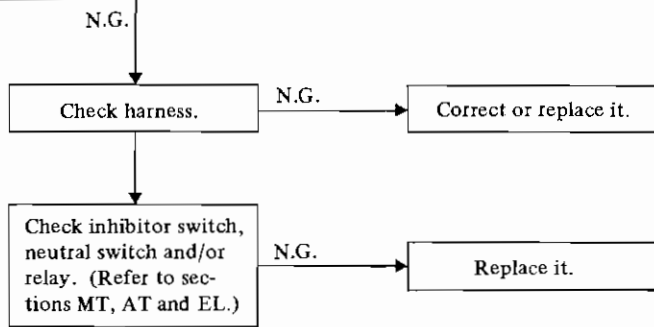
(B) Neutral/Parking switch

Disconnect 20-pin connector and measure the resistance between ⑩ and body ground.



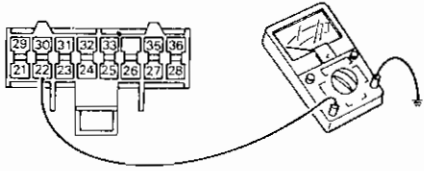
T/M position	Resistance
"N" or "P"	0Ω
Others	∞ Ω

SEF474A



(C) Air conditioner switch

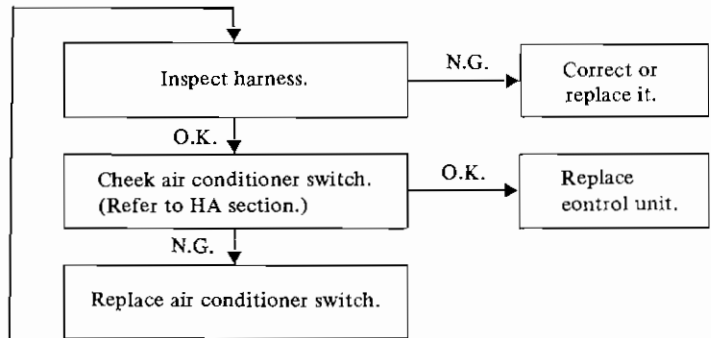
Disconnect 16-pin connector and measure the voltage between ⑳ and body ground.



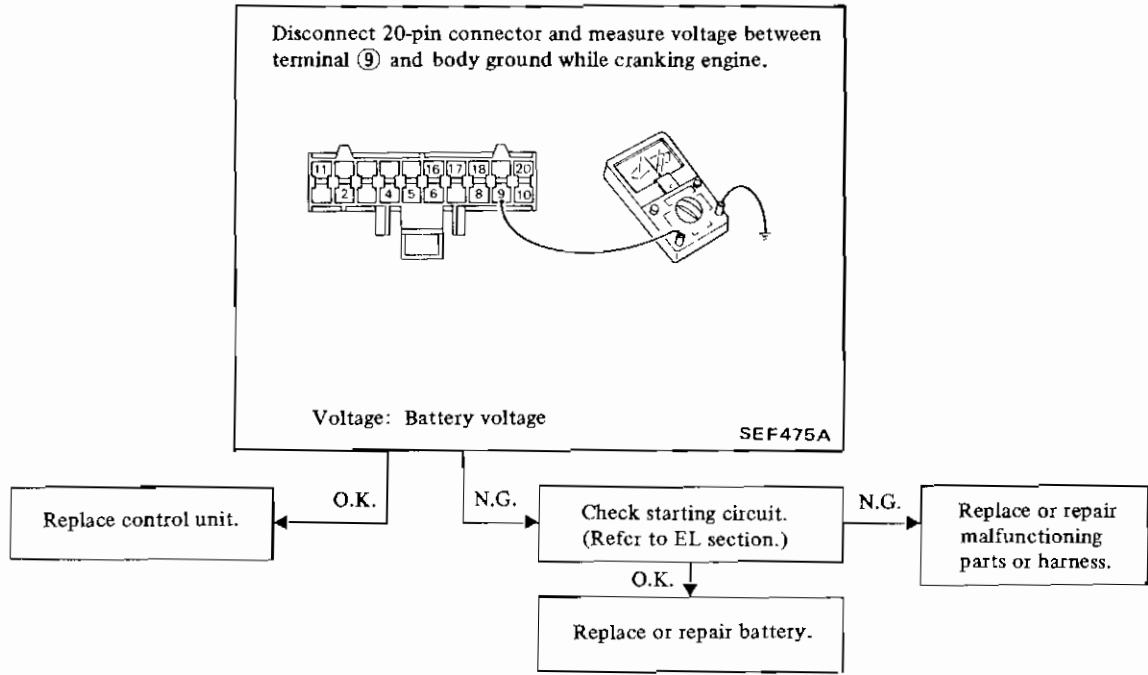
Air conditioner switch	Voltage
ON	12V
OFF	0V

SEF089A

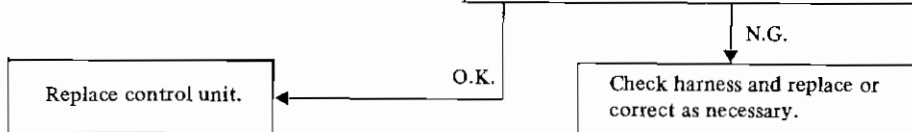
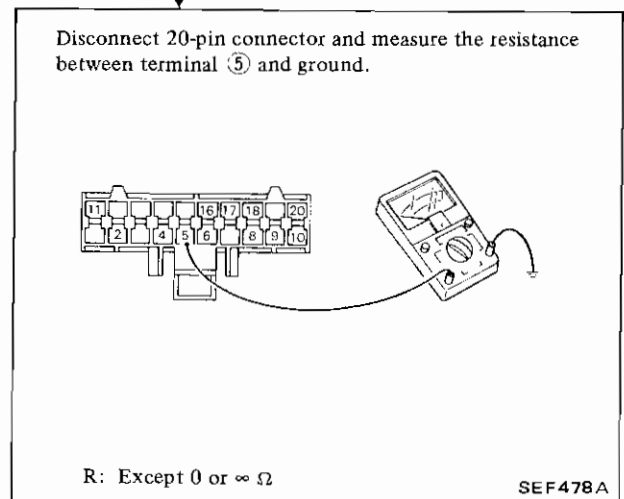
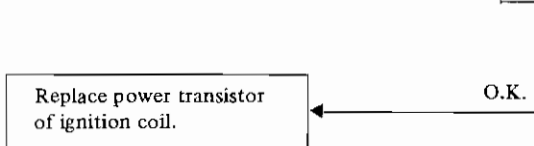
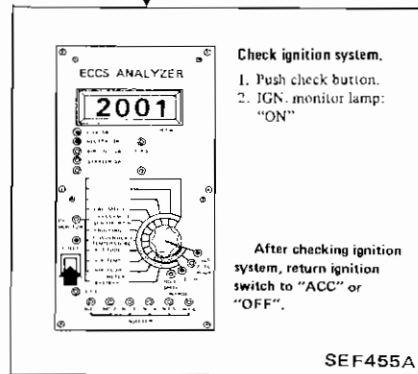
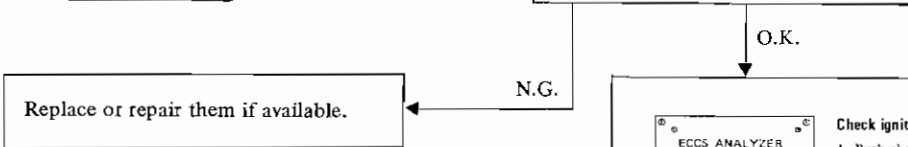
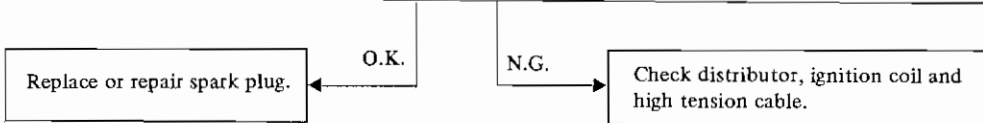
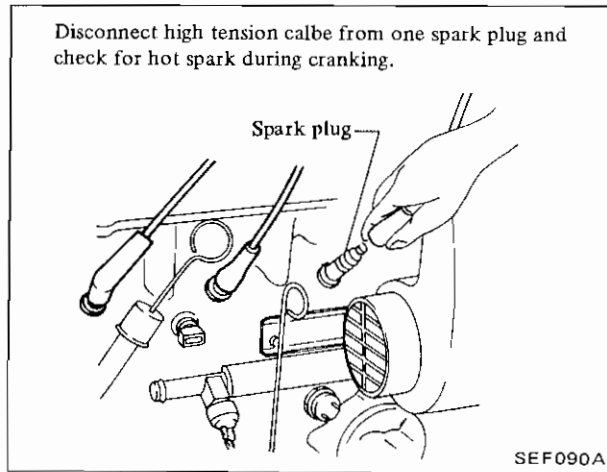
N.G.



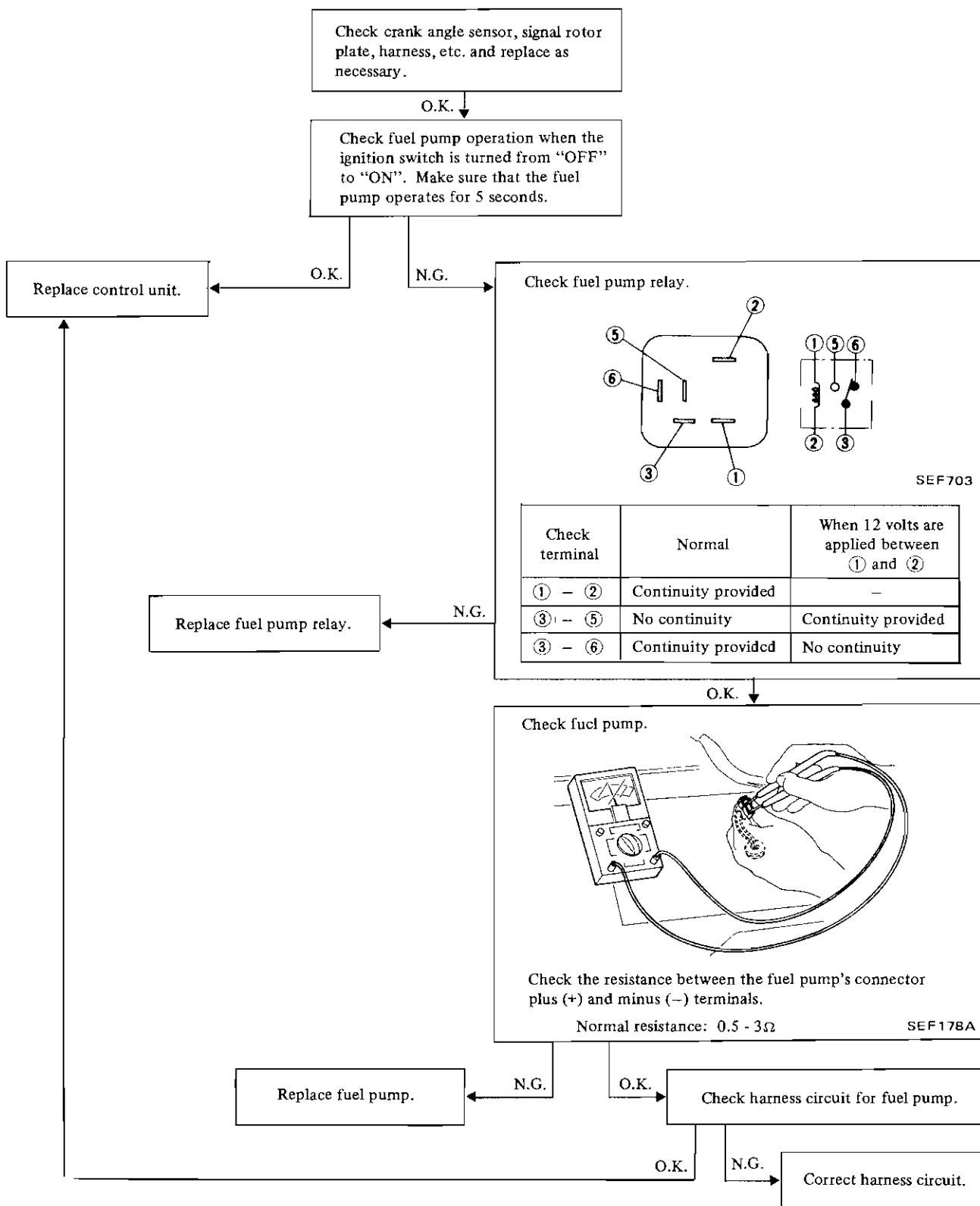
Ⓓ Starter switch



⑤ IGN. (Ignition system)



Ⓕ Fuel pump



⑥ E.G.R.

With engine stopped, inspect E.G.R. control valve for any indication of binding or sticking by moving valve diaphragm.

N.G.

Clean, correct or replace it as necessary.

O.K.

With engine running after being warmed up, inspect E.G.R. control valve operation by placing a finger on the valve diaphragm while engine speed is increased from idle to 2,000 to 3,000 rpm.

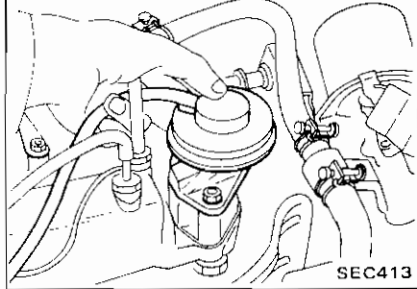
N.G.

Make a thorough visual check of vacuum hoses for E.G.R. control system.

N.G.

Replace or correct them as necessary.

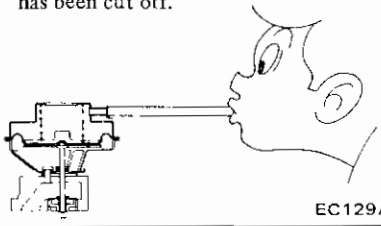
O.K.



Replace E.G.R. control valve.

N.G.

Check E.G.R. control valve. Apply vacuum to it and check that it moves to full position. Then, plug hose with applied vacuum and check that it will remain open for more than 30 seconds after vacuum has been cut off.



O.K.

Check E.G.R. control system.

1. Push check button.
2. E.G.R. lamp: brightens and dims alternately
3. At the same time check operating sound of V.C.M. solenoid valve.

SEF457A

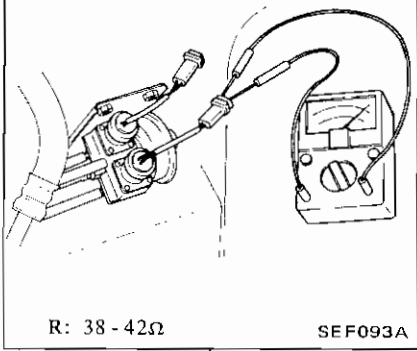
O.K.

Disconnect a connector of E.G.R. solenoid valve and remove a vacuum hose from V.C.M. to E.G.R. control valve. Check the pressure by using a vacuum gauge when DC12V is applied to the connector.

Replace V.C.M.

Disconnect a connector of V.C.M. solenoid valve for E.G.R. control and check the resistance between each terminal of the connector.

N.G.



O.K.

Check harness and correct or replace it as necessary.

Disconnect 20-pin connector and measure the voltage between terminal ④ and ground.

(Ignition switch: ON)

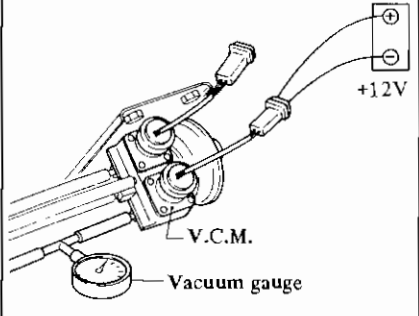
V: Battery voltage

SEF480A

N.G.

O.K.

Replace control unit.



DC12V	Vacuum gauge
ON	-1.3 - -2.7 kPa (-10 - -20 mmHg, -0.39 - -0.79 inHg)
OFF	-16.0 kPa (-120 mmHg, -4.72 inHg) and increases gradually.

O.K.

N.G.

Replace V.C.M.

H Idle speed control

After warming up sufficiently, make a thorough visual check of vacuum hoses for idle speed control system.

N.G.

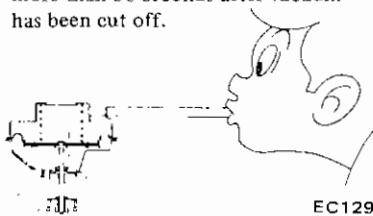
Replace or correct them as necessary.

O.K.

Check A.A.C. valve. Apply vacuum to it and check that it moves to full position. Then, plug hose with applied vacuum and check that it will remain open for more than 30 seconds after vacuum has been cut off.

N.G.

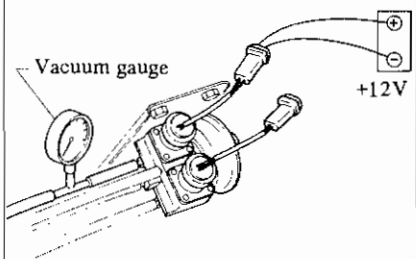
Replace A.A.C. valve.



EC129A

O.K.

Disconnect a connector of I.S.C. solenoid valve and remove a vacuum hose from V.C.M. to A.A.C. valve. Check the pressure by using a vacuum gauge when DC12V is applied to the connector.



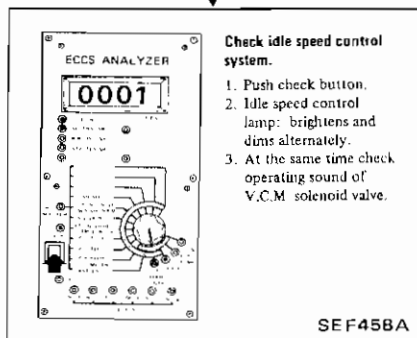
SEF173A

DC12V	Vacuum gauge
ON	-1.3 - -2.7 kPa (-10 - -20 mmHg, -0.39 - -0.79 inHg)
OFF	-16.0 kPa (-120 mmHg, -4.72 inHg) and increases gradually.

Replace V.C.M.

N.G.

O.K.

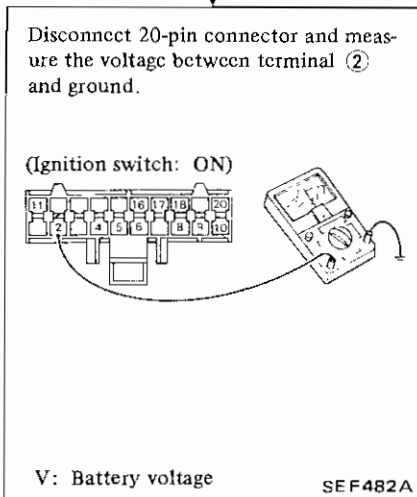


SEF458A

Check idle speed control system.

1. Push check button.
2. Idle speed control lamp: brightens and dims alternately.
3. At the same time check operating sound of V.C.M. solenoid valve.

N.G.



SEF482A

Disconnect 20-pin connector and measure the voltage between terminal ② and ground.

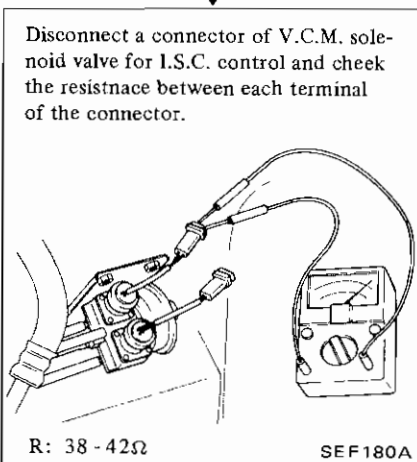
(Ignition switch: ON)

V: Battery voltage

O.K.

Replace control unit.

N.G.



SEF180A

Disconnect a connector of V.C.M. solenoid valve for I.S.C. control and check the resistnace between each terminal of the connector.

R: 38 - 42Ω

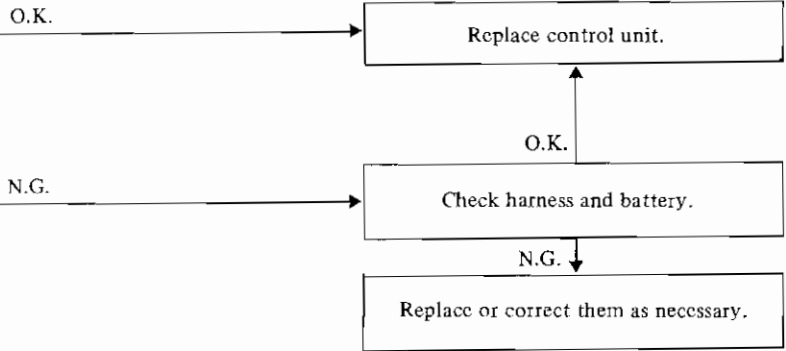
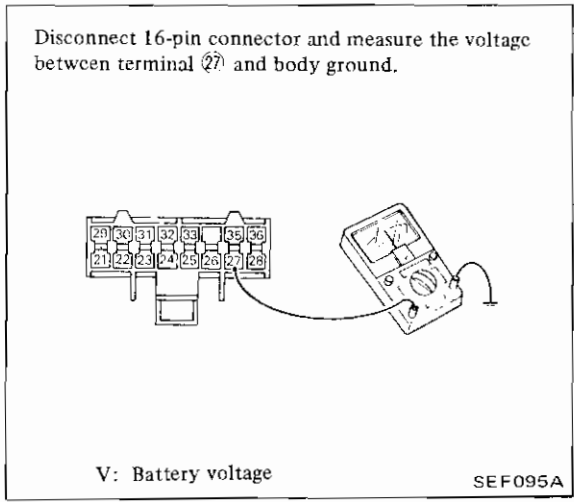
N.G.

Replace V.C.M.

O.K.

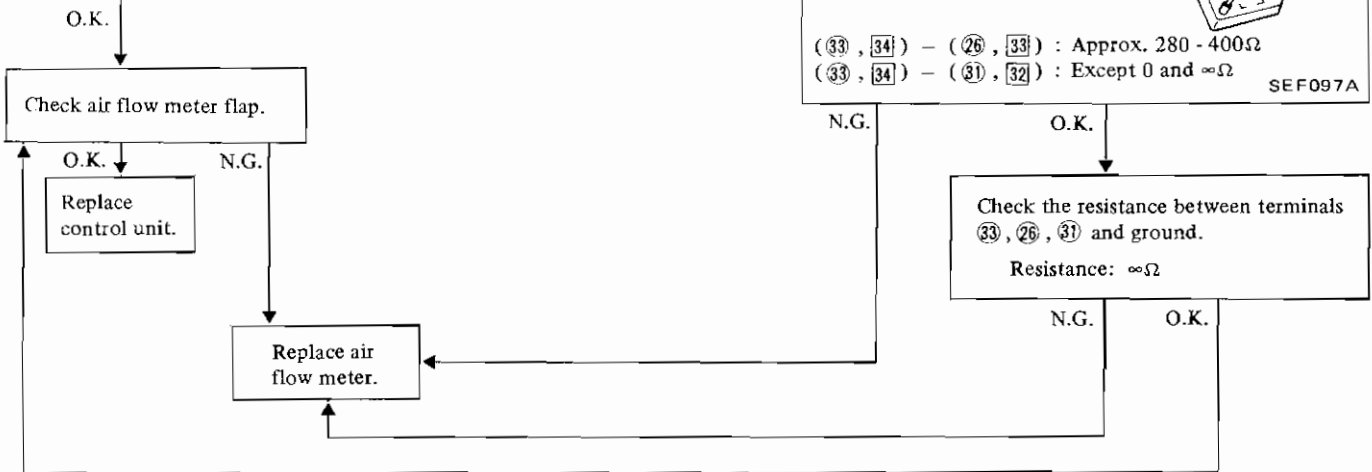
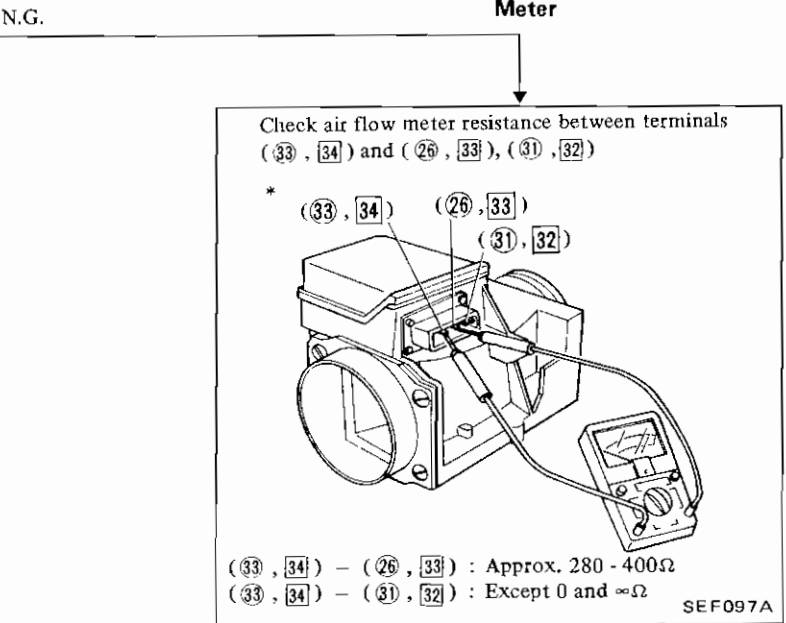
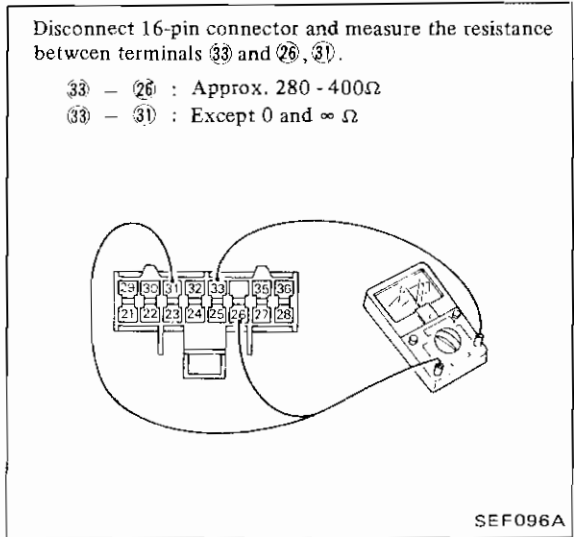
Check harness and correct or replace it as necessary.

J) Battery

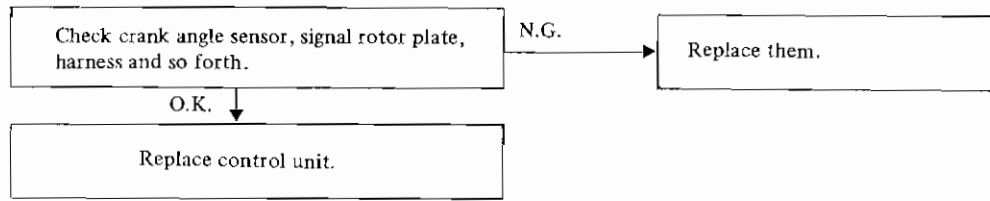


***Note**
Pin numbers between CECU and Air Flow Meter do not match.
 ○ : Pin numbers of CECU
 □ : Pin numbers on Air Flow Meter

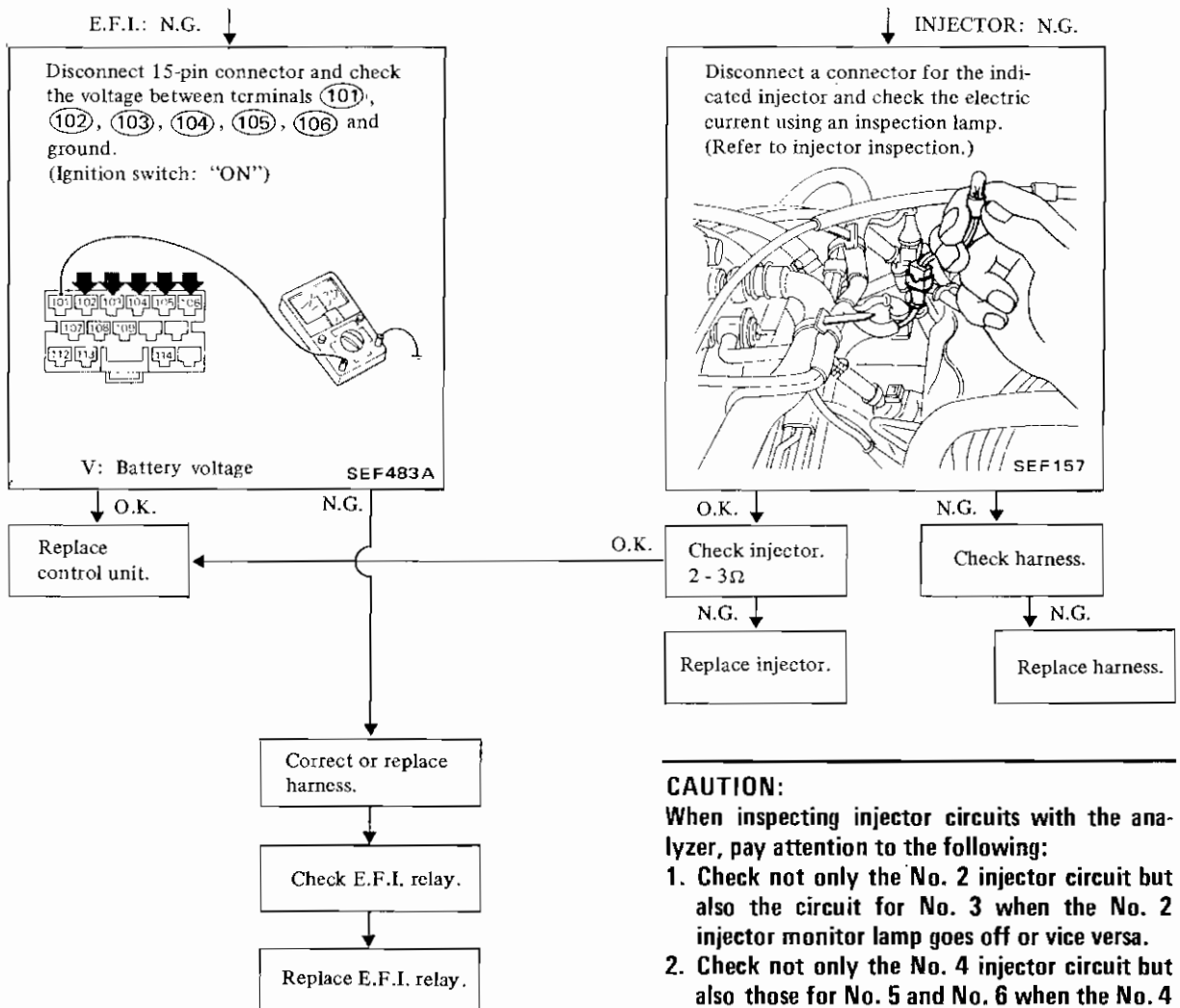
K) Air flow meter



Ⓐ C.A.S. (Crank angle sensor)



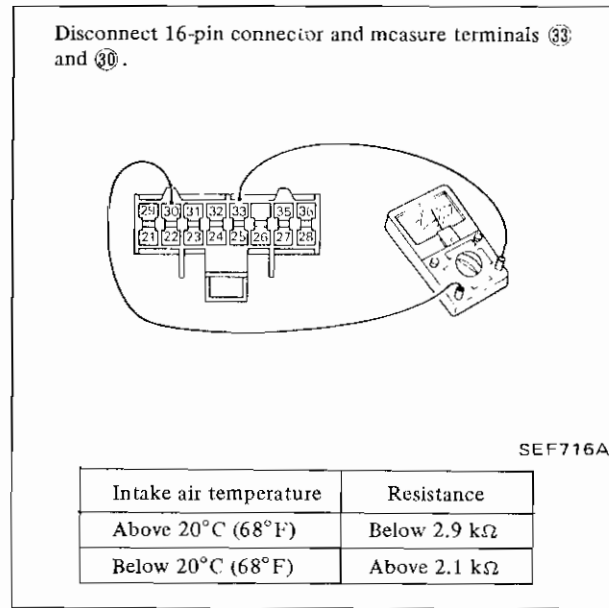
Ⓜ E.F.I. & Injector



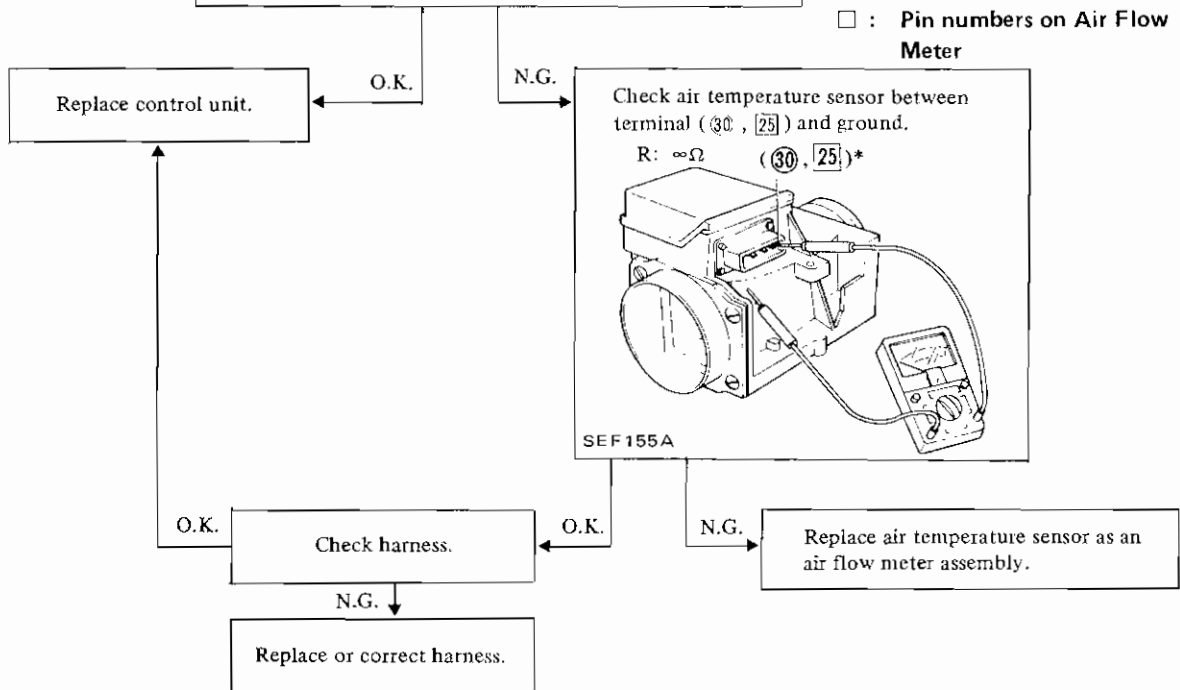
CAUTION:
 When inspecting injector circuits with the analyzer, pay attention to the following:

1. Check not only the No. 2 injector circuit but also the circuit for No. 3 when the No. 2 injector monitor lamp goes off or vice versa.
2. Check not only the No. 4 injector circuit but also those for No. 5 and No. 6 when the No. 4 injector monitor lamp goes off. In addition, perform the same inspection if the No. 5 or No. 6 monitor lamp goes off.

Ⓝ Air temperature



***Note**
 Pin numbers between CECU and Air Flow Meter do not match.
 ○ : Pin numbers of CECU
 □ : Pin numbers on Air Flow Meter

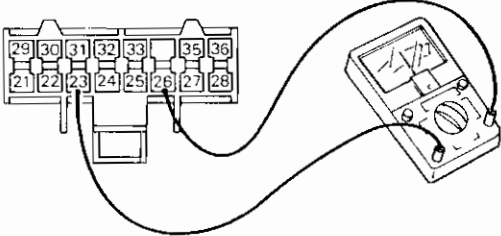


P Altitude (Barometric pressure sensor)

If O.K. monitor lamp does not come on, replace control unit.

Q Cylinder head temperature sensor

Disconnect 16-pin connector and measure the resistance between terminal 23 and body ground.

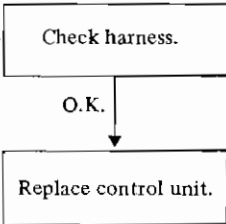


SEF716A

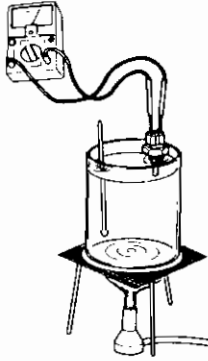
Cylinder head temperature	Resistance
Above 20°C (68°F)	Below 2.9 kΩ
Below 20°C (68°F)	Above 2.1 kΩ

N.G.

O.K.

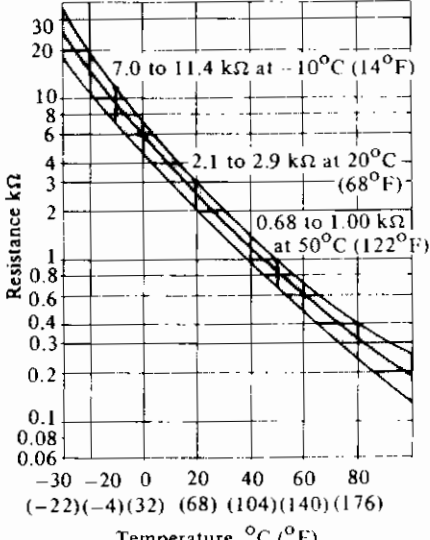


Dip the sensor into water maintained at a temperature of 20°C (68°F), 80°C (176°F), etc., and read its resistance.



EF329A

CHARACTERISTIC CURVE



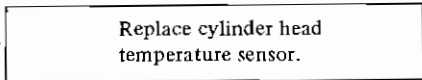
Resistance kΩ

Temperature °C (°F)

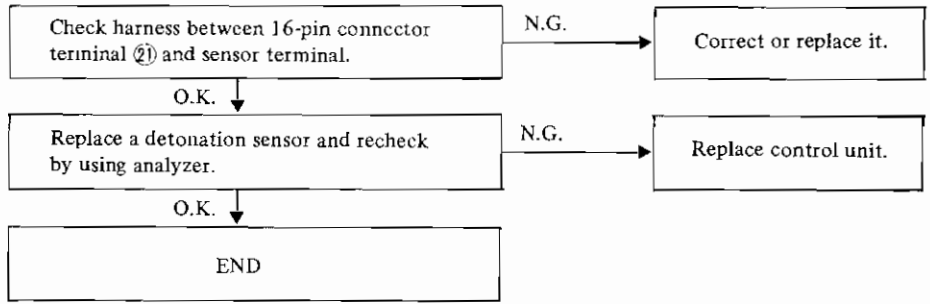
EF334A

O.K.

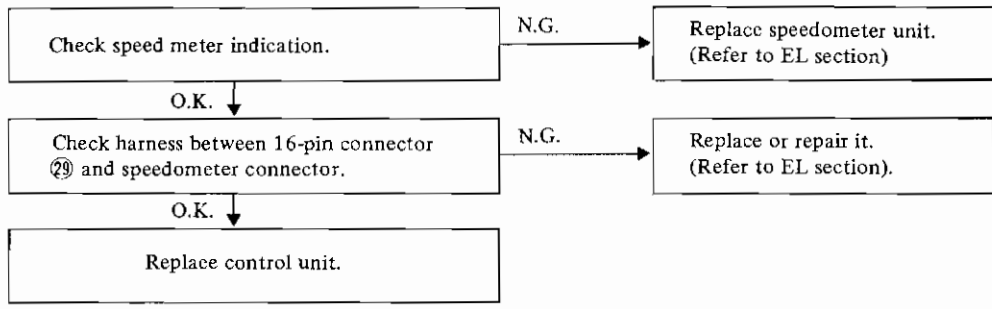
N.G.



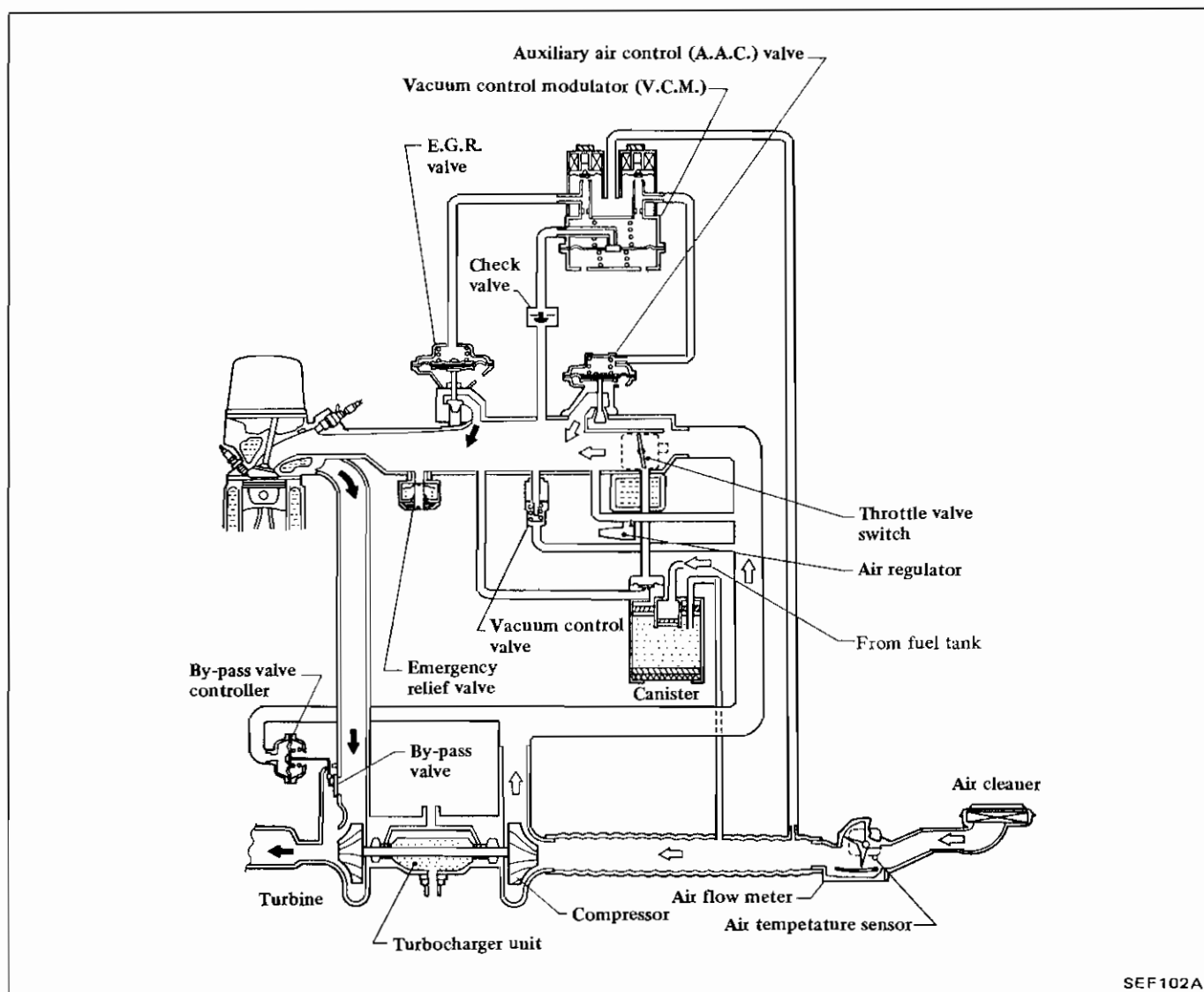
Ⓜ Knocking (Detonation sensor)



Ⓜ Car speed sensor



AIR FLOW AND VACUUM CONTROL SYSTEM INSPECTION



SEF102A

Check hoses, pipes, connections, etc. depending on the problem using air flow and vacuum control systems.

1) Engine starting malfunction or inability to start

- Intake air leakage ...
 - P.C.V. valve and hoses (Refer to page 110.)
 - Air flow meter hoses and connections
 - V.C.M. hoses
 - Canister purge and control hoses
 - Vacuum control valve hose
 - Vacuum control valve (V.C.V.) operation
 - Oil filler cap seals and dipstick
- A.A.C. valve ...
 - V.C.M. hose and connection
 - A.A.C. valve hose and connection
 - A.A.C. valve operation

2) Engine stall

- Air regulator ...
 - Air regulator hoses and connections
 - Air regulator operation
 - Intake air leakage ...
 - V.C.V. hose and connection
 - V.C.V. operation
 - Canister hose
 - E.G.R. control valve ...
 - V.C.M. hose and connection
 - Check valve
 - E.G.R. valve hose
 - E.G.R. valve operation
- 3) Improper idle
- Intake air leakage (Refer to the item above.)
 - Air regulator (Refer to the item above.)
 - E.G.R. control valve (Refer to the item above.)

- V.C.M. hoses
 - A.A.C. valve hose
 - etc.
- 4) Driving malfunction
- Throttle chamber operation
 - Air flow meter operation
 - Air cleaner filter (Refer to MA section.)
 - Air regulator and hoses
 - Intake air leakage (Refer to the item above.)
 - Turbocharger (Refer to TURBOCHARGER.) ...
 - By-pass valve controller
 - By-pass valve
 - Emergency relief valve, etc.

When malfunctions are found in hoses and connections, they should be replaced with new ones.

Mixture ratio feedback system inspection

Preparation

1. Make sure that the following parts are in good order.

- Battery
- Ignition system
- Engine oil and coolant levels
- Fuses
- E.F.I. harness connectors
- E.C.C.S. harness connectors
- Vacuum hoses
- Air intake system
(oil filler cap, oil level gauge, etc.)
- Valve clearance, engine compression

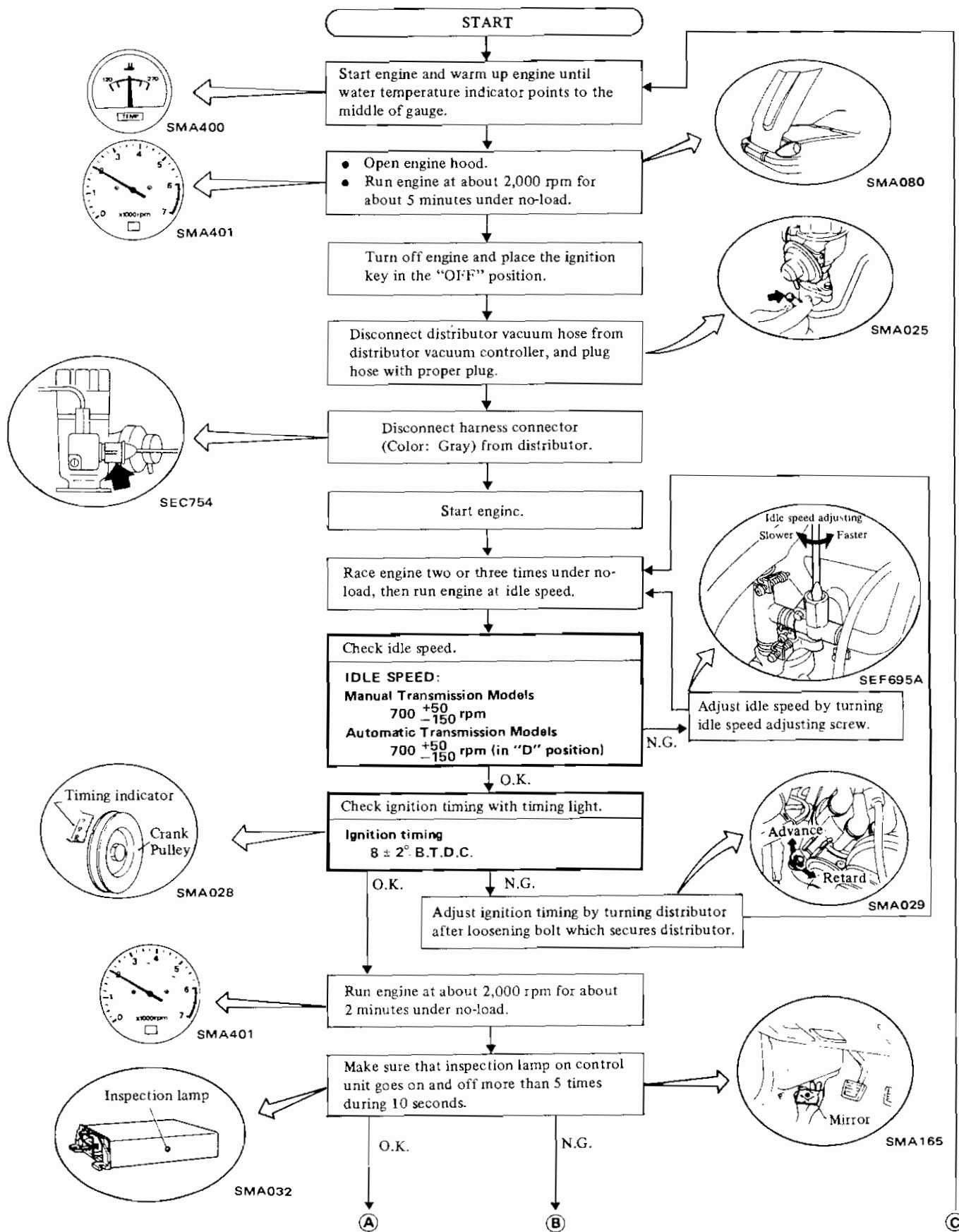
2. On air conditioner equipped models, checks should be carried out while the air conditioner is "OFF".

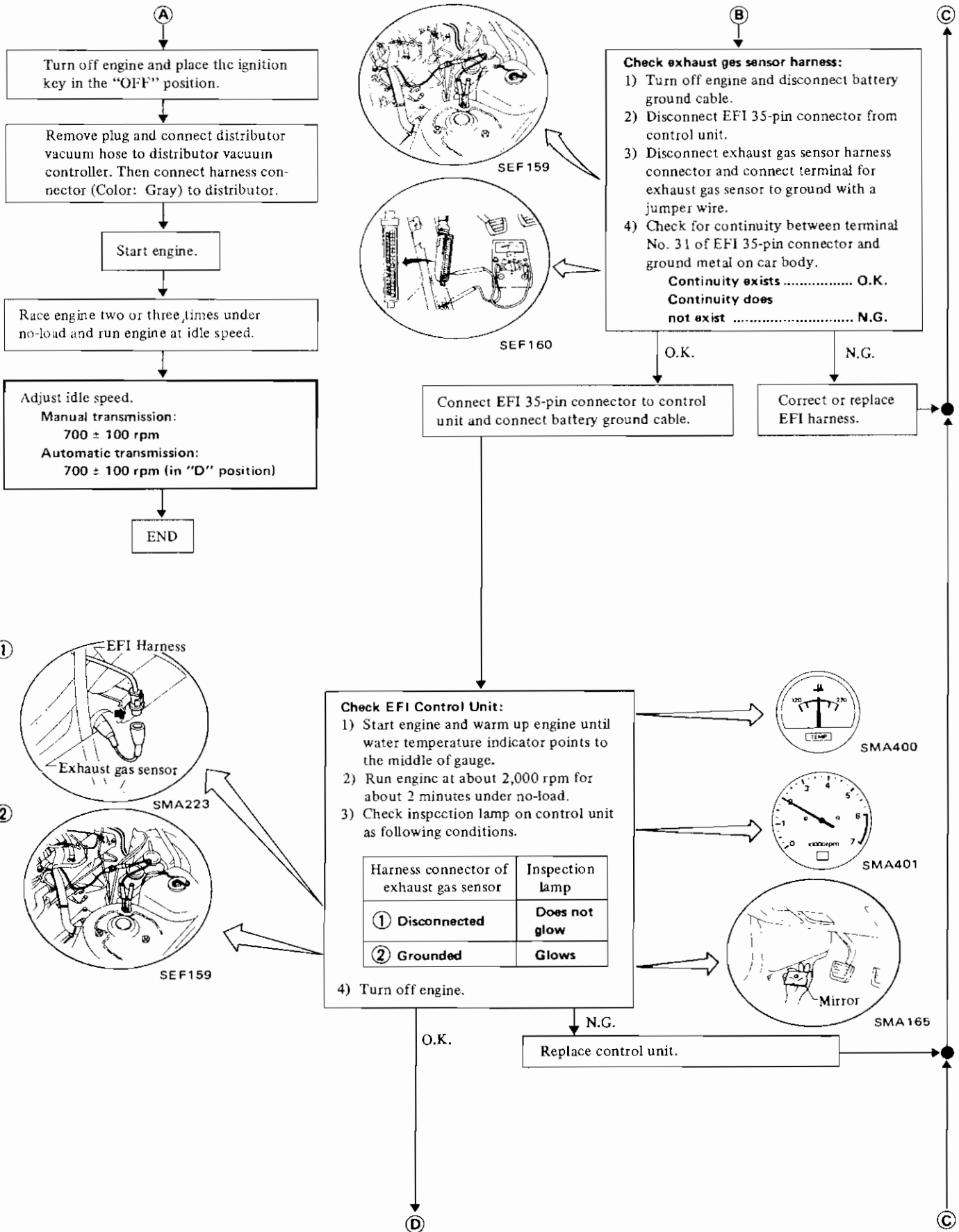
3. On automatic transmission equipped models, when checking idle rpm, ignition timing and mixture ratio, checks should be carried out while shift lever is in "D" position.

WARNING:

- a. When selector lever is shifted to "D" position, apply parking brake and block both front and rear wheels with chocks.
- b. Depress brake pedal while accelerating the engine to prevent forward surge of car.
- c. After the adjustment has been made, shift the lever to the "N" or "P" position and remove wheel chocks.

Inspection procedure for E.F.I. engine





Note:
Keep throttle valve switch harness connector at least 10 cm (3.9 in) away from high tension cable, to prevent malfunction due to reception of external noise.

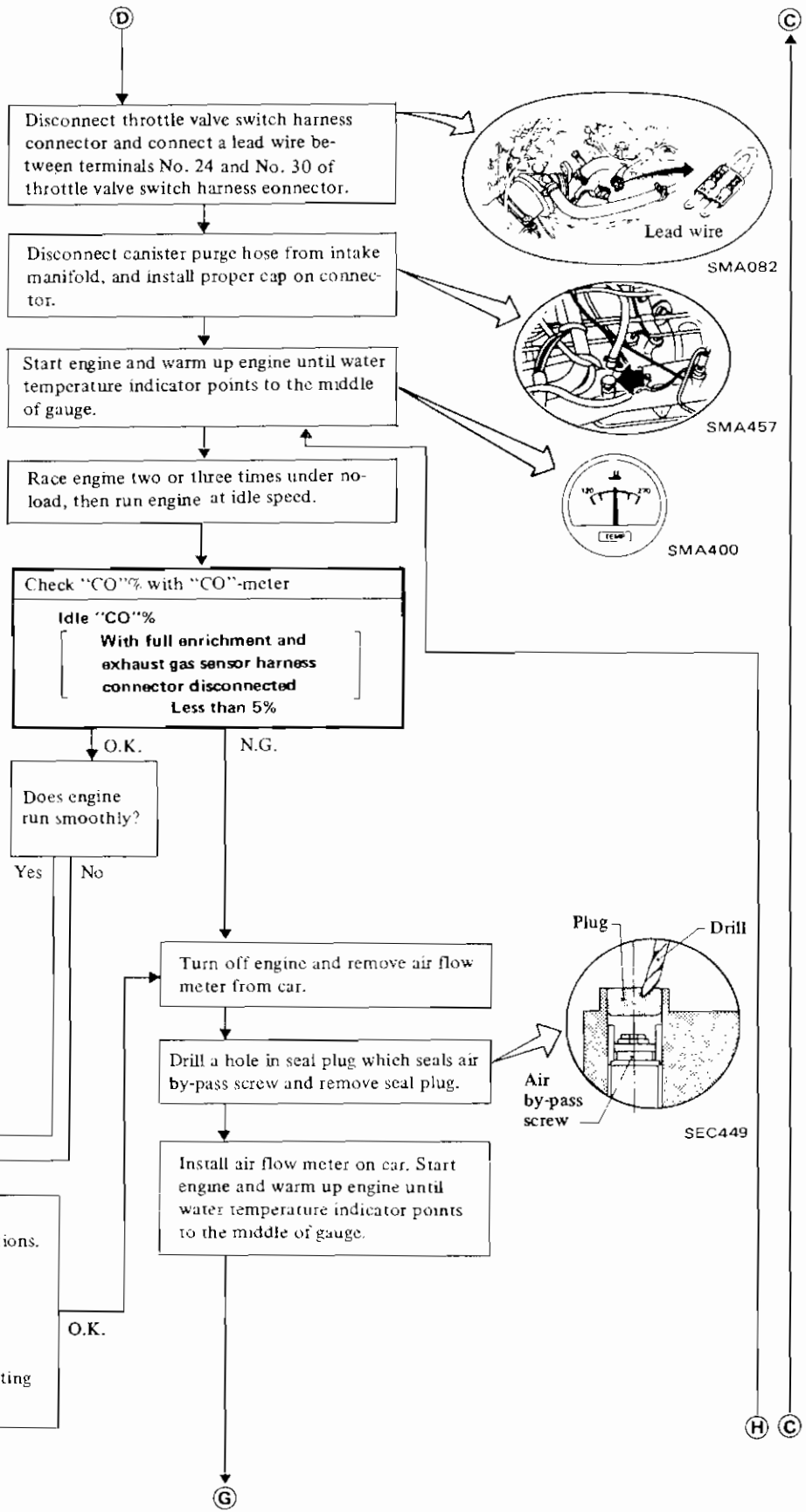
Note:
a. The idle mixture ratio of EFI car is set so lean that "CO"% remains almost unchanged when adjustment is made under normal condition. Therefore, when adjusting idle mixture ratio, to distinguish variation in "CO"% , a full enrichment must be temporarily given to idle mixture setting to make it richer.
b. Make lead wire as follows:
Use flat plate terminals 3 mm (0.12 in) wide, 0.8 mm (0.031 in) thick as male terminals. Place flat plate terminals parallel with each other and keep distance between inside faces 2 mm (0.08 in). Solder lead wire to each terminal and wrap insulation tape around soldered portion.

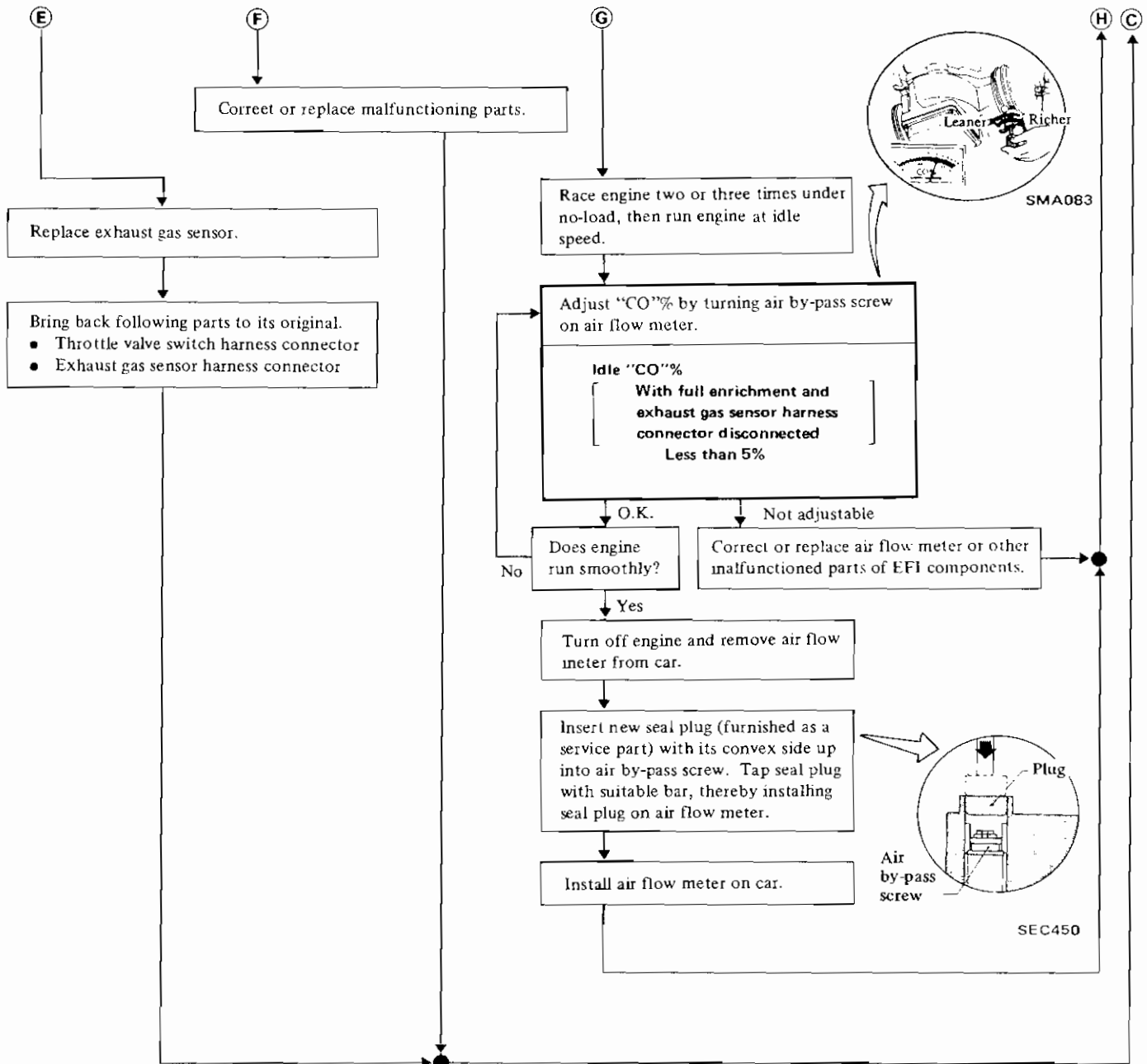
Note:
a. When measuring "CO"% , insert probe into tail pipe more than 0.4 m (16 in).
b. Use "CO"-meter after it is fully warmed up.

Note:
The air by-pass screw which has been preset at the factory should be adjusted to lower exhaust emission as directed by official inspections.
The seal plug which seals air by-pass screw should not be removed during routine maintenance.
Adjusting mixture using other than the following method may violate Federal or other State and Provincial laws.

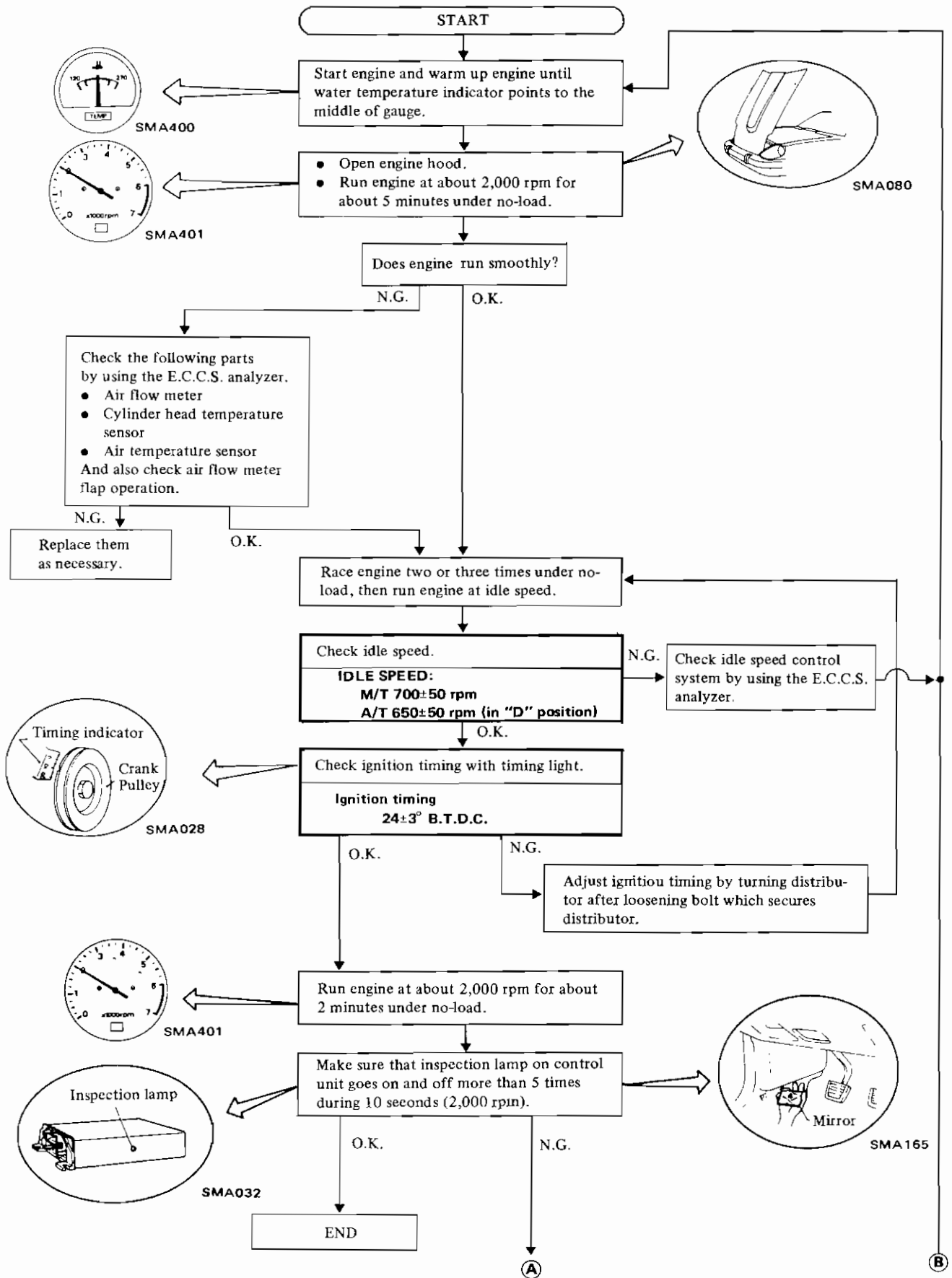
Note:
After drilling, be sure to remove shavings and dust.

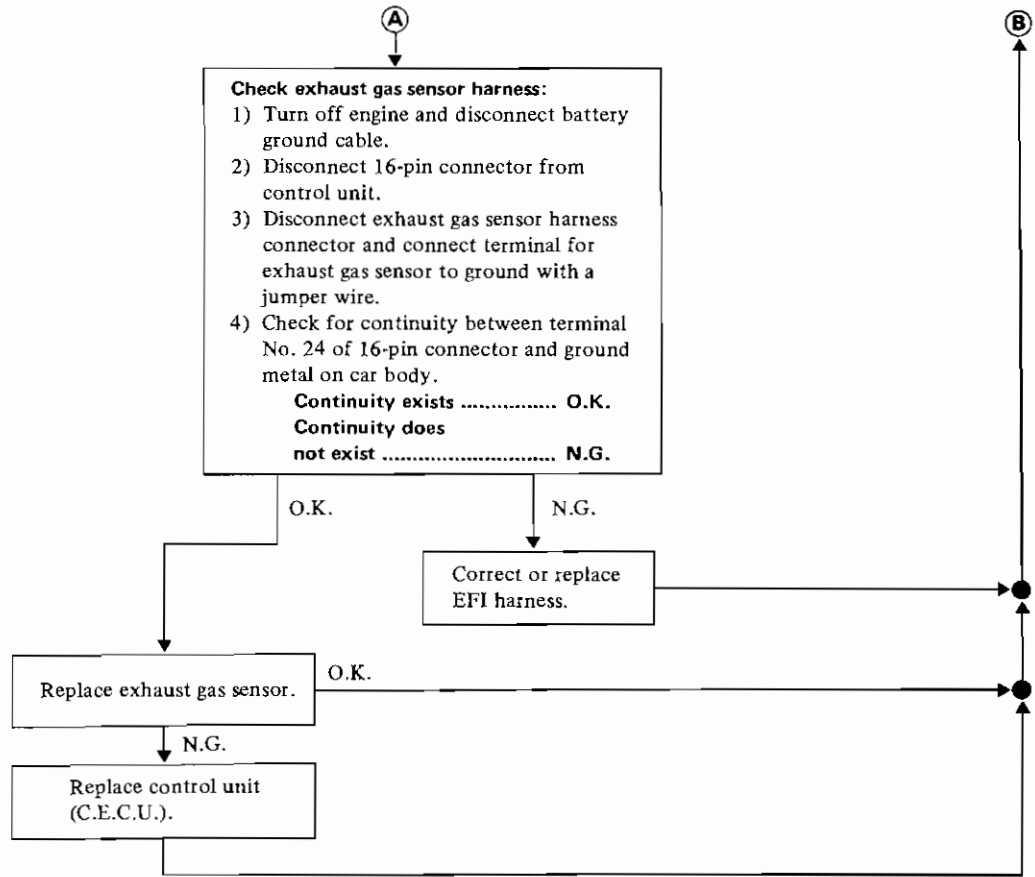
- Check the following:
- Following hoses for proper connections.
Vacuum hoses
Blow-by hoses
Air regulator hoses
Air duct hoses
Canister purge hoses
 - Air leaks at throttle chamber mounting and intake manifold.





Inspection procedure for E.C.C.S. engine





E.F.I. SYSTEM OPERATION

FUEL INJECTION CONTROL

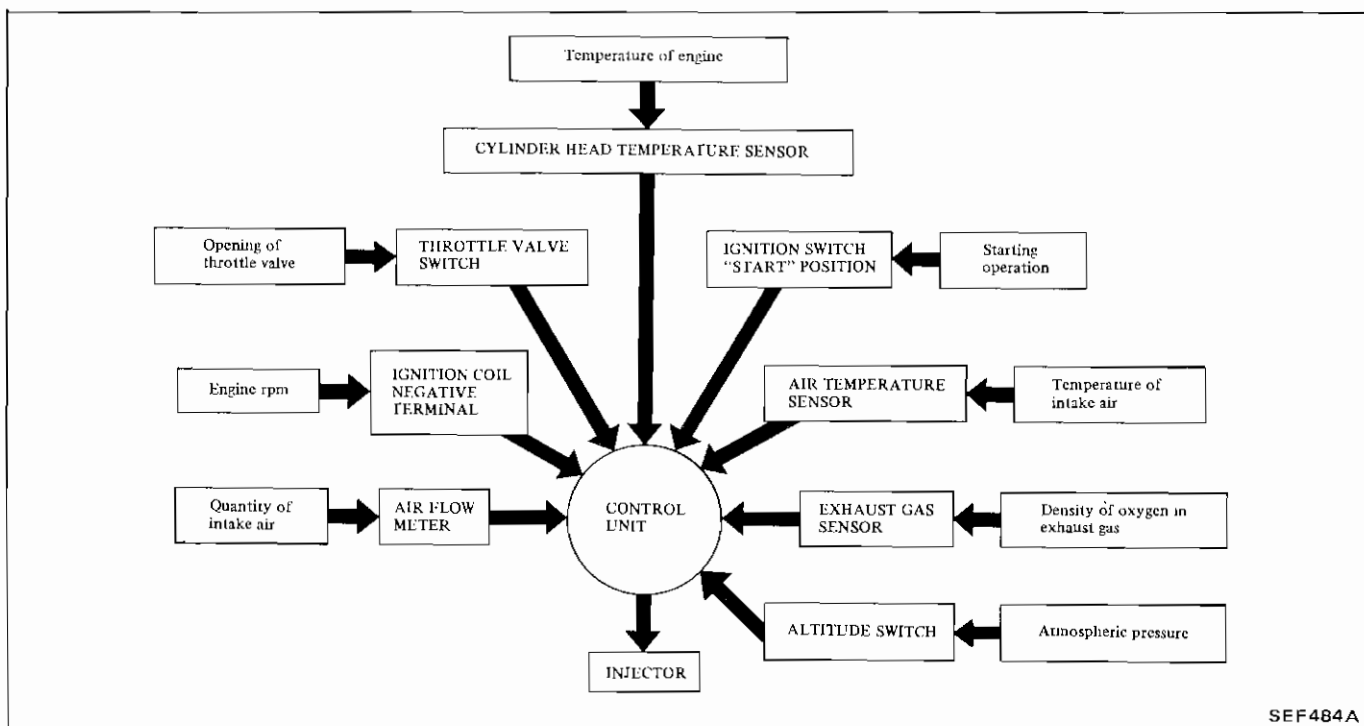
The fuel injectors are electrically connected, in parallel, in the control unit. All injectors receive the injection signal from the control unit at the same time. Therefore, injection is made independently of the engine stroke cycle (intake, combustion, and exhaust). In the six-cylinder engine,

injection is made once every revolution of the engine, triggered by the ignition coil.

Fuel in this E.F.I. system is not injected directly into the cylinder, but is injected into the intake port. Therefore, the air-fuel mixture is drawn into the cylinder when the intake valve opens to start the intake stroke.

SIGNALS FOR CONTROL UNIT

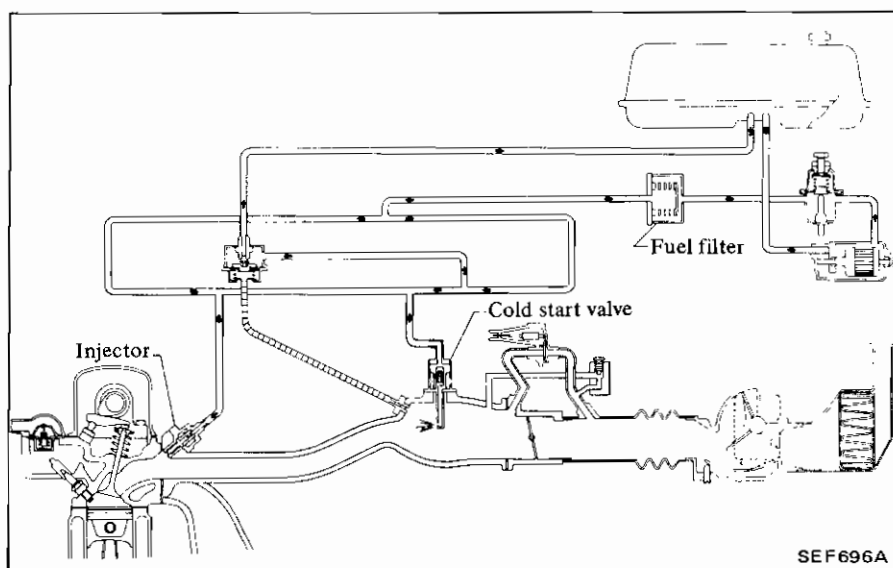
An electrical signal from each sensor is introduced into the control unit for computation. The open-valve time period of the injector is controlled by the duration of the pulse computed in the control unit.



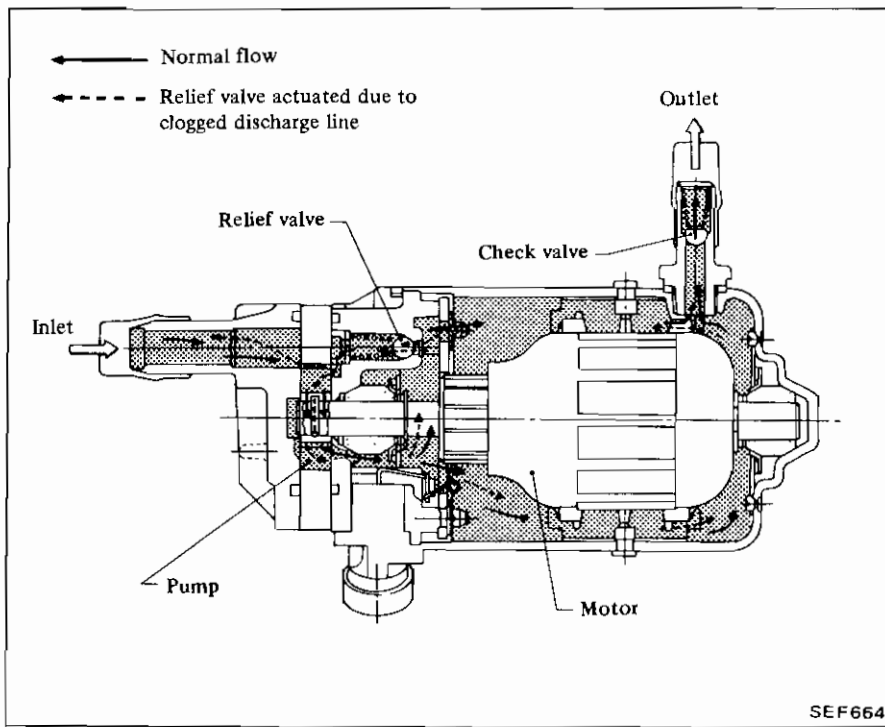
FUEL FLOW SYSTEM

Fuel is drawn from the fuel tank into the fuel pump, from which it is discharged under pressure. As it flows through the mechanical fuel damper, pulsation in the fuel flow is damped. Then, the fuel is filtered in the fuel filter, goes through the fuel line, and is injected into the intake port.

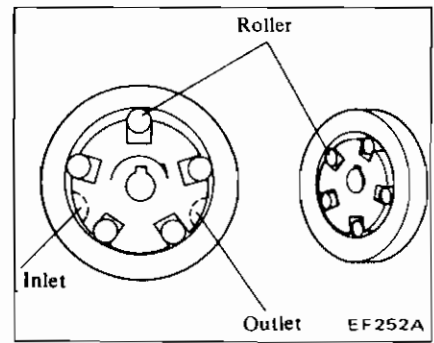
Surplus fuel is led through the pressure regulator and is returned to the fuel tank. The pressure regulator controls the injection pressure in such a manner that the pressure difference between the fuel pressure and the intake manifold vacuum is always 250.1 kPa (2.55 kg/cm², 36.3 psi).



FUEL PUMP



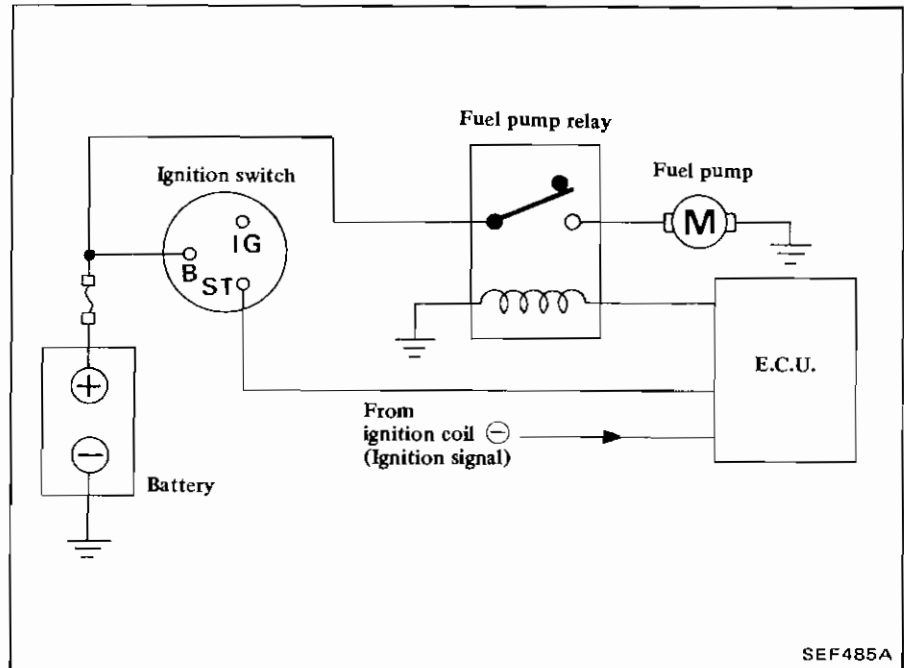
The fuel pump is a wet type pump where the vane rollers are directly coupled to a motor which is filled with fuel.



A relief valve in the pump is designed to open when the pressure in the fuel line rises over 294 to 441 kPa (3.0 to 4.5 kg/cm², 43 to 64 psi) due to malfunction in the pressure system.

The check valve prevents abrupt drop of pressure in the fuel pipe when stopping the engine.

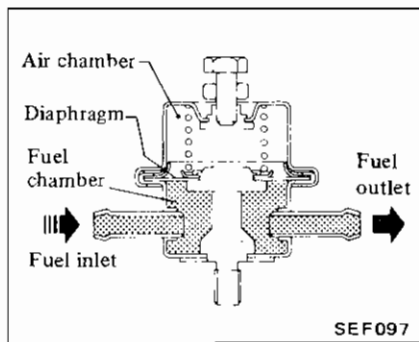
Fuel pump circuit



Fuel pump operation

Ignition switch position	Fuel pump operation	Engine speed	Fuel pump relay state
ON	Operates for a few seconds	Stops	ON for a few seconds
START	Operates	Cranking speed	ON
ON	Stops	Below 50 rpm	OFF
	Operates	Above 50 rpm	ON

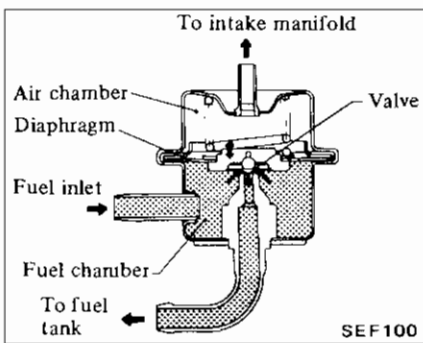
FUEL DAMPER



The fuel damper acts like a shock absorber in fuel flow discharged from the fuel pump. There are not adjustments on this damper.

Change in the pump discharge pressure is monitored by the diaphragm and spring, which vary the volume of the fuel chamber.

PRESSURE REGULATOR



The pressure regulator controls the pressure of fuel so that a pressure difference of 250.1 kPa (2.55 kg/cm², 36.3 psi) can be maintained between the fuel pressure and intake manifold vacuum. The pressure regulator is divided into the air chamber and fuel chamber by the diaphragm. Intake manifold vacuum is introduced into the air chamber, thereby keeping differential pressure constant causing excessive fuel to return to the fuel tank through the return side port. This constant differential pressure provides optimum fuel injection in every mode of engine operation.

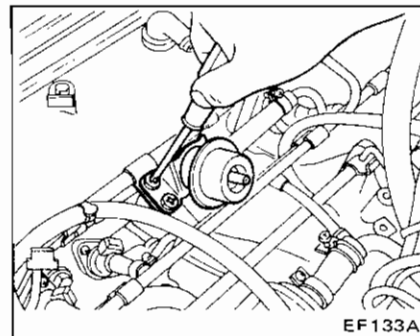
If fuel pressure is too high:

Vacuum hose connected to pressure regulator poorly, clogged fuel return piping, or faulty pressure regulator.

If fuel pressure is too low:

Clogged fuel pump, fuel filter, or fuel tank; leak in the fuel system, or faulty pressure regulator.

Replacement

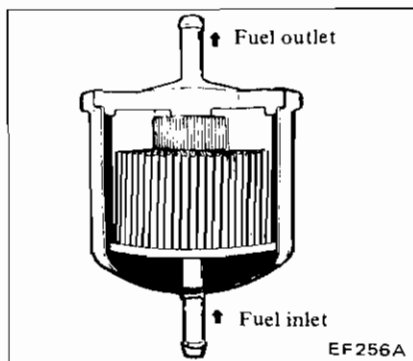


1. Reduce fuel line pressure to zero.
2. Disengage vacuum tube connecting regulator to intake manifold from pressure regulator.
3. Remove screws securing pressure regulator.
4. Unfasten hose clamps, and disconnect pressure regulator from fuel hose.

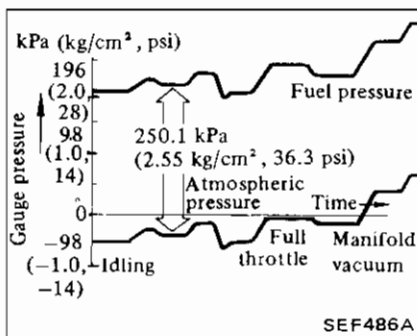
Place a rag under pressure regulator to prevent splashing of fuel.

5. To install pressure regulator, reverse the order of removal.
6. For installation of fuel hose, refer to Fuel Hose.

FUEL FILTER



The fuel filter is placed between the fuel damper and the injector, and is used to remove foreign matter in the fuel. Water in the fuel is collected at the bottom of the filter casing.



Inspection

If the fuel pressure is other than that specified, first check the fuel pump and then check the following items:

FUEL HOSE

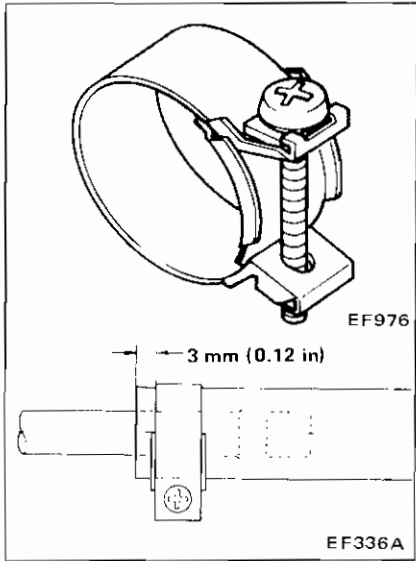
Make sure that all low pressure fuel hoses are fully inserted and are free from undue strain before clamping.

When removing or installing high pressure fuel hose, observe the following.

CAUTION:

- a. Do not reuse fuel hose clamps after loosening.
- b. Clean dust and dirt from parts with compressed air when assembling.
- c. Tighten high pressure rubber hose clamp so that clamp end is 3 mm (0.12 in) from hose end or screw position (wider than other portions of clamp) is flush with hose end.

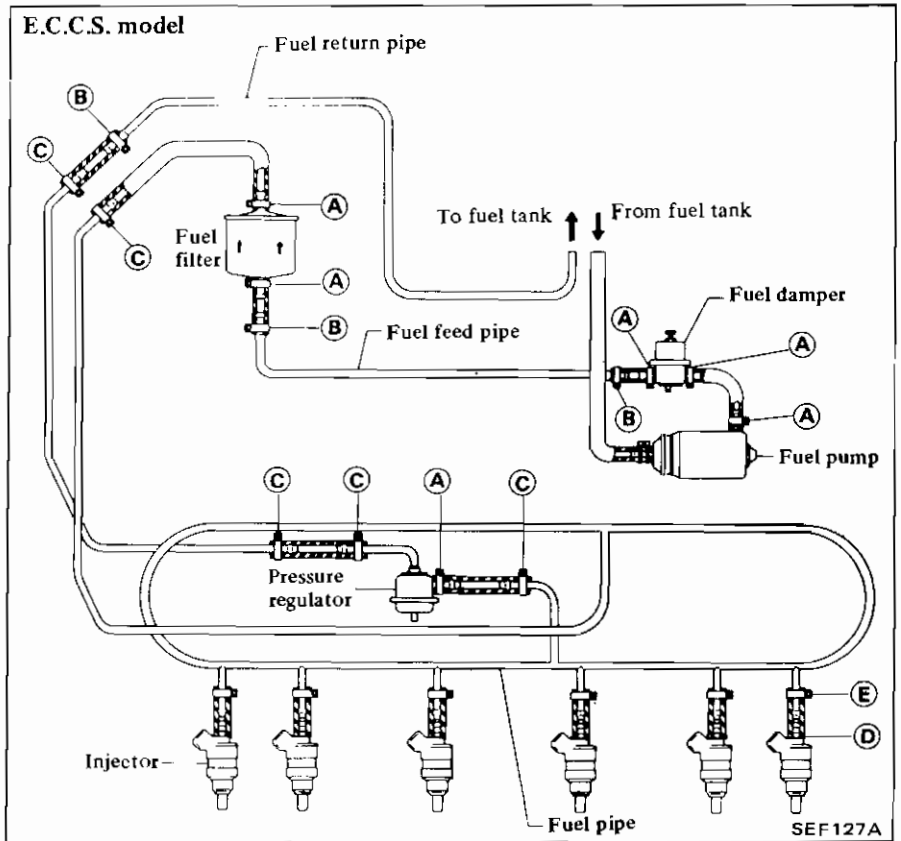
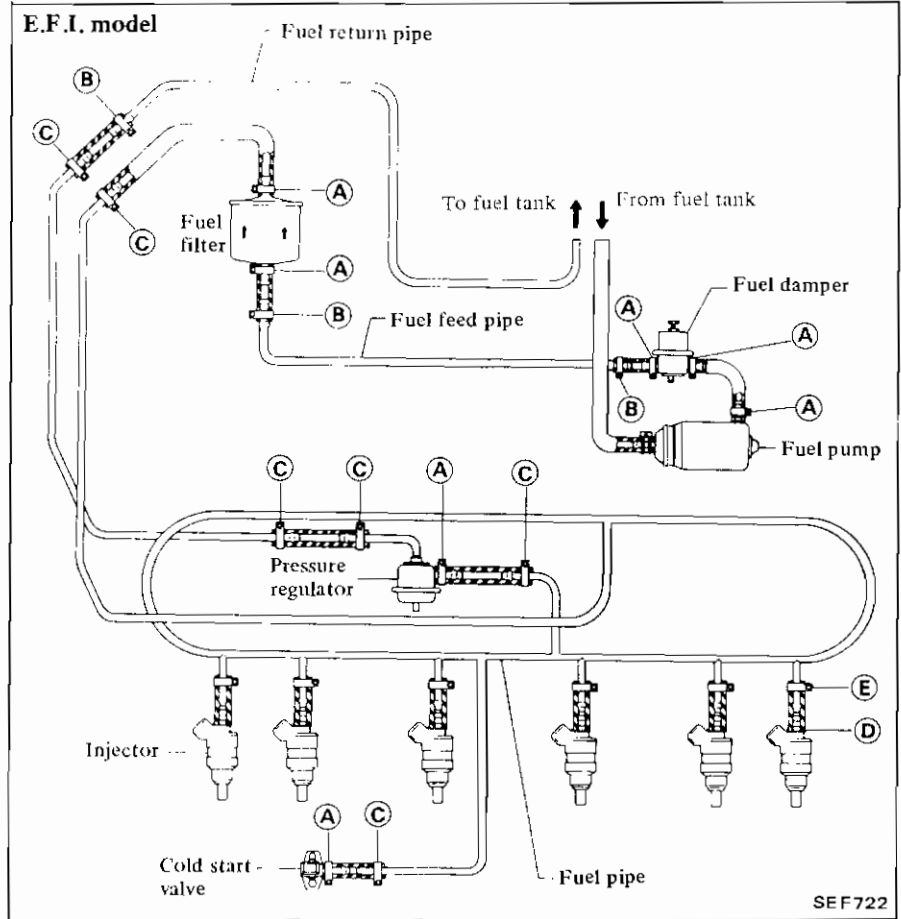
(T): Fuel hose clamps
 1.0 - 1.5 N·m
 (0.10 - 0.15 kg·m,
 0.7 - 1.1 ft·lb)



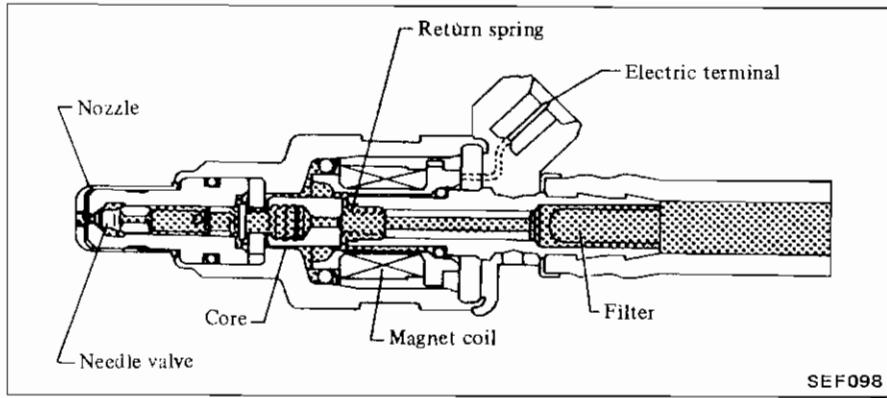
- d. When tightening hose clamp, ensure that screw does not come into contact with adjacent parts.

Insert high pressure fuel hoses into their proper positions as instructed below.

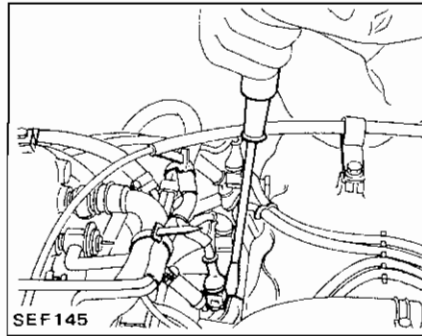
- Type (A): Insert rubber hose until its end contacts unit.
- Type (B): Push end of rubber hose onto fuel pipe until it contacts inner bulge.
- Type (C): Push end of rubber hose onto fuel pipe until it is 33 mm (1.30 in) from end of pipe.
- Type (D): Push end of rubber hose with hose socket onto unit by hand as far as they will go. Clamp is not necessary at this connection.
- Type (E): Push end of injector rubber hose onto fuel pipe until it is 28 mm (1.10 in) from end of pipe.



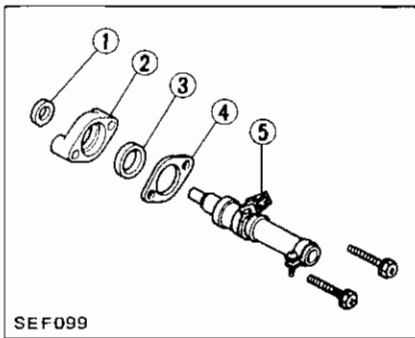
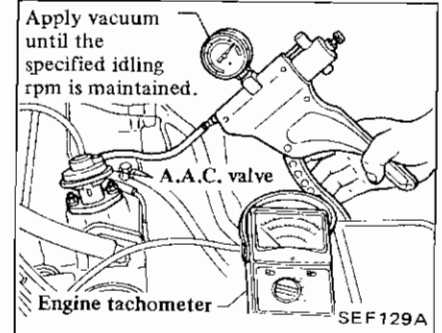
INJECTOR



The injector operates on the solenoid valve principle. When an electric signal is applied to the coil built into the injector, the plunger is pulled into the solenoid, thereby opening the needle valve for fuel injection. The quantity of injected fuel is in proportion to the duration of the pulse applied from the control unit.



- a. Disconnect the exhaust gas sensor's harness to release the air-fuel ratio feedback control.
- b. To release the idle control, attach a vacuum handy pump to the A.A.C. valve hose, and adjust until the specified idle speed is reached. (E.C.C.S. model only)



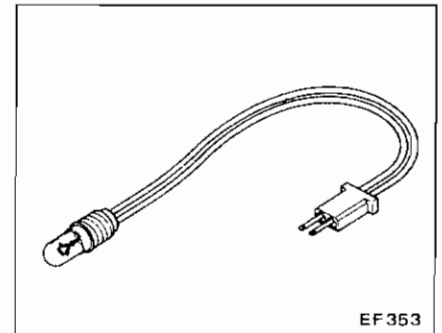
- 1 Injector lower rubber insulator
- 2 Injector lower holder
- 3 Injector upper rubber insulator
- 4 Injector upper holder
- 5 Injector

2. Release the idle and air-fuel ratio feedback controls. While the engine is idling, disconnect the injector wiring connectors one by one, beginning with No. 1, to determine whether any changes occur in idling speed or stability.

- (1) The injection can be considered faulty if the idle does not change when the connector is disconnected.
- (2) If the changes in the idle are even for each cylinder, the injector's operation can be considered normal.

Engine will not start

1. Inspection lamp, as shown in figure below, is required for this test.



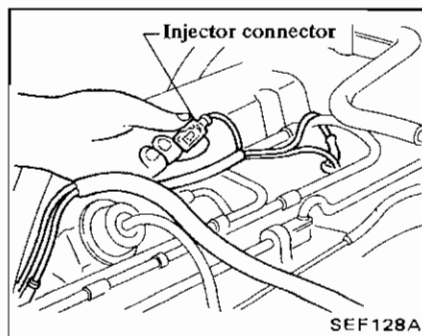
Make inspection lamp as follows:

- 1) Prepare 12V-3W lamp.
 - 2) Prepare socket and set lamp in it.
 - 3) Use flat plate terminals 3 mm (0.12 in) wide, 0.8 mm (0.031 in) thick as male terminals. Place flat plate terminals parallel with each other and keep distance between inside faces 2 mm (0.08 in). Then secure terminals by wrapping insulation tape or with suitable terminal body.
2. Disconnect injector harness connector.

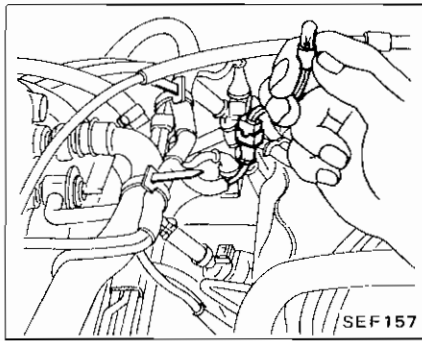
Inspection

When engine rotates

1. Start the engine and, using a screwdriver, determine whether operating noises can be heard from each injector.



3. Connect inspection lamp to injector harness connector.

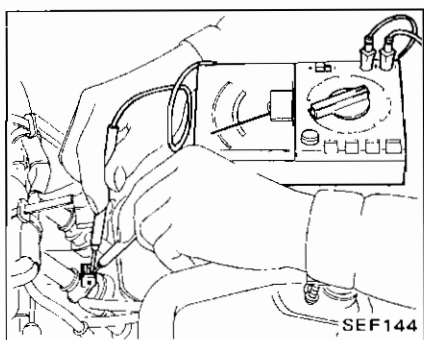


4. After starting engine or cranking engine, check inspection lamp to see if it flashes at regular intervals. If so, electric signals are being properly transmitted to injectors.

- a. The engine should be cranked at a speed of more than 80 rpm.
- b. The control unit may fail to generate a correct pulse signal at an excessively low battery voltage. It is recommended, therefore, that a battery voltage of more than 9 volts be applied during the cranking operation.

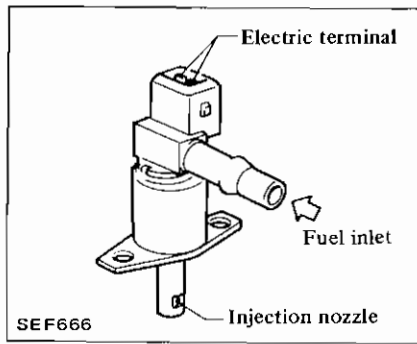
5. If the inspection light illuminates, determine whether the electrical resistance between the injector terminals is normal.

Normal value: 2 - 3 ohms



6. If the resistance value is abnormal, replace the injector.

COLD START VALVE



The cold start valve causes fuel to be injected into the intake manifold independently of the injector operation so that the engine can be started smoothly during cold weather.

The cold start valve operates on the electromagnetic principle.

To improve fuel-air mixing at lower temperatures, the cold start valve employs a swirl type nozzle.

AIR FLOW SYSTEM

AIR FLOW METER

The air flow meter measures the quantity of intake air, and sends a signal to the control unit so that the base pulse width can be determined for correct fuel injection by the injector. The air flow meter is provided with a flap in the air passage. As the air flows through the passage, the flap rotates and its angle of rotation electronically signals the control unit.

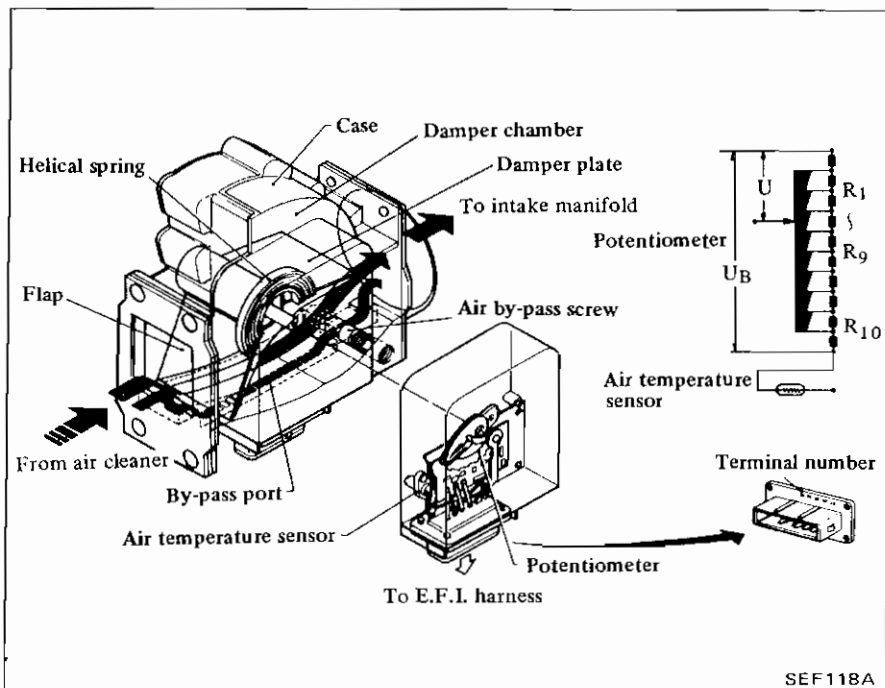
During idling operation when the amount of intake air is extremely small, the air flows parallel with the flap through the by-pass port so that the specified intake air flow can be provided correctly.

An air temperature sensor is installed in the air passage.

The by-pass port has the air by-pass screw which regulates the idle mixture ratio.

Adjusting the idle mixture should be performed only when it is necessary.

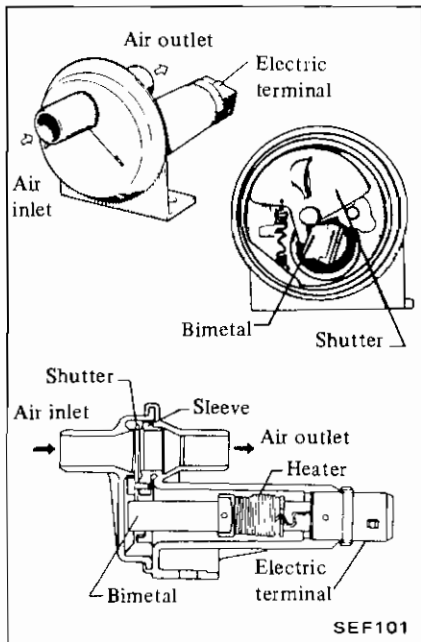
Refer to adjusting the idle mixture.



AIR REGULATOR

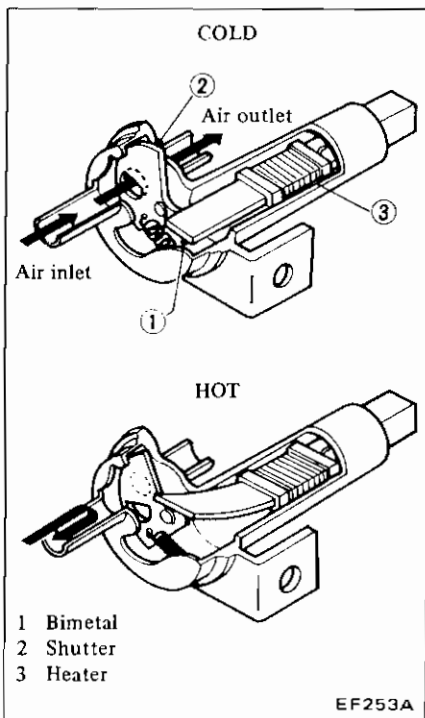
The air regulator by-passes the throttle valve to control the quantity of air for increasing the engine idling speed when starting the engine at a bimetal temperature of below the specified value.

E.F.I. models 80°C (176°F)
 E.C.C.S. models . . . 65°C (149°F)



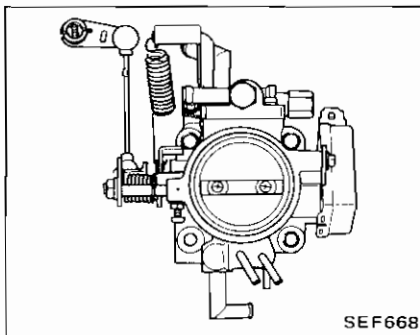
A bimetal and a heater are built into the air regulator. When the ignition switch is turned to the “START” position or engine running, electric current flows through the heater, and the bimetal, as it is heated by the heater, begins to move and closes the air passage in a few minutes. The air passage remains closed until the engine is stopped and the bimetal temperature drops to below the specified value.

E.F.I. models 80°C (176°F)
 E.C.C.S. models . . . 65°C (149°F)

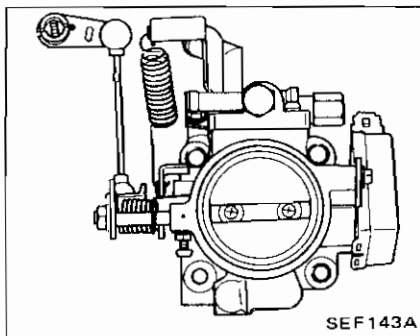


THROTTLE CHAMBER

E.F.I. Models



E.C.C.S. Models



The throttle chamber, located between the air flow meter or the turbo-charger and the intake manifold, is equipped with a valve. This valve controls the intake air flow in response to accelerator pedal movement. The rotary shaft of this valve is connected to the throttle valve switch.

ELECTRICAL SIGNAL SYSTEM

CYLINDER HEAD TEMPERATURE SENSOR

The cylinder head temperature sensor, built into the cylinder head, monitors change in cylinder head temperature and transmits a signal to increase the pulse duration during the warm-up period.

The temperature sensing unit employs a thermistor which is very sensitive in the low temperature range.

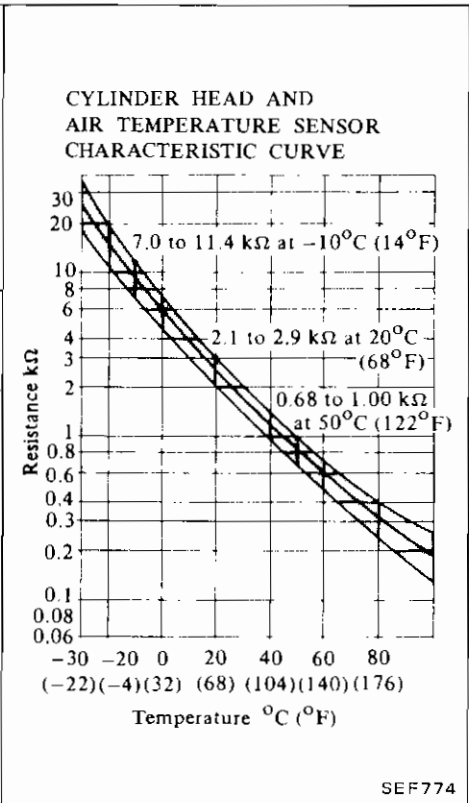
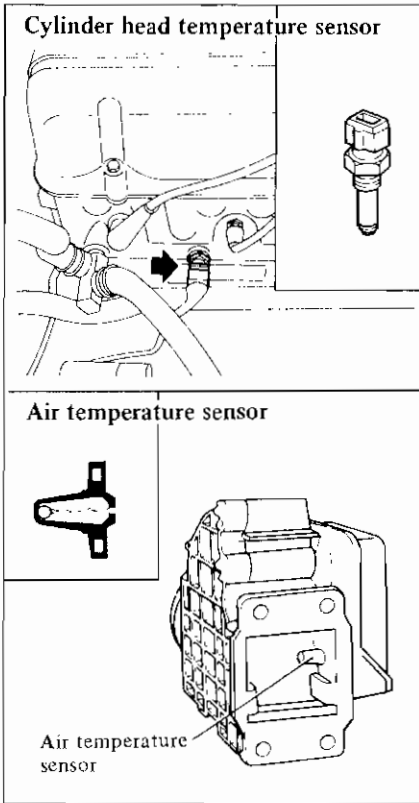
The electrical resistance of the thermistor decreases in response to the temperature rise.

AIR TEMPERATURE SENSOR

The air temperature sensor, built into the air flow meter, monitors change in the intake air temperature and transmits a signal for the fuel enrichment to change the pulse duration.

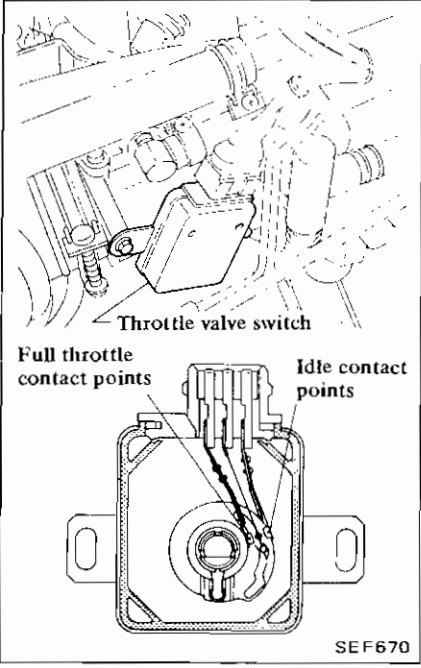
The temperature sensing unit employs a thermistor which is very sensitive in the low temperature range.

The electrical resistance of the thermistor decreases in response to air temperature rise.



THROTTLE VALVE SWITCH

The throttle valve switch is attached to the throttle chamber and actuates in response to accelerator pedal movement. This switch has two sets of contact points. One set monitors the idle position and the other set monitors full throttle position.

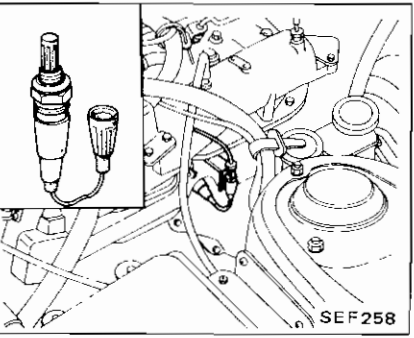


EXHAUST GAS SENSOR

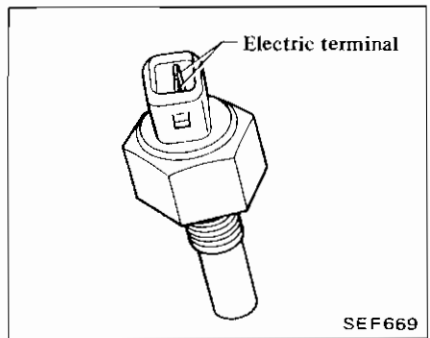
The exhaust gas sensor produces an electromotive force depending on air-fuel mixture ratio.

The electromotive force varies directly with the density of oxygen in exhaust gases which is burned at the theoretically determined air-fuel ratio of the mixture; electromotive force increases when there is a richer mixture, and electromotive force decreases when there is a lean mixture.

The electromotive force is transmitted to the control unit by means of a signal which activates the control unit in order to provide the optimum amount of fuel injection.



THERMOTIME SWITCH



The thermotime switch is built into the thermostat housing.

A harness is connected in series to the cold start valve from the thermotime switch. The bimetal contact in the thermotime switch opens or closes depending on the cooling water temperature, and sends a signal to the cold start valve so that an additional amount of fuel can be injected for starting operation of the engine.

Idle contact

The idle contact closes when the throttle valve is positioned at idle and opens when it is at any other position. The idle contact compensates for after idle enrichment, and sends the fuel shut-off signal.

Full throttle contact

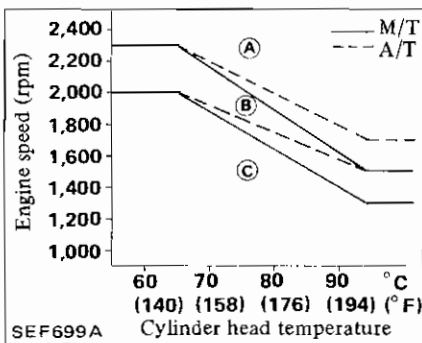
The full throttle contact closes only when the throttle valve is positioned at full throttle (more than 40 degree opening of the throttle valve). The contact is open while the throttle valve is at any other position.

The full contact compensates for enrichment in full throttle.

FUEL SHUT-OFF

Fuel shut-off is accomplished during deceleration when the engine does not require fuel.

The graph below shows the fuel shut off range.



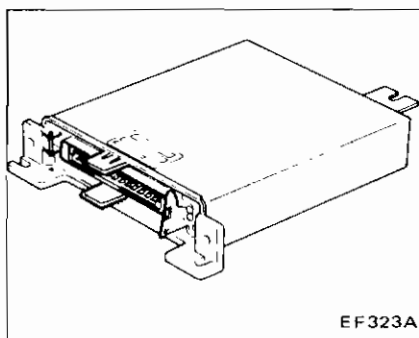
Deceleration from zone "A"	Fuel is shut off; and fuel is injected again in zone "C".
Deceleration from zone "B"	Fuel is not shut off.
Deceleration from zone "C"	
Engine rpm increased in order of "C", "B", and "A". (Idle switch ON, downhill driving, etc.)	Fuel is not shut off in zones "C" and "B"; in zone "A", fuel is shut off.

provide an optimum quantity of fuel according to the engine characteristics.

The control unit consists mainly of three integrated circuits formed on the printed circuit board. This construction provides superior control unit reliability.

WARNING:
If your car is equipped with electronic controls, use of a transmitter, such as a radio transmitter (but not a receiver, such as a radio) may interfere with unshielded electronic controls and cause them to malfunction. Car manufacturers do not necessarily use electronic controls in the same ways or for the same operations. Examples of vehicle functions which may involve electronic controls include fuel delivery systems, engine timing, brakes, emission control and cruise control. Definite information regarding the type of electronic controls in your car can only be obtained from the manufacturer. Consult your NISSAN/DATSUN dealer regarding the need for modifications to your car's electronic controls before installation or use of a transmitter.

CONTROL UNIT



models, the control unit will be damaged. When checking this unit, be sure to follow the procedure outlined in Electrical System Inspection.

The control unit is connected to the E.F.I. harness by means of a multi-connector, and the E.F.I. harness is connected to other sensors.

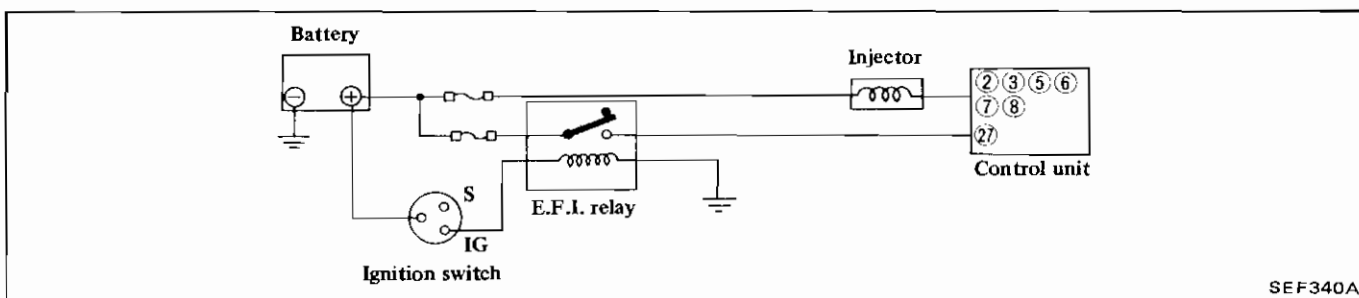
The essential role of the control unit is to generate a pulse. Upon receiving an electrical signal from each sensor, the control unit generates a pulse whose duration (injector open-valve time period) is controlled to

This control unit must be installed on 1983 models only. If used on other

RELAY

E.F.I. relay

The E.F.I. relay serves to activate the electronic fuel injection system through the ignition switch.



SEF340A

HIGH ALTITUDE EMISSION CONTROL

DESCRIPTION

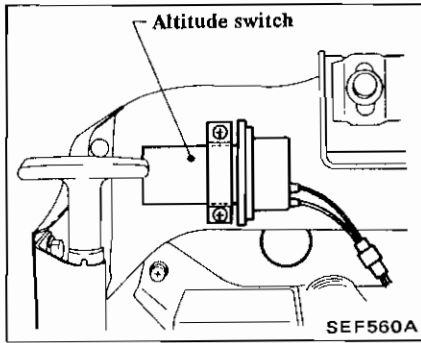
In cars operating at high altitudes

where the air is thinner, the mixture ratio varies and exhaust emission increases. In order to decrease exhaust emission, an altitude switch has to be added.

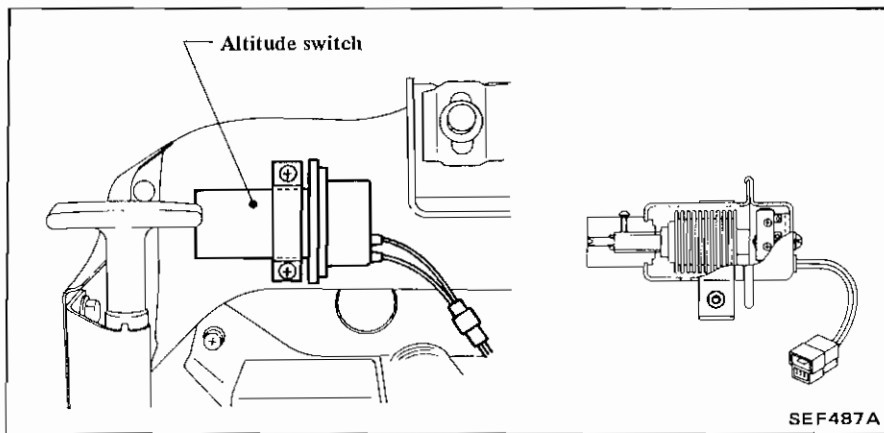
INSTALLATION AND MODIFICATION PROCEDURE

- (1) Be sure to turn ignition switch off.
- (2) Remove instrument lower cover.

- Attach altitude switch assembly to instrument member by tapping screws.



- Connect harness connector of altitude switch to E.F.I. harness connector.



- nector.
- Install instrument lower cover.
- Check idle speed. (Refer to MA section.) Adjust as necessary.
- Finally, put a new emission information label on the former one.

ALTITUDE SWITCH

This switch is attached to the stay on the left side of the instrument panel in the driver's compartment. Consisting of a bellows and a micro-switch, the switch transmits an ON or OFF signal to the control unit according to change in atmospheric pressure.

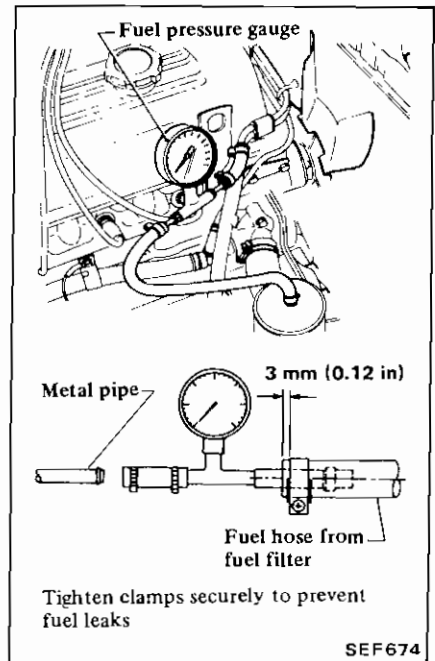
- After the engine stalls, crank the engine two or three times.
 - Turn the ignition switch "OFF".
 - Connect fuel pump connector.
- If engine does not start, remove fuel pump connector and crank the engine for about 5 seconds.

FUEL PRESSURE CHECK

When reconnecting the lines, always use new clamps and be sure to position them correctly.

Use a torque driver to tighten clamps.

- Install Pressure Gauge (J 25400-34) between fuel filter hose and metal pipe at point shown. For convenience in later tests, position gauge so that it can be read from driver's seat.



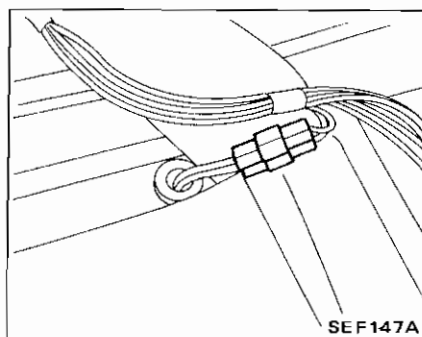
Classification	Atmospheric pressure	Altitude switch
"Low altitude [Approx. 1,370 m (4,500 ft) or lower]	Approx. 86.6 kPa (650 mmHg, 25.59 inHg) or above	OFF
"High" altitude [Approx. 1,370 m (4,500 ft) or higher]	Approx. 86.6 kPa (650 mmHg, 25.59 inHg) or below	ON

FUEL SYSTEM PRESSURE CHECK

Before disconnecting fuel hose, release fuel pressure from fuel line for safety reasons.

RELEASING FUEL PRESSURE

- Start the engine.
- Open back door and remove center tonneau cover.
- Disconnect fuel pump connector.



- Start engine and read fuel pressure gauge.

At idling:

Approximately 206 kPa (2.1 kg/cm², 30 psi)

The moment accelerator pedal is fully depressed:

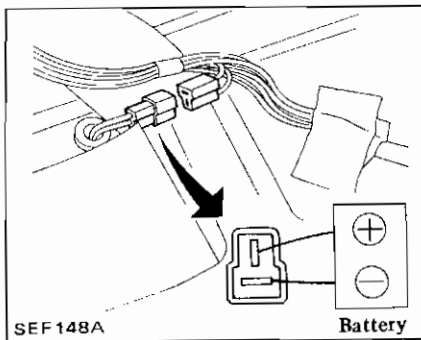
Approximately 255 kPa (2.6 kg/cm², 37 psi)

3. If fuel pressure is not as specified, replace pressure regulator, and repeat fuel pressure check.

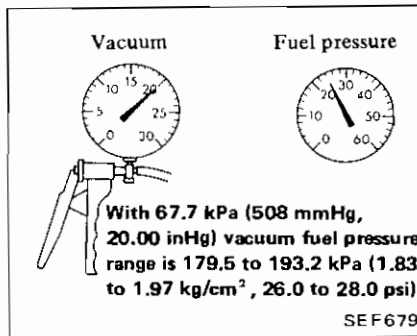
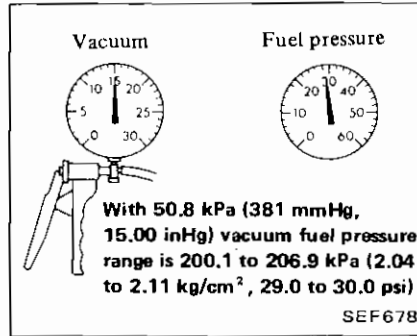
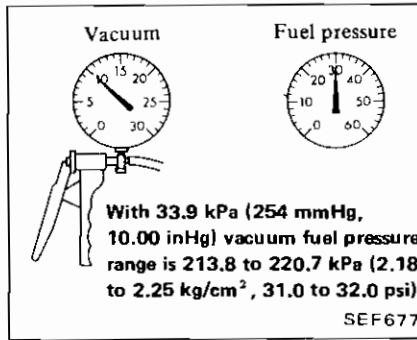
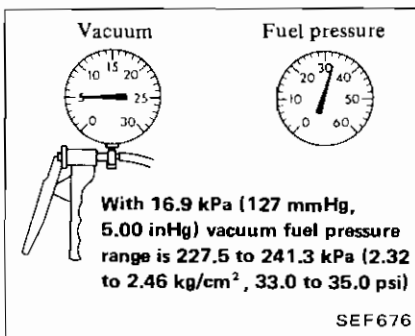
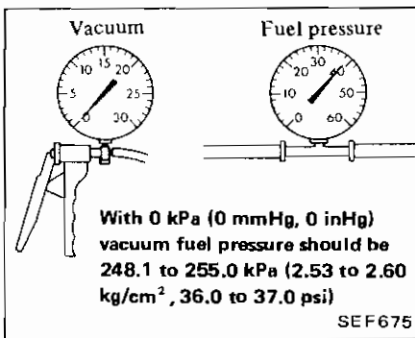
If below the specified value, check for clogged or deformed fuel lines, and if necessary, replace fuel pump as an assembly or check valve.

4. Connect variable vacuum source, J 23738 or equivalent to fuel regulator. Disconnect fuel pressure regulator vacuum hose from intake manifold and attach hose to variable vacuum source.

5. Disconnect fuel pump connector and apply battery voltage when checking the following.



6. Observe fuel pressure readings as vacuum is changed.



Fuel pressure must decrease as vacuum increases. If results are unsatisfactory, replace pressure regulator.

7. Reconnect fuel pump connector.
8. Disconnect variable vacuum source and connect fuel pressure regulator vacuum hose to intake manifold.

REPLACEMENT

1. Lower fuel pressure.
Refer to FUEL PRESSURE CHECK.
2. Disconnect electric connector from injector.
3. Disengage harness from fuel pipe wire clamp.

4. Disconnect blow-by hose at rocker cover side.

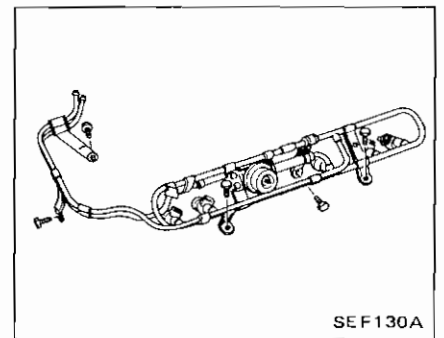
5. Disconnect vacuum tube (connecting pressure regulator to intake manifold) from pressure regulator.

6. Remove air regulator pipe.

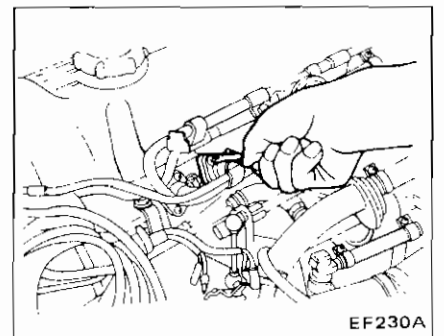
7. Disconnect fuel feed hose and fuel return hose from fuel pipe.

Place a rag under fuel pipe to prevent splashing of fuel.

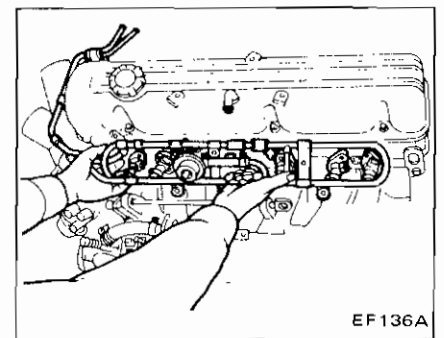
8. Remove bolts securing fuel pipe.



9. Remove screws securing fuel injectors.

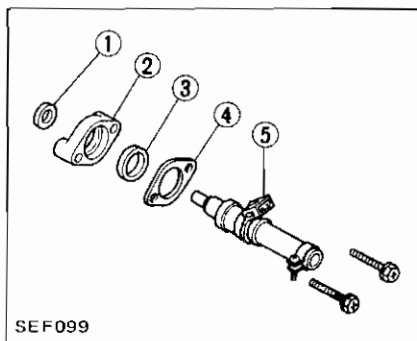


10. Remove fuel pipe assembly by pulling out fuel pipe, injector and pressure regulator as an assembly.



11. Unfasten hose clamp on fuel injector and remove fuel injector from fuel pipe.

Place a rag under injector when disconnecting fuel pipe to prevent splashing of fuel.



- 1 Injector lower rubber insulator
- 2 Injector lower holder
- 3 Injector upper rubber insulator
- 4 Injector upper holder
- 5 Injector

12. To install injector and fuel pipe, reverse the order of removal.

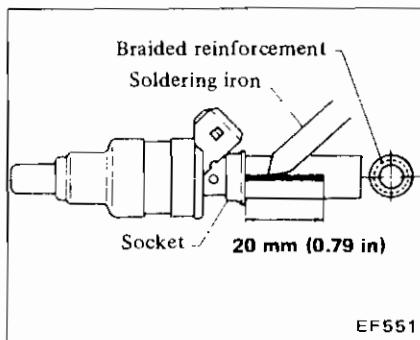
When installing injector, check that there are no scratches or abrasion at lower rubber insulator, and securely install it, making sure it is air-tight.

13. For installation of fuel hose, refer to Fuel Hose.

INJECTOR RUBBER HOSE

If necessary, replace injector rubber hose. Proceed as follows:

Removal



1. On injector rubber hose, measure off a point approx. 20 mm (0.79 in) from socket end.
2. Heat soldering iron (150 watt) for 15 minutes. Cut hose into braided reinforcement from mark to socket end.

Do not feed soldering iron until it touches injector tail piece.

CAUTION:

- a. Be careful not to damage socket, plastic connector, etc. with soldering iron.
- b. Never place injector in a vise when disconnecting rubber hose.

3. Then pull rubber hose out with hand.

Installation

1. Clean exterior of injector tail piece.
2. Wet inside of new rubber hose with fuel.
3. Push end of rubber hose with hose socket onto injector tail piece by hand as far as they will go.

Clamp is not necessary at this connection.

CAUTION:

After properly connecting fuel hose to injector, check connection for fuel leakage.

ELECTRONIC CONCENTRATED ENGINE CONTROL SYSTEM (E.C.C.S.)

OUTLINE

In the Electronic Concentrated Engine Control System (E.C.C.S.), the control unit employs a micro-computer. This micro-computer controls fuel injection, spark timing, exhaust gas recirculation (E.G.R.), idle speed, fuel pump operation and mixture ratio feedback.

It is unnecessary to adjust idle CO%, idle rpm and ignition timing.

Electrical signals from each sensor are fed into the micro-computer and each actuator is controlled by an electrical pulse with a duration that is computed in the micro-computer.

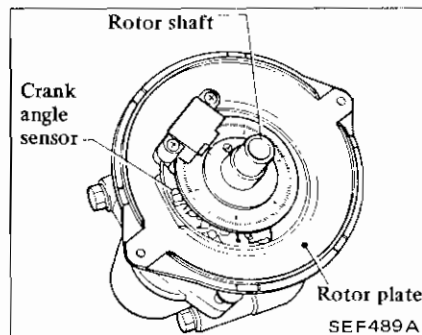
WARNING:

If your car is equipped with electronic controls, use of a transmitter, such as a radio transmitter (but not a receiver, such as a radio) may interfere with unshielded electronic controls and cause them to malfunction. Car manufacturers do not necessarily use electronic controls in the same ways or for the same operations. Examples of vehicle functions which may involve electronic controls include fuel delivery systems, engine timing, brakes, emission control and cruise control. Definite information regarding the type of electronic controls in your car can only be obtained from the manufacturer. Consult your NISSAN/DATSUN dealer regarding the need for modifications to your car's electronic controls before installation or use of a transmitter.

SIGNAL ROTOR PLATE

The signal rotor plate has 360 slits at 1° intervals on its outer periphery. It also has six slits at 60° intervals.

These six slits are used to detect the crank angle, that is, the position of each piston. The teeth are used to provide the 1° signal that is necessary to control engine rpms and ignition timing.

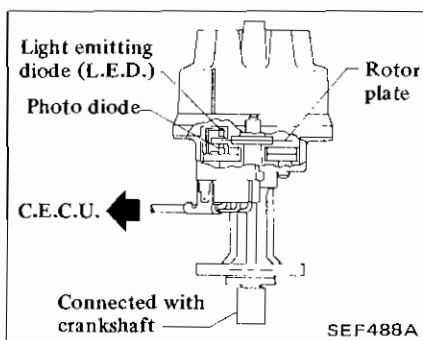


CRANK ANGLE SENSOR OPERATION

The crank angle sensor has two diodes and a wave forming circuit. When a signal rotor plate passes the space between the Light Emitting Diode (L.E.D.) and Photo Diode, the slit of the signal rotor plate alternately cuts the light which is sent to the photo diode from the L.E.D. This causes an alternative voltage and it is then converted into an on-off pulse by the wave forming circuit, which is sent to the control unit.

CRANK ANGLE SENSOR

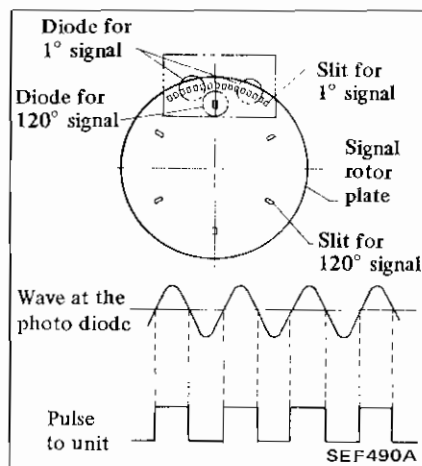
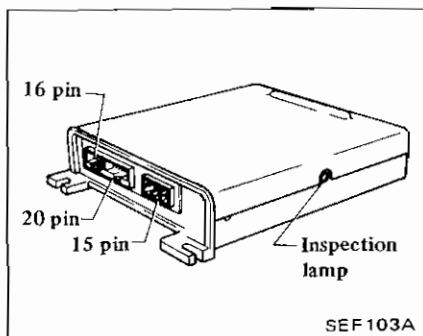
The crank angle sensor detects engine rpms and the crank angle (piston position). It also sends a signal to the control unit to control various operations. This sensor is built into the distributor.



Use care when installing, the crank sensor built in to the distributor as the position of matching mark is different from former model. (Refer to Section EM.)

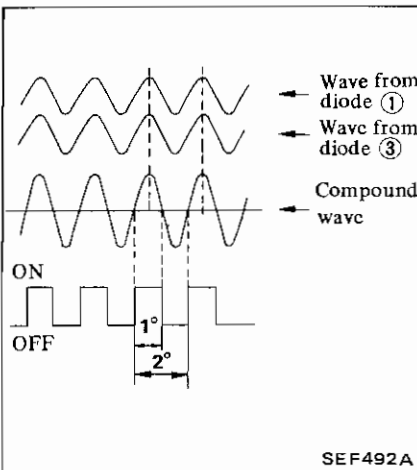
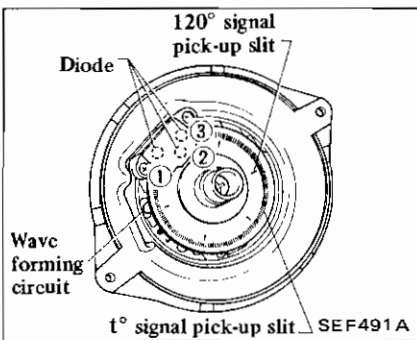
E.C.C.S. CONTROL UNIT

The E.C.C.S. control unit consists of a micro-computer, connectors for signal input and output and power supply, and an exhaust gas sensor monitor lamp. The control unit controls the quantity of fuel that is injected, ignition timing, idle speed, E.G.R. quantity, fuel pump operation, and feedback of the mixture ratio.



Detection of 1° signal (For detecting of engine rpms and ignition timing control)

Diodes ① and ③ are used to detect the 1° signal which is created by 360 slits on the rotor plate. When a slit reaches the space between the L.E.D. and photo diode, the photo diode receives the light from the L.E.D. and this causes an alternative voltage. Thus, each wave from each diode is compounded. Then, the compound wave is converted into an on-off pulse. This 1° on-off signal is sent to the control unit.



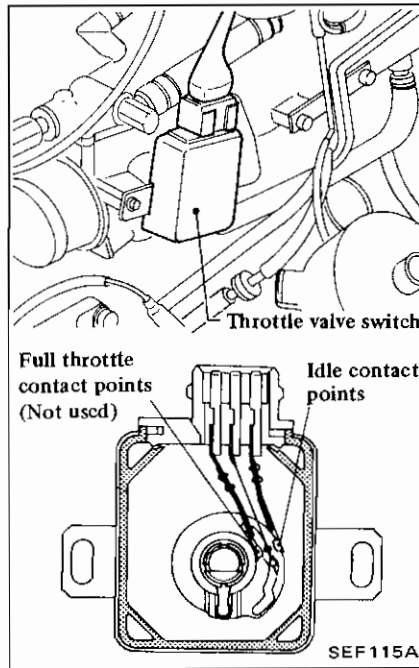
Detection of 120° signal (For detecting piston T.D.C.)

Diode ② is used to detect the 120° signal which is created by 60° slits on the rotor plate. When a slit reaches the space between the L.E.D. and photo diode, the photo diode catches the light from the L.E.D. and this causes an alternative voltage. At this time, a signal on-off pulse is generated. Since engine rpm is twice that of the distributor, the rotor plate has six dits at 60° intervals.

THROTTLE VALVE SWITCH

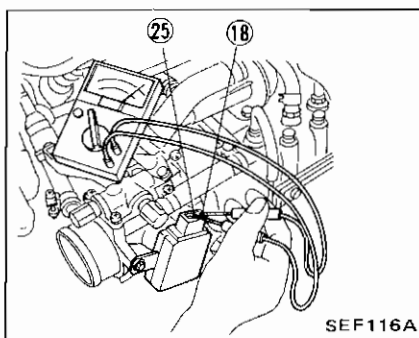
The throttle valve switch is attached to the throttle chamber and actuates in response to accelerator pedal movement.

This switch has the idle contact. The idle contact closes when the throttle valve is positioned at idle and opens when it is at any other position.

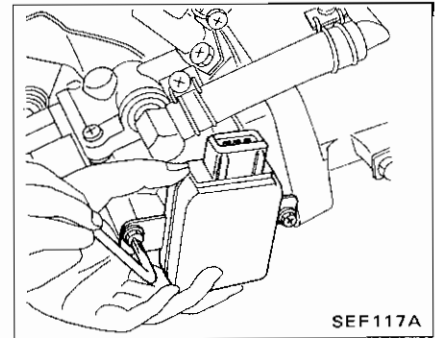


ADJUSTMENT

1. Disconnect throttle valve switch connector.
2. Connect ohmmeter between terminals ⑱ and ㉕, and make sure continuity exists.



3. Adjust throttle valve switch position, with retaining screw, so that idle switch may be changed from "ON" to "OFF" when engine speed is about 900 rpm under no load.



AIR FLOW METER

Refer to E.F.I. system operation.

CYLINDER HEAD TEMPERATURE SENSOR

Refer to E.F.I. system operation.

AIR TEMPERATURE SENSOR

Refer to E.F.I. system operation.

BAROMETRIC PRESSURE SENSOR

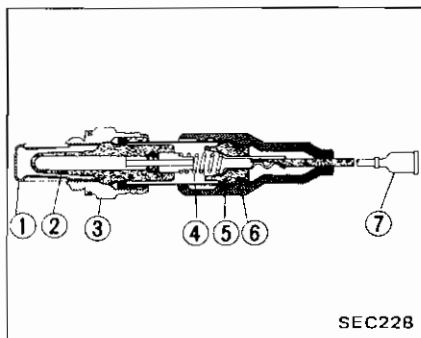
This sensor is built into the control unit and senses the barometric pressure in order to compensate for the density of the intake air.

This sensor cannot be replaced, adjusted or checked as a single unit.

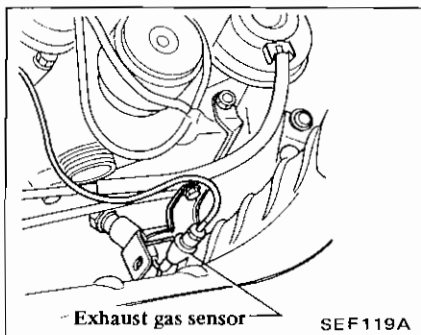
If it malfunctions, replace control unit.

EXHAUST GAS SENSOR

The exhaust gas sensor, which is built into the exhaust manifold, monitors the density of oxygen in the exhaust gas. It consists of a closed-end tube made of ceramic zirconia and other components. Porous platinum electrodes cover the tubes inner and outer surfaces. The closed-end of the tube is exposed to the exhaust gas in the exhaust manifold. The tubes outer surface contacts the exhaust gas while the inner surface contacts the air.

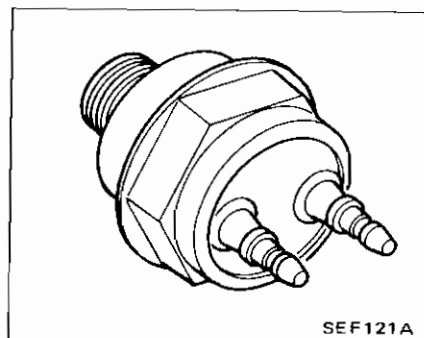
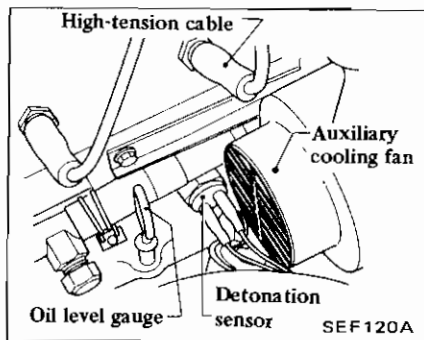


- | | |
|-----------------|--------------------|
| 1 Louver | 5 Terminal support |
| 2 Zirconia tube | 6 Boots |
| 3 Holder | 7 Connector |
| 4 Spring | |



DETONATION SENSOR

The detonation sensor is attached to the cylinder block and senses engine knocking conditions. The sensor monitors the knocking from each combustion chamber and sends an electric signal to the control unit where it is changed to a knocking signal.



PARK/NEUTRAL SWITCH

The park/neutral switch detects the transmission gear selector's position and transmits an electric signal to the control unit.

CAR SPEED SENSOR

The car speed sensor provides a car speed signal to the control unit.

The speed sensor consists of a reed switch, which is installed in the speed meter unit and transforms car speed into a pulse signal.

BATTERY VOLTAGE

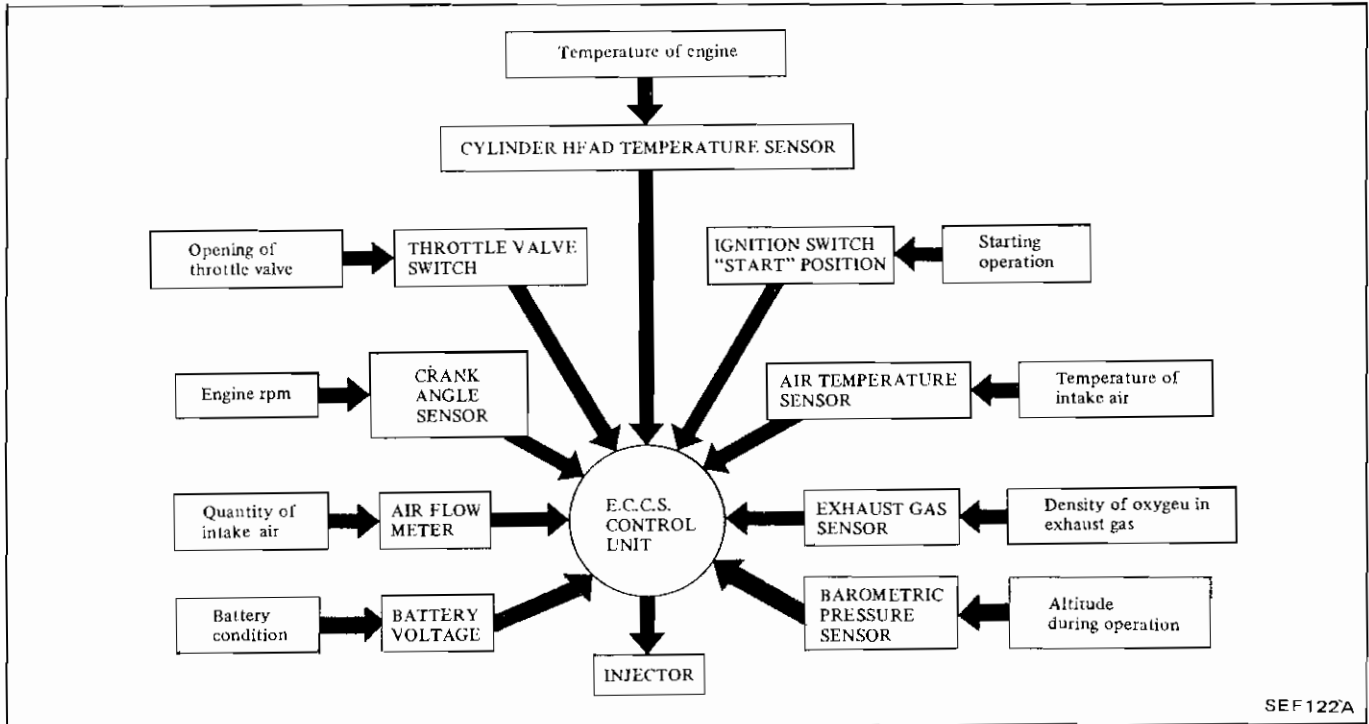
Battery voltage is sent to the control unit, which then function to compensate the variability in it.

FUEL INJECTION CONTROL

There are two ways to control fuel injection: open-loop control and

closed-loop control. Which one is used depends on the cylinder head tempera-

ture, engine rpm, engine load, exhaust gas sensor signal and so forth.



SEF 122A

The control unit determines the proper quantity of fuel to be injected from each signal input and then operates the injector. Injections are timed for each rotation of the engine by the crank angle sensor signal and are made simultaneously in every cylinder.

OPEN-LOOP CONTROL

For improved driveability, fuel injection is controlled by open-loop control when the engine is cold, when driving at high speeds or under heavy load and when the fuel shut-off system is in operation. With open-loop control, the mixture ratio is determined by the Central Electronic Control Unit (C.E.C.U.) to correspond to the engine rpm, engine load and engine warm-up conditions.

Open-loop control will activate under the following conditions:

In the following instances, the control unit emits a signal that will return mixture ratio to the best point which will keep a good driving condition.

Starting engine

When starting engine.

Cold engine

Cylinder head temperature is below 40°C (104°F).

Driving condition

When driving at high speeds (about 3,600 rpm) or under heavy load.

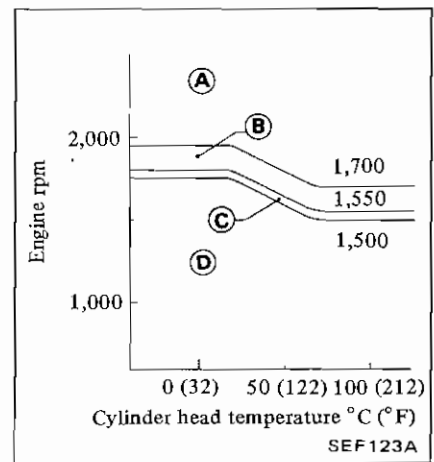
Exhaust gas sensor time monitor

- When an exhaust gas sensor monitors a too rich condition for more than 6.4 seconds.
- When an exhaust gas sensor monitors a too lean condition for more than 10 seconds.

Fuel shut-off operation

Fuel shut-off is accomplished during deceleration when the engine does not require fuel.

The graph below shows the fuel shut off range.



SEF 123A

When a transmission gear is in "N" or "P" (A/T) and "Neutral" (M/T) position, or a clutch is depressed, this system does not operate.

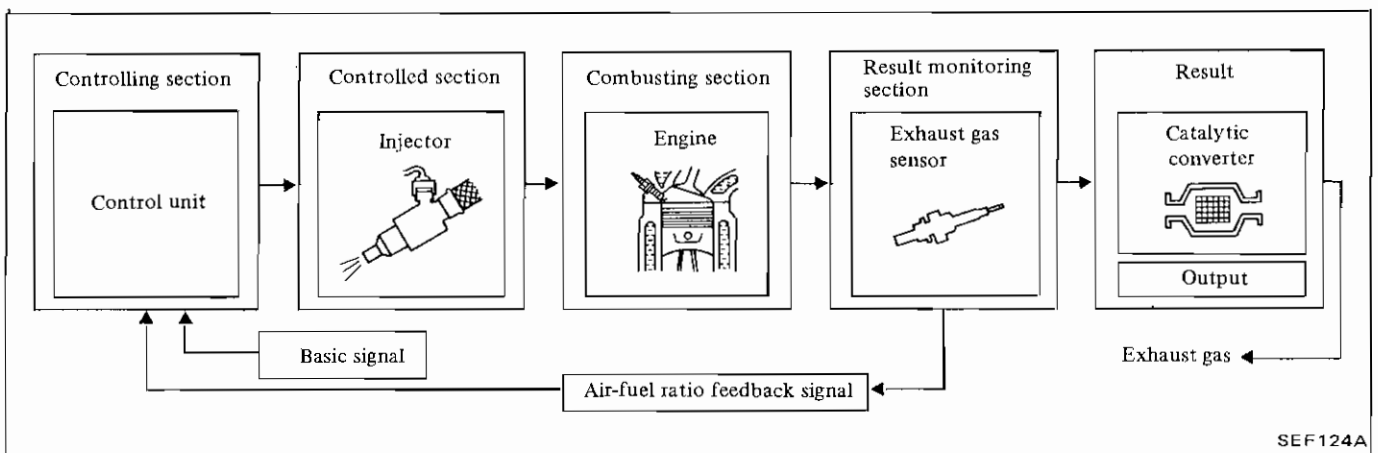
Deceleration from zone “A”	Fuel is shut off; and fuel is injected again in zone “D”.
Deceleration from zone “B”	Fuel is shut off; and fuel is injected again in zone “D”.
Deceleration from zone “C” and “D”	Fuel is not shut off.
Engine rpm increased in the order of “D”, “C”, “B” and “A”. (Idle switch ON, downhill driving, etc.)	Fuel is not shut off in zones “D”, “C” and “B”; in zone “A”, fuel is shut off.

neously. The system uses the oxygen sensor located in the exhaust manifold to give an indication of whether the inlet mixture ratio is richer or leauer than the stoichiometric point. The sensor transmits a nonlinear voltage to the electronic control unit. The control unit adjusts the injection pulse width according to the sensor voltage so the mixture ratio will be within the narrow window of the three-way catalyst. During engine wann-up period, however, this system becomes open until the sensor reaches the operating temperature.

MIXTURE RATIO FEEDBACK CONTROL (Closed-loop control)

This system is designed to control

the mixture ratio precisely to the stoichiometric point so that the three-way catalyst can minimize CO, HC and NOx emissious simulta-



FUEL PUMP CONTROL

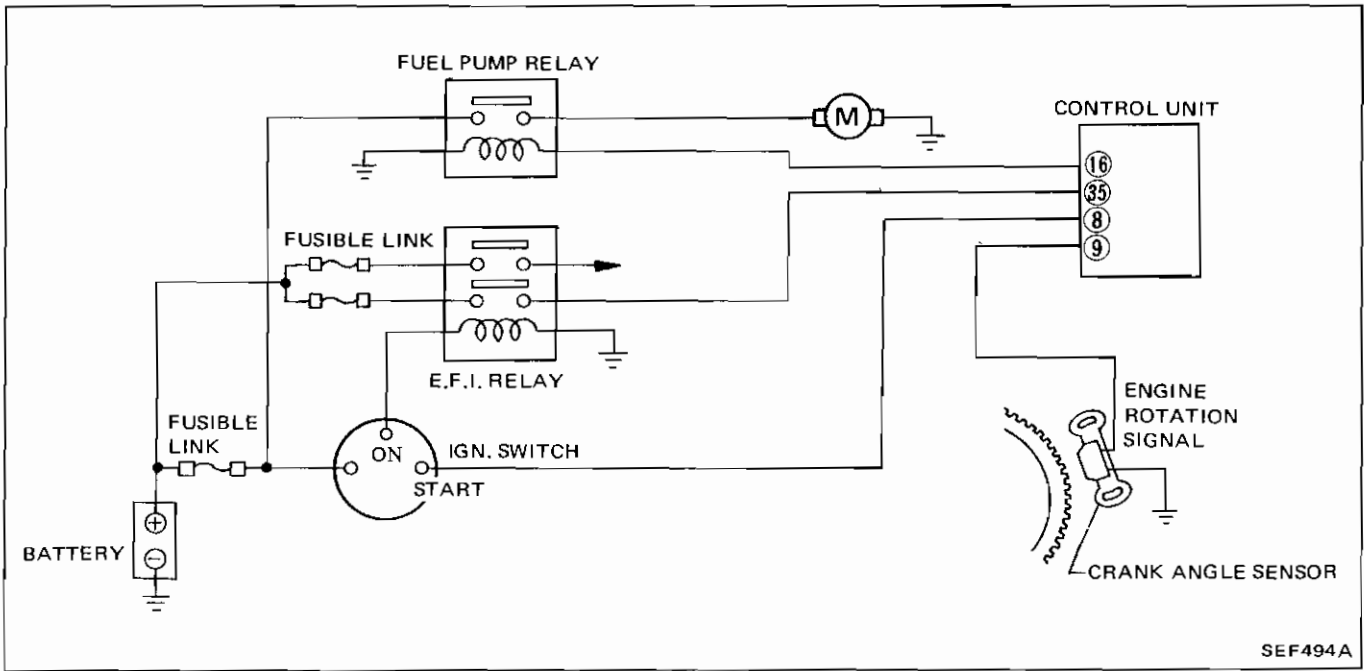
The fuel pump is controlled by the central electronic control unit adjusting to the engine conditions. The signals from engine crank angle and ignition switch are used for the fuel pump operation.

FUEL PUMP

A relief valve in the pump is designed to open when the pressure in the fuel line rises over 422 to 490 kPa (4.3 to 5.0 kg/cm², 61 to 71 psi) due to malfunction in the pressure system.

The check valve prevents abrupt drop of pressure in the fuel pipe when stopping the engine.

FUEL PUMP ELECTRICAL CIRCUIT



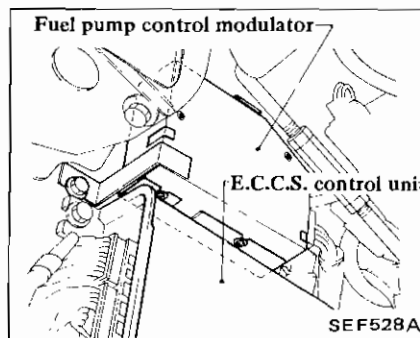
SEF494A

Fuel pump operation

Ignition switch position	Fuel pump operation	Engine speed	Crank angle sensor signal (received by control unit)	Fuel pump relay state
ON	Operates for 5 seconds	Stops	120° signal: None	ON for 5 seconds
START	Stops	Below 20 rpm	120° signal: None for 1 second	OFF
	Operates	Above 20 rpm	120° signal: Provided in 1 second	ON
ON	Stops	Below 20 rpm	120° signal: None for 1 second	OFF
	Operates	Above 20 rpm	120° signal: Provided in 1 second	ON

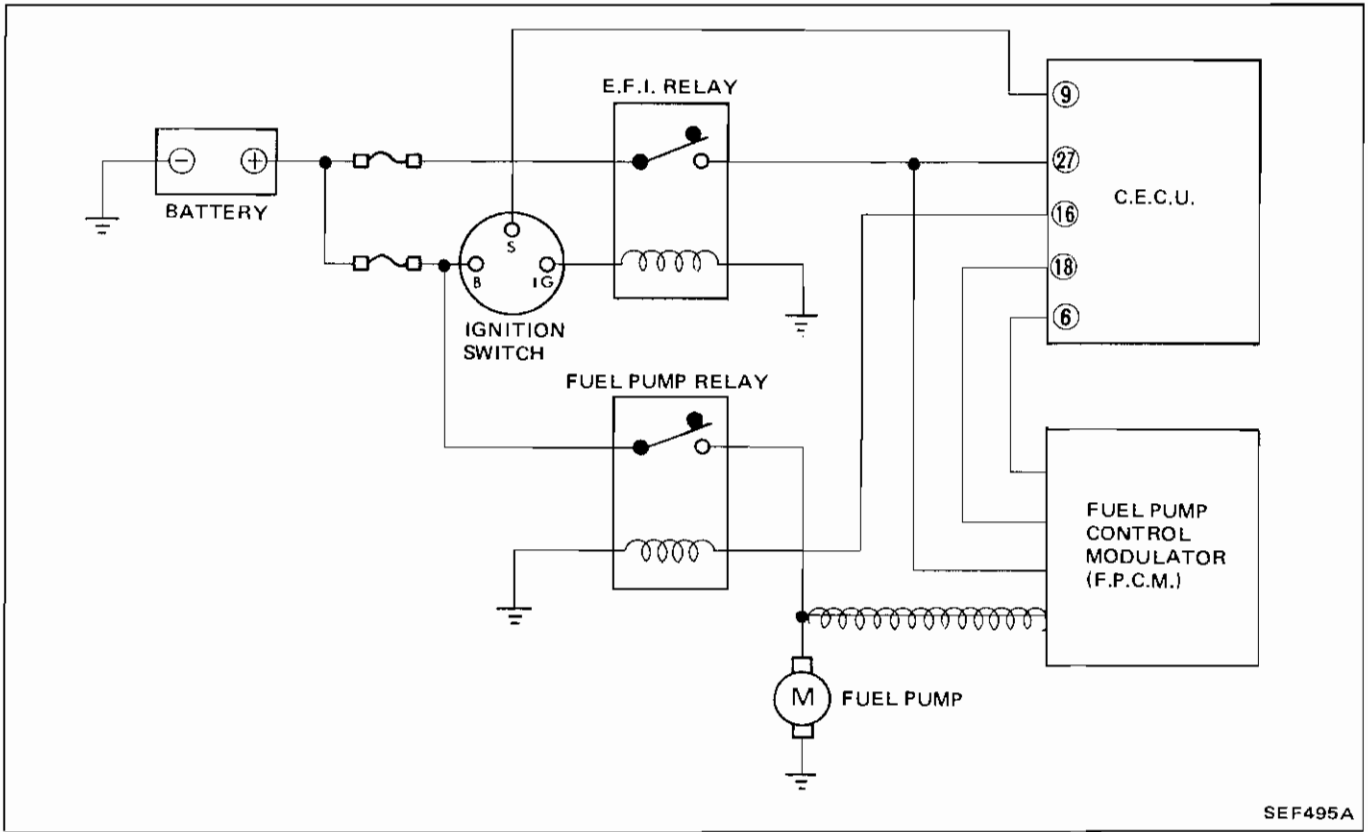
FUEL PUMP CONTROL MODULATOR

This modulator monitors engine conditions (engine rpm, cylinder head temperature, injector operating pulse width, etc.) and controls the voltage supplied to fuel pump. As a result of this operation, the fuel pump operation is controlled in order to reduce fuel pump noise and the power consumption of the fuel pump.



SEF528A

Operating circuit



SEF495A

Operation

Engine operating condition	Voltage supplied to fuel pump
Engine cranking	Battery voltage
Above engine speed of 3,200 rpm	
Above injector operating pulse width of 3.5 m sec	
Above cylinder head temperature of 100°C (212°F)	
Below battery voltage of 9.8V	
Except the above conditions	9.8 V

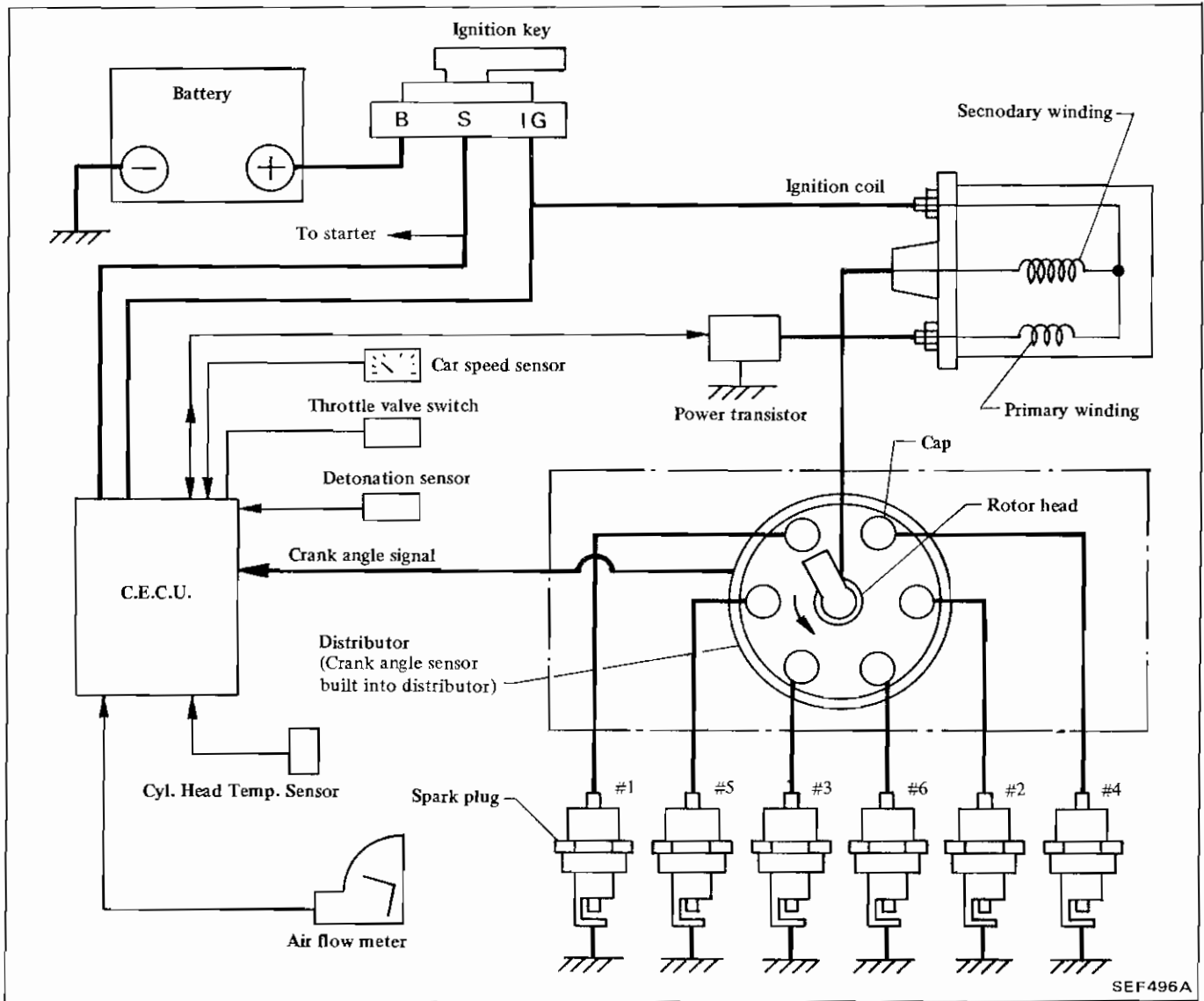
For other part descriptions and inspections, and fuel pressure check for Fuel Flow System, see E.F.I. System Operation.

ELECTRONIC IGNITION TIMING CONTROL

The ignition timing is controlled by the central electronic control unit adjusting to the engine operating conditions: that is, as the best ignition timing in each driving condition has been memorized in the unit, the ignition timing is determined by the electric signal calculated in the unit.

The signals used for the determination of ignition timing are cylinder head temperature, engine rpm, engine load, engine crank angle, detonation sensor and so forth.

Then, the signal from the central electronic control unit is transmitted to the power transistor of the ignition coil, and controls the ignition timing. If there is engine knocking, a detonation sensor monitors its condition and the signal is transmitted to the central electronic control unit. After receiving it, the control unit controls the ignition timing to avoid the knocking condition.



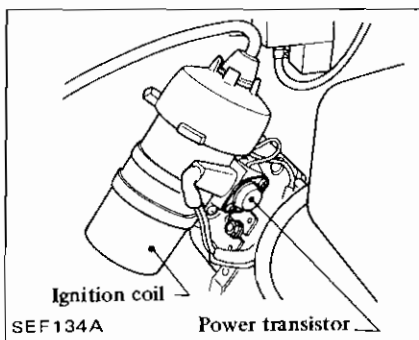
ADJUSTMENT

Ignition timing is automatically controlled by the control unit, and it is usually unnecessary to adjust it. However, the ignition timing can go wrong if the crank angle sensor mounting position gets out of alignment. When this happens, the crank angle sensor must be adjusted.

IGNITION COIL

The ignition coil has a built-in power transistor. The signal from the control unit is amplified by the power transistor. This amplified signal is used to connect and disconnect the ignition coil's primary current to generate high voltage across the secondary coil, and

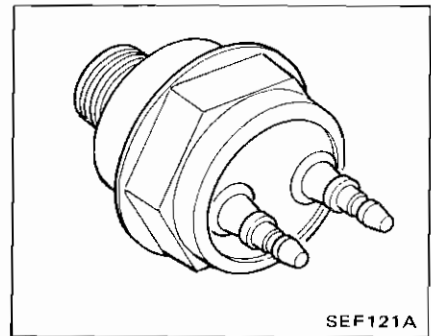
thereby create a spark in the spark plug.



DETONATION SENSOR

The detonation sensor is installed in the side face of the cylinder block. It converts the vibrations caused by

pressure in the combustion chamber into electrical signals. If the engine knocks while operating, the abnormal vibration will be detected by the detonation sensor. This signal is then sent to the control unit to retard the ignition timing to prevent further knocking.

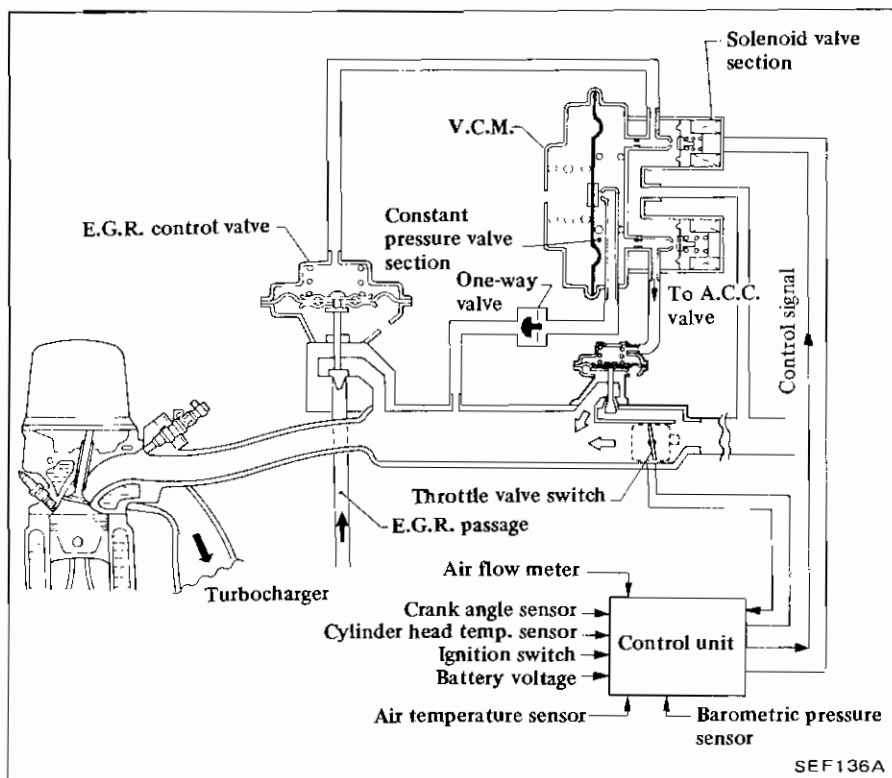


EXHAUST GAS RECIRCULATION (E.G.R.) CONTROL

E.G.R. is controlled by the central electronic control unit adjusting to the

engine operating conditions.

Cylinder head temperature, engine rpm, engine load, air temperature and barometric pressure are used for the determination of the E.G.R. amount.



These signals are transmitted to the control unit where optimum E.G.R. quantities are recorded. To obtain the optimum E.G.R. quantity that corresponds to the engine operating conditions at the time, an electric signal is

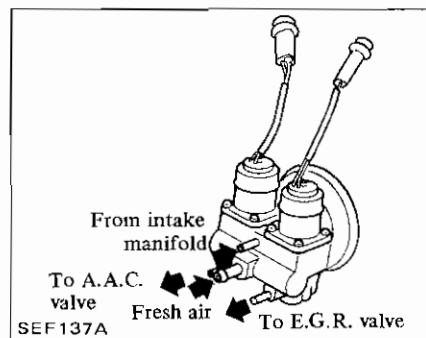
sent to the vacuum control modulator (V.C.M.). The vacuum control modulator transforms the electric signal to a vacuum signal, which in turn controls the E.G.R. valve.

OPERATION

Cylinder head temperature °C (°F)	Throttle valve switch	Starter switch	V.C.M. valve solenoid valve	E.G.R. control valve	E.G.R.
Below 57 (135)	ON	ON	ON	Closed	Not actuated
	OFF	OFF			
57 - 115 (135 - 239)	ON	ON	ON	Closed	Not actuated
	OFF	OFF	ON-OFF (control vacuum)	Open	Actuated
Above 115 (239)	ON	ON	ON	Closed	Not actuated
	OFF	OFF			

VACUUM CONTROL MODULATOR (V.C.M.)

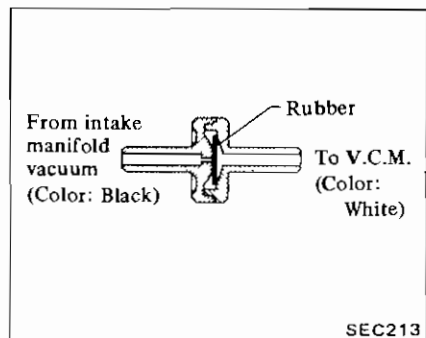
The vacuum control modulator is composed of a pressure regulator and solenoid valve. Intake manifold vacuum is used as the vacuum source for the pressure regulator. The passage leading to the atmosphere is controlled by solenoid valves. Using these components, the vacuum control modulator provides vacuum to the E.G.R. valve and A.A.C. valve (for idle speed control) following the electric signal from the control unit.



ONE-WAY VALVE

The one-way valve is utilized for the purpose of preventing the V.C.M. from applying positive pressure in high speed conditions.

This valve is installed in the vacuum line leading to V.C.M.



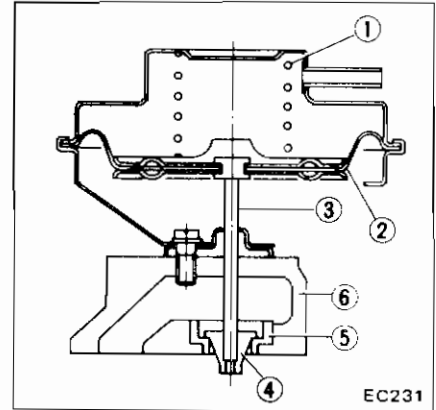
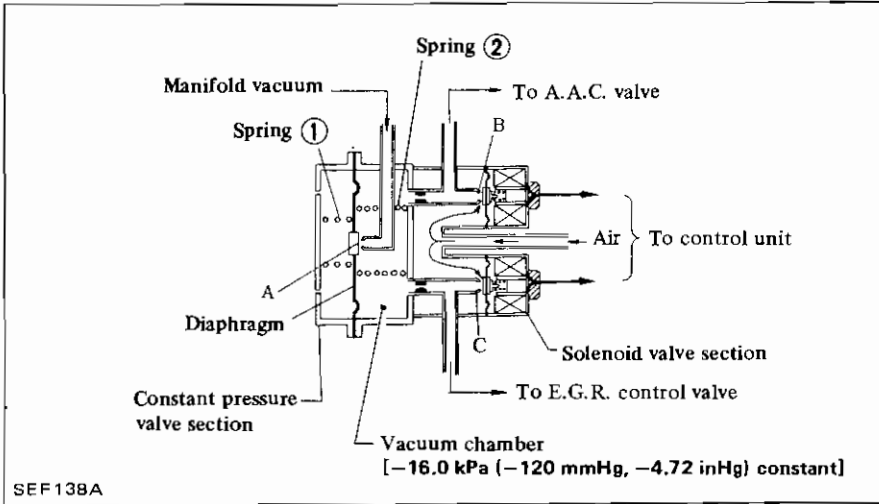
Operation

If the intake manifold vacuum exceeds -16.0 kPa (-120 mmHg, -4.72 inHg), portion A of the vacuum chamber is closed, and the vacuum in the chamber is kept at a constant -16.0 kPa (-120 mmHg, -4.72 inHg). As the solenoid valve is turned on or off

by the signal from the control unit, portion B or C opens or closes to allow a controlled amount of air to enter the -16.0 kPa (-120 mmHg, -4.72 inHg) vacuum passage. A properly controlled vacuum is thus sent to the E.G.R. or A.A.C. valves and controls the E.G.R. or A.A.C. valve operation.

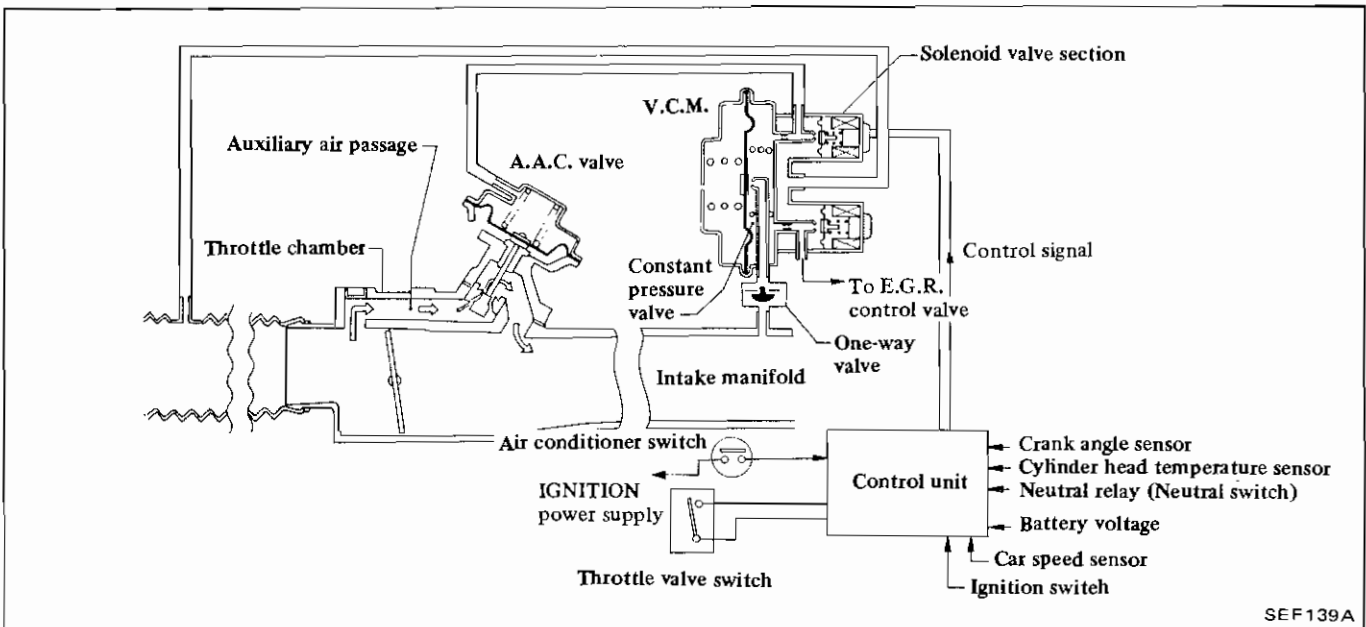
E.G.R. CONTROL VALVE

The E.G.R. control valve controls the quantity of exhaust gas to be led to the intake manifold through vertical movement of the taper valve connected to the diaphragm, to which vacuum is applied in response to the opening of the throttle valve.



- | | |
|--------------------|-----------------|
| 1 Diaphragm spring | 4 Valve |
| 2 Diaphragm | 5 Valve seat |
| 3 Valve shaft | 6 Valve chamber |

IDLE SPEED CONTROL



The idle speed is controlled by the central electronic control unit adjusting to the engine operating conditions.

Cylinder head temperature, engine rpm, engine load, throttle valve and gear positions are used for the determination of idle speed.

The central electronic control unit

senses the idle conditions, and determines the appropriate idle speed at each gear position and cylinder head temperature, and sends the electric signal corresponding to the difference of the best idle speed and actual idle speed to the vacuum control modulator.

The vacuum control modulator

transforms the electric signal into a vacuum signal and transmits it to the A.A.C. valve

The A.A.C. valve has a feedback control system which controls the idle speed by the vacuum signal.

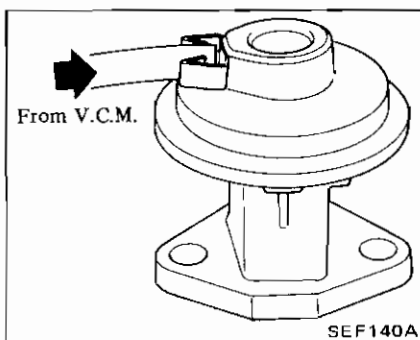
It is unnecessary to adjust the idle speed because of the idle speed feedback control.

Operation

Input		V.C.M. valve open period	A.A.C. valve open angle	Idle rpm
Cylinder head temperature sensor	Hot	Decreases	Decreases	Decreases
	Cold	Increases	Increases	Increases
Air conditioner switch	ON	Increases	Increases	Increases
	OFF	Decreases	Decreases	Decreases
Crank angle sensor (Engine rpm)	High	Decreases	Decreases	Decreases
	Low	Increases	Increases	Increases
Throttle valve switch (Idle switch)	OFF → ON	Increases	Increases	Decreases gradually
Neutral relay	N → D position	Increases	Increases	Constant
	D → N position	Decreases	Decreases	Constant

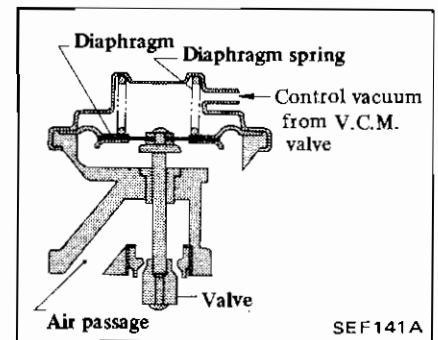
A.A.C. VALVE

The A.A.C. valve is attached to the intake manifold. It controls the quantity of air that flows through the bypass port of the throttle chamber in response to the control vacuum from the V.C.M. valve.



Operation

Control vacuum from V.C.M. valve kPa (mmHg, inHg)	Opening of A.A.C. valve's air passage
0 (0, 0)	Fully open
0 (0, 0) → -16.0 (-120, -4.72)	Open to close
-16.0 (-120, -4.72)	Fully closed



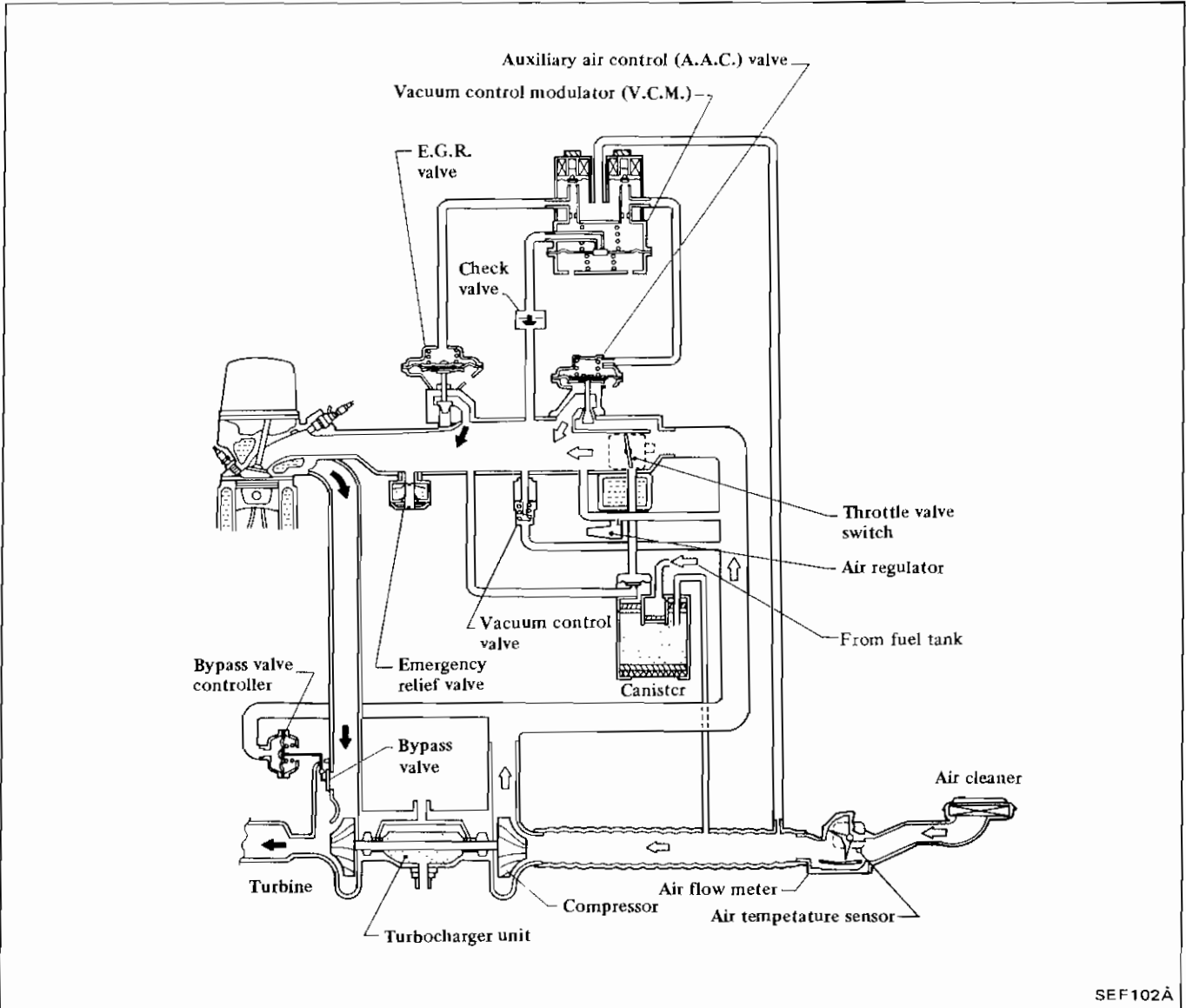
VACUUM CONTROL MODULATOR

Refer to E.G.R. CONTROL.

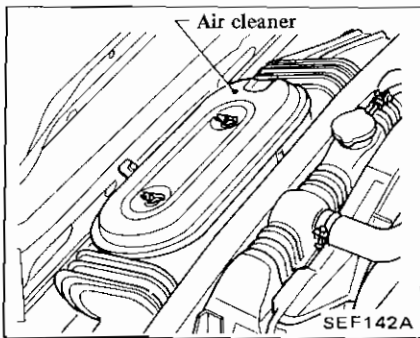
ONE-WAY VALVE

Refer to E.G.R. CONTROL.

AIR FLOW SYSTEM



AIR CLEANER



Inspection

Replace filter more frequently under dusty driving conditions.

AIR FLOW METER

Refer to FUEL INJECTION CONTROL.

TURBOCHARGER

The turbocharger is installed on the exhaust manifold. This system utilizes exhaust gas energy to rotate the turbine wheel which drives the compressor turbine installed on the other end of the turbine wheel shaft. The compressor supplies compressed air to the engine to increase the charging efficiency so as to improve engine output and torque.

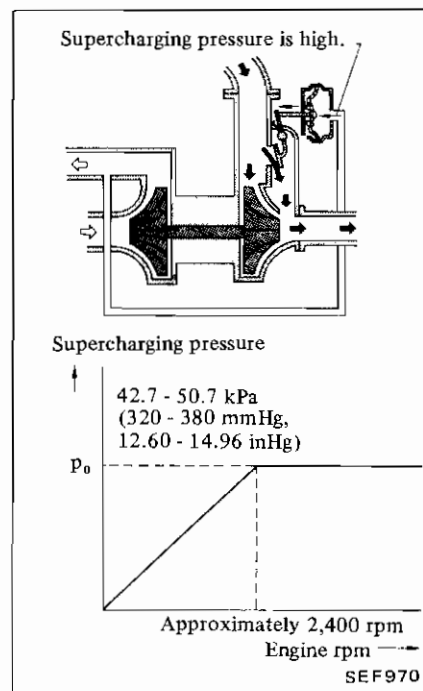
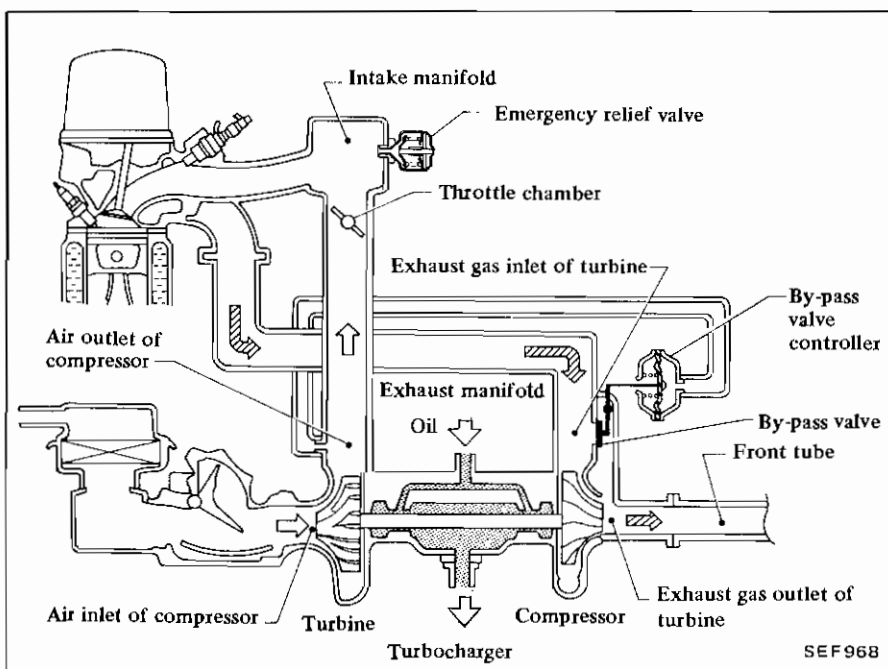
To prevent an excessive rise in the supercharging pressure, a system is adopted which maintains the turbine

speed within a certain range by controlling the quantity of exhaust gas that passes through the turbine. This system consists of a by-pass valve controller which detects the supercharged pressure and activates a by-pass valve that allows a part of exhaust gas to be discharged without passing through the turbine.

To prevent an abnormal rise in supercharging pressure and possible engine damage in case of a malfunction, an emergency relief valve is provided as a safety device in the intake manifold.

As the engine speed increases and the supercharging pressure approaches the specified pressure value P_0 , it exerts a force on the diaphragm of the by-pass valve controller, thereby opening the by-pass valve.

As the valve opens, part of the exhaust gas by-passes the turbine and goes directly to the exhaust tube. As a result, the turbine speed is kept constant and the supercharging pressure maintained at the specified pressure level.

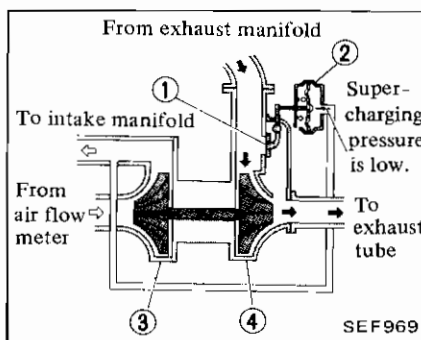


Operation

The by-pass valve controller normally detects the supercharging pressure at the outlet of the compressor housing. All exhaust gas flows through the turbine when the supercharging pressure is below the specified pressure P_0 .

Specified supercharging pressure

P_0 :
42.7 - 50.7 kPa
(320 - 380 mmHg,
12.60 - 14.96 inHg)



- 1 By-pass valve
- 2 By-pass valve controller
- 3 Turbine
- 4 Compressor

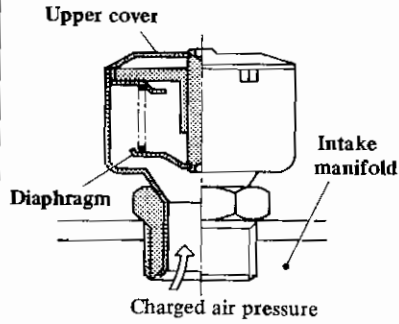
The emergency relief valve operates as follows:

When the pressure in the intake manifold exceeds P_{max} , it exerts a force on diaphragm. Then the upper cover, connected to the diaphragm by a shaft, is pushed open, and the excess pressure in the intake manifold is released into the atmosphere.

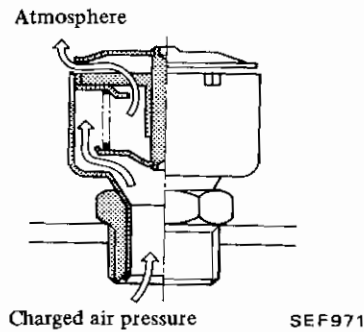
P_{max} :

50.7 - 53.3 kPa
 (380 - 400 mmHg,
 14.96 - 15.75 inHg)

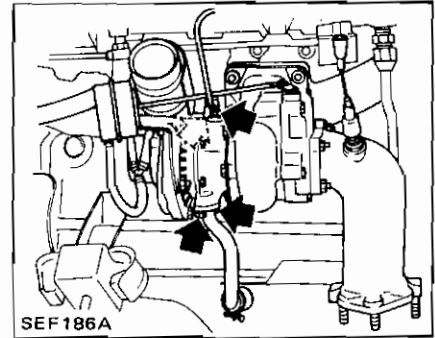
When the pressure in the intake manifold is below P_{max} .



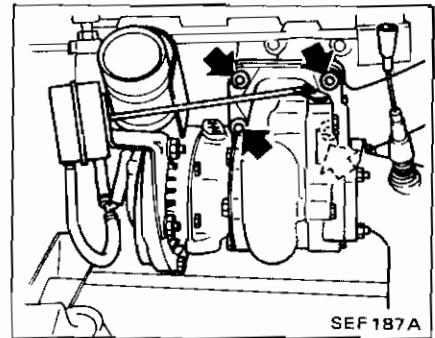
When the pressure in the intake manifold is above P_{max} .



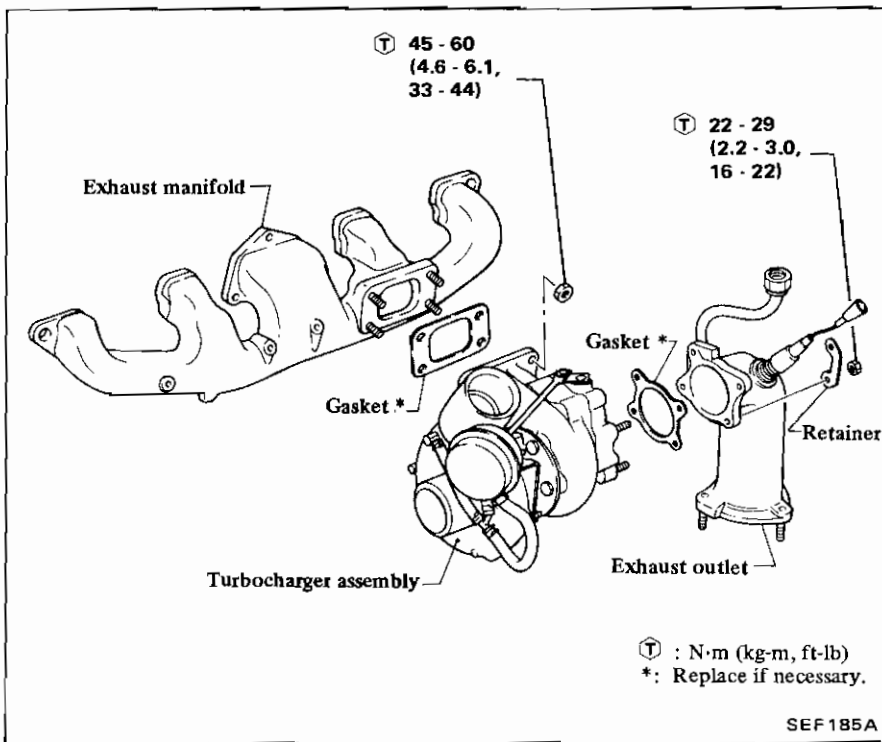
1. Remove heat insulator, inlet tube, air duct hose and suction air pipe.
2. Disconnect exhaust gas sensor harness connector, front tube, oil delivery tube and oil drain pipe.



3. Loosen nuts fixing turbocharger to exhaust manifold, and then remove turbocharger.



Removal and Installation



4. Install in the reverse order of removal.

Disassembly and assembly

Turbocharger should not be disassembled.

Inspection

1. Inspect turbine and compressor wheels for cracks, clogging, deformity or other damage.
2. Revolve wheels to make sure that they turn freely without any abnormal noise.
3. Measure play in axial direction.

Play (Axial direction):

0.013 - 0.091 mm
(0.0005 - 0.0036 in)

Do not allow wheels to turn when axial play is being measured.

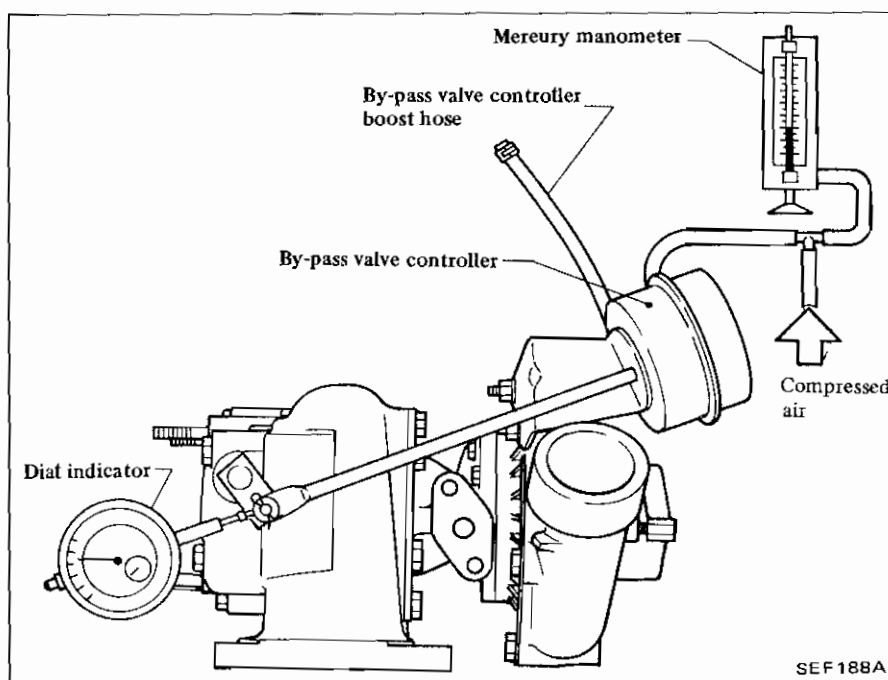
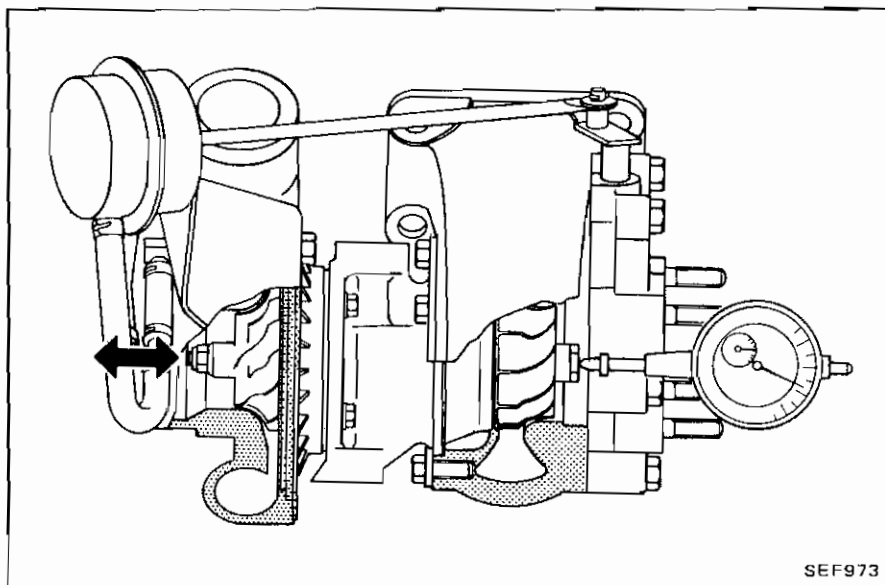
4. Check operation of by-pass valve controller.

Do not apply more than 66.7 kPa (500 mmHg, 19.69 inHg) pressure to controller diaphragm.

By-pass valve controller stroke/pressure:

0.38 mm (0.0150 in)/
41.9 - 47.2 kPa
(314 - 354 mmHg,
12.36 - 13.94 inHg)

5. Move by-pass valve to make sure that it is not stuck or scratched.
6. Always replace turbocharger as an assembly if any of the above items shows abnormalities.



Trouble diagnoses and corrections

Before using this chart, check the following items.

- Vacuum hoses and connections
- Wires and connections
- Engine fuel system
- Emission control system

Condition 1: Low engine power

Probable cause	Corrective action
Air leak at the connection of compressor housing and suction hose/inlet tube, or inlet tube and intake manifold.	Correct the connection.
Exhaust gas leak at the connection of turbine housing and exhaust manifold, or exhaust outlet	Correct the connection or replace gasket.
By-pass valve is stuck open.	Replace turbocharger assembly.
Stuck or worn journal or bearing	
Broken shaft	
Sludge on back of turbine wheel	
Broken turbine wheel	

Condition 2: Excessively high engine power

Probable cause	Corrective action
Disconnected or cracked rubber hose	Correct or replace rubber hose.
By-pass valve is stuck closed.	Replace turbocharger assembly.
Controller diaphragm is broken.	

Condition 3: Excessively high oil consumption or exhaust shows pale blue smoke

Probable cause

Corrective action

Oil leak at the connection of lubricating oil passage

Correct the connection.

Oil leak at oil seal of turbine

Oil leak at oil seal of compressor

Worn journal or bearing

Replace turbocharger assembly.

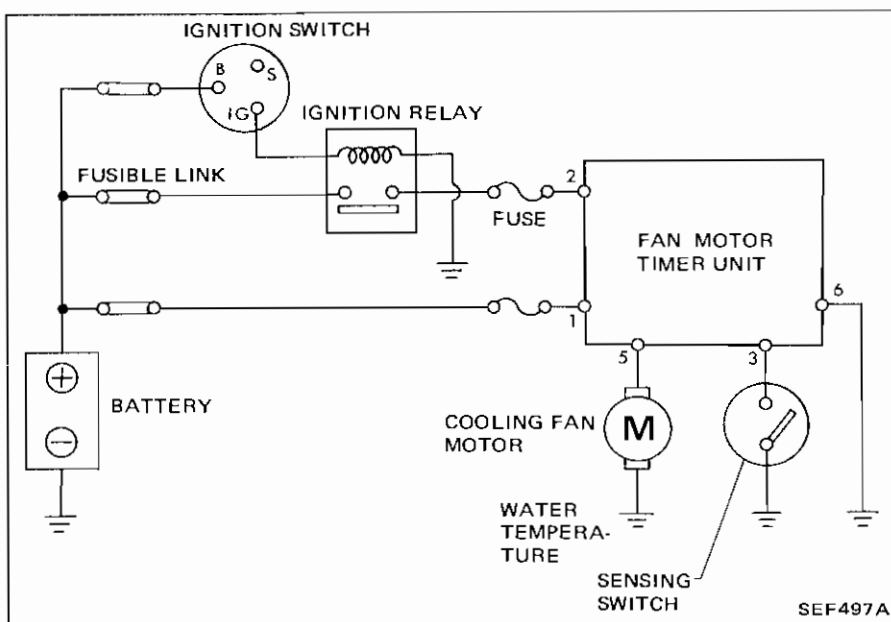
AUXILIARY COOLING FAN

DESCRIPTION

The auxiliary cooling fan is located in the engine compartment.

The cooling fan operates after igni-

tion switch is turned off, and thereby cooling down the temperature of fuel inside the injector and fuel hoses in the engine compartment.



OPERATION

- As soon as the ignition switch is turned off at an engine coolant temperature of above about the specified value, the cooling fan operates.
 - When the ignition switch is turned off at an engine coolant temperature of below about the specified value, the cooling fan operates when the engine coolant temperature rises above about the specified value.
- a. The cooling fan operates for about 17 minutes after the ignition switch is turned off.
 - b. When the ignition switch is turned to the "ON" or "START" position, the cooling fan will stop even though it is in operation.

Auxiliary cooling fan operation chart

Cooling water temperature °C (°F)		Water temperature sensing switch	Ignition switch	Auxiliary cooling fan
E.F.I.	above about 102 (216)	ON	"OFF" "ACC"	Operates
E.C.C.S.	above about 100 (212)			
E.F.I.	below about 102 (216)	OFF	"ON" "START"	Does not operate
E.C.C.S.	below about 100 (212)			
—		—	—	—

INSPECTION

ENTIRE CHECK

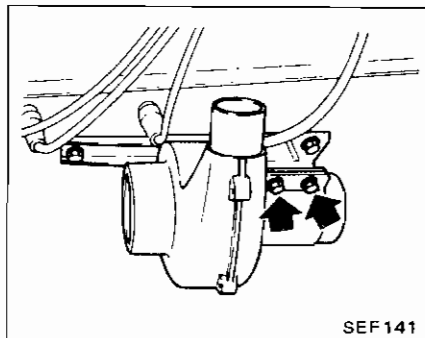
This check can be made at water temperatures below the specified value.

1. After turning ignition switch "ON", set it at "OFF" position and operate timer.

2. Disconnect harness connector of water temperature sensing switch and make a signal which indicates that water temperature has exceeded the specified value, by grounding connector terminal at harness side.

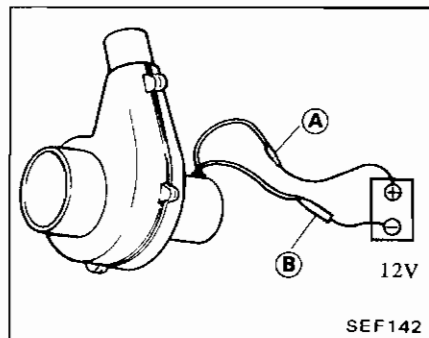
- Cooling fan operatesO.K.
- Cooling fan does not operate N.G.

3. If cooling fan does not operate, check fan motor timer unit and fan motor as a part.



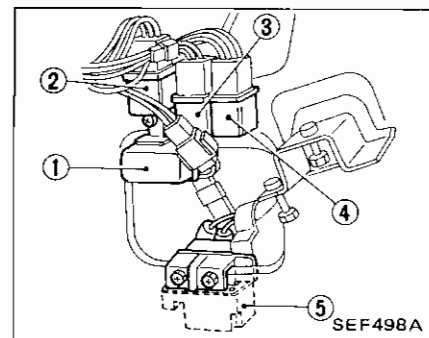
1. Make sure continuity exists between connector terminals (A) and (B).
2. Then securely connect positive terminal of a 12-volt d.c. power supply to terminal (A), and ground terminal (B).

Fan motor should run. If not running, the motor is out of order.



FAN MOTOR TIMER UNIT

The fan motor timer unit is located inside the R.H. dash side panel.



- 1 Seat belt warning timer unit
- 2 Fuel pump relay
- 3 Ignition relay
- 4 Accessory relay
- 5 Fan motor timer unit

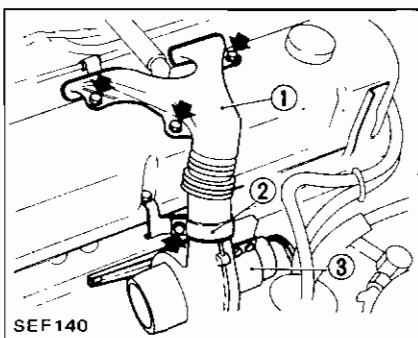
Test timer unit with a power source of 12-volt DC and test lamp following the procedure below.

Prepare 12V-3W lamp.

1. Connect terminal (6) to negative terminal of power source, terminal (5) to test lamp terminal and the other test lamp terminal to negative terminal of the power source.
2. Connect terminal (1) to positive terminal of power source.
3. Connect terminal (2) to positive terminal of power source and disconnect it. (Operate timer)
4. Connect terminal (3) to negative terminal of power source.

- Test lamp glows O.K.
- Test lamp does not glow N.G.

FAN MOTOR

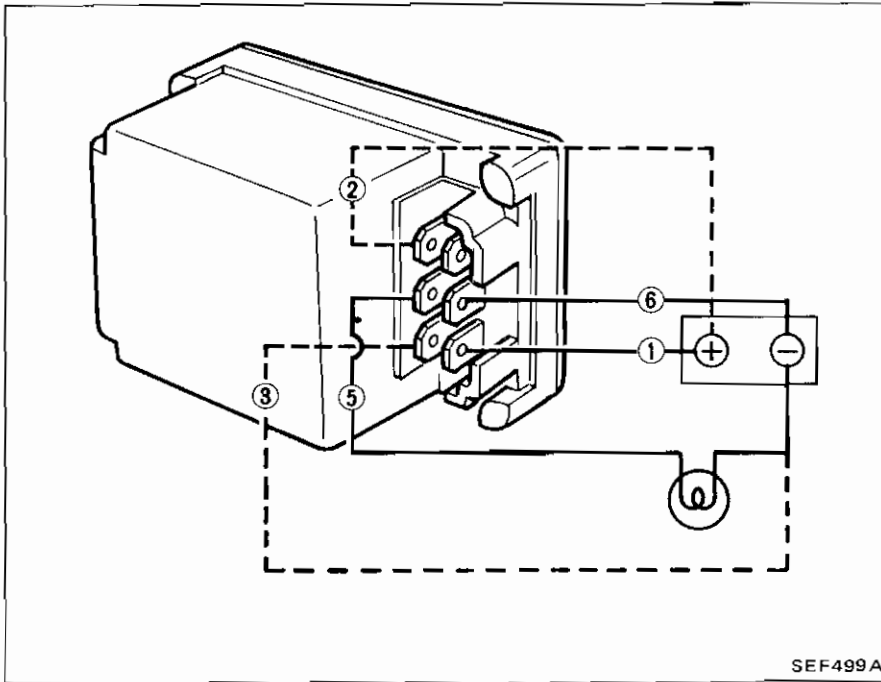


- 1 Air duct
- 2 Clamp
- 3 Cooling fan

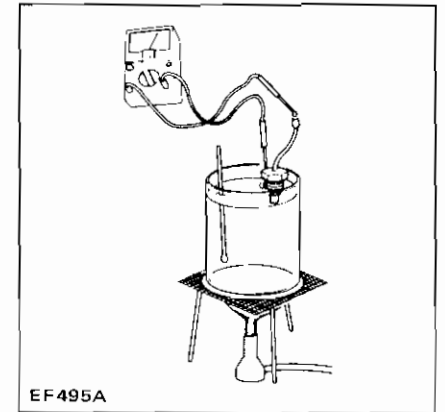
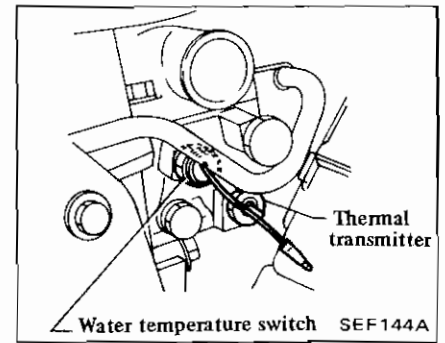
5. Make sure that test lamp should remain on for about 17 minutes after step 3 is performed, and then go out.
6. While test lamp is on, connect

terminal ② to positive terminal of power source.

- Test lamp goes out O.K.
- Test lamp does not go out N.G.



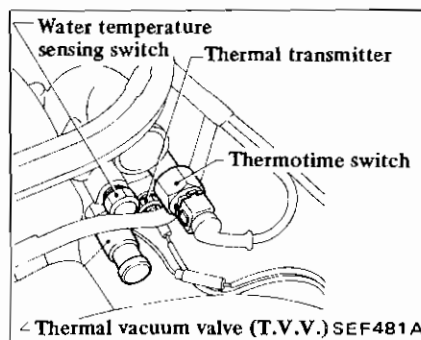
E.C.C.S. models



WATER TEMPERATURE SENSING SWITCH

The water temperature sensing switch is located in the thermostat housing.

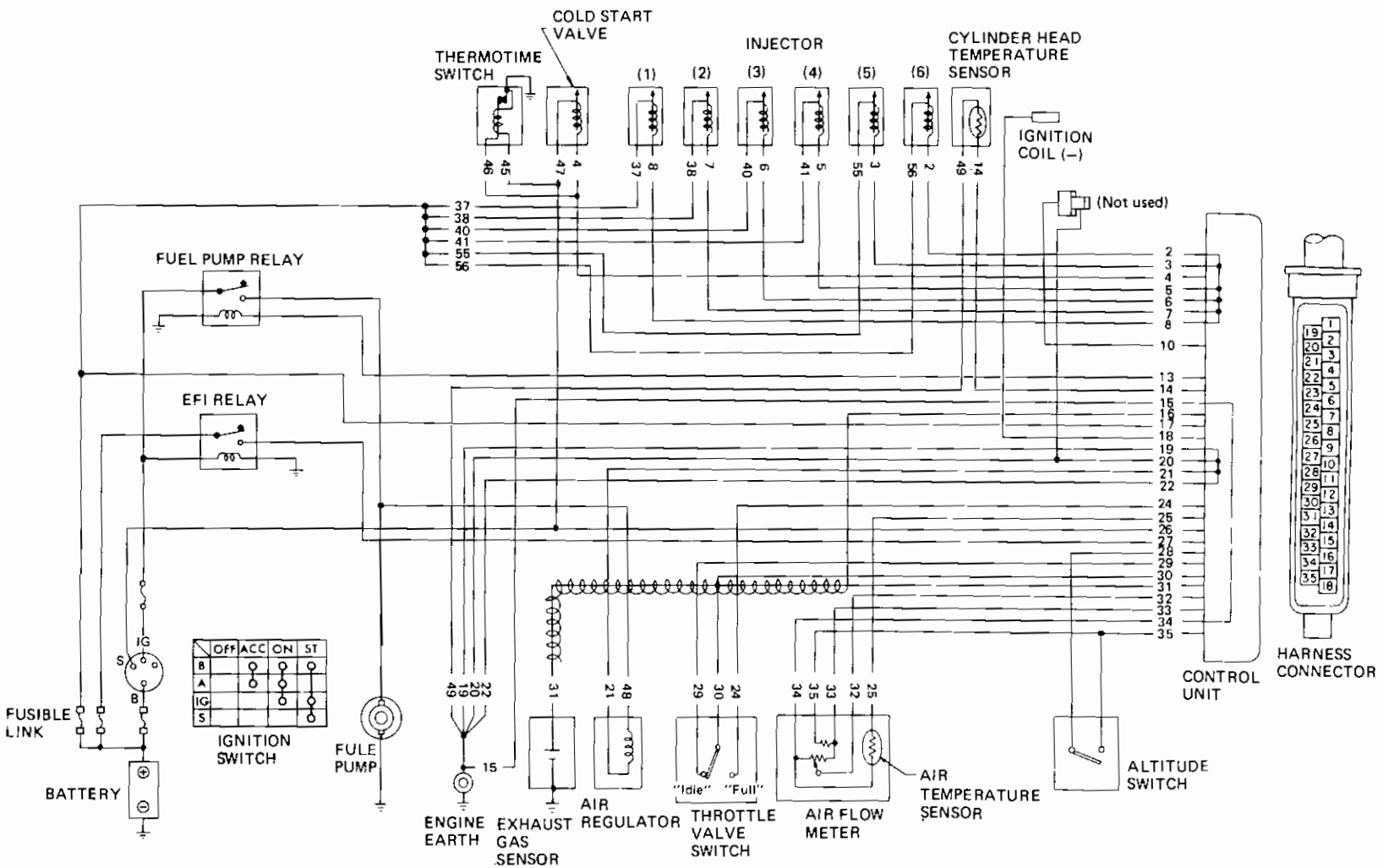
E.F.I. models



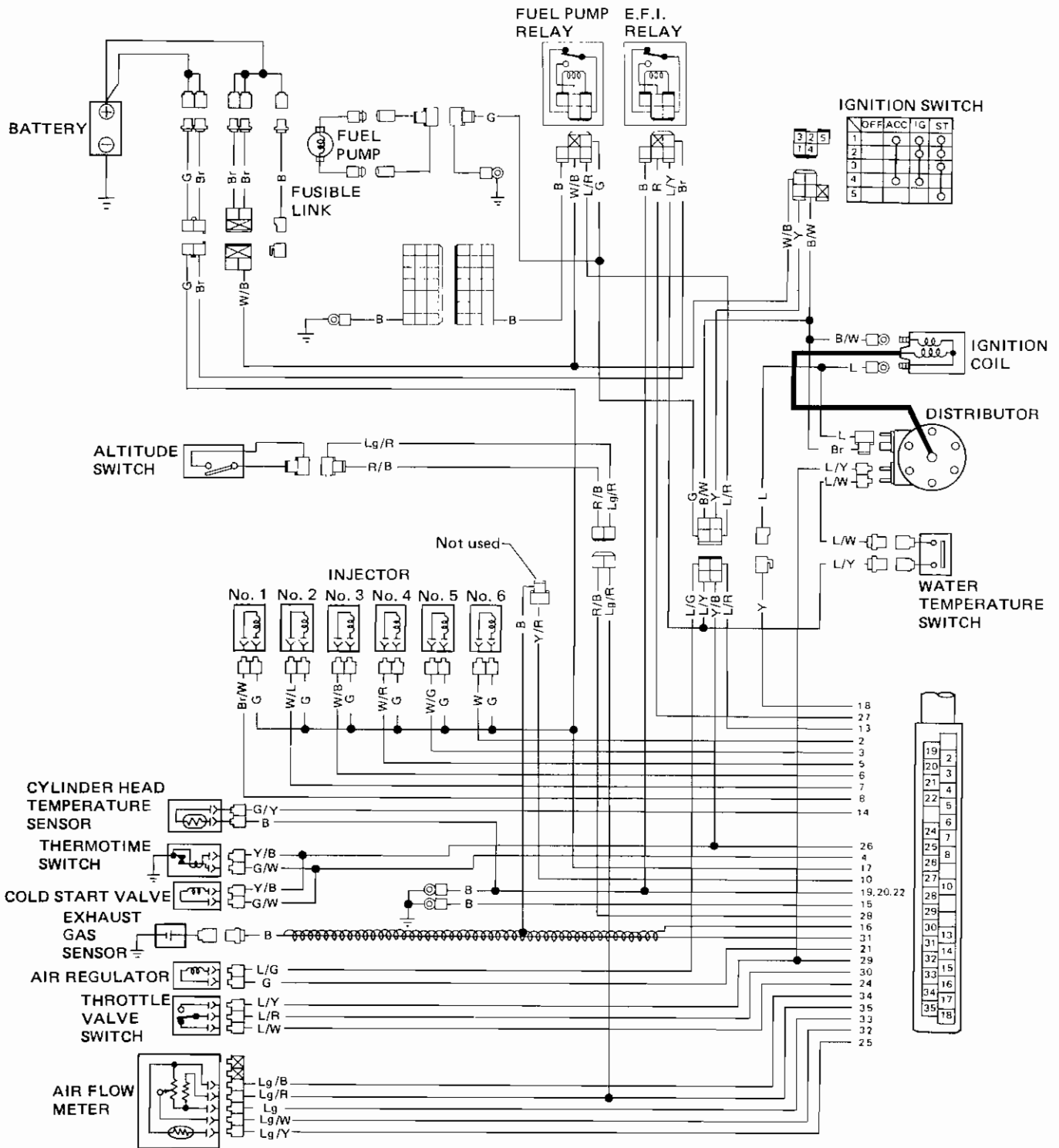
1. Dip sensing portion of water temperature sensing switch into proper solution maintained at 80°C (176°F).
2. Measure resistance between terminal of lead wire and switch body.
 - Resistance is infinite O.K.
3. Increase solution temperature, then check continuity between terminal of lead wire and switch body.
 - Resistance varies to zero at a temperature about the specified value O.K.
 If not, replace switch with a new one.

ELECTRICAL SYSTEM INSPECTION

E.F.I. CIRCUIT DIAGRAM



E.F.I. WIRING DIAGRAM



SEF750A

EF & EC-81

DESCRIPTION

Electrical system inspection can be performed by using the EFI ANALYZER (J-25400).

CAUTION:

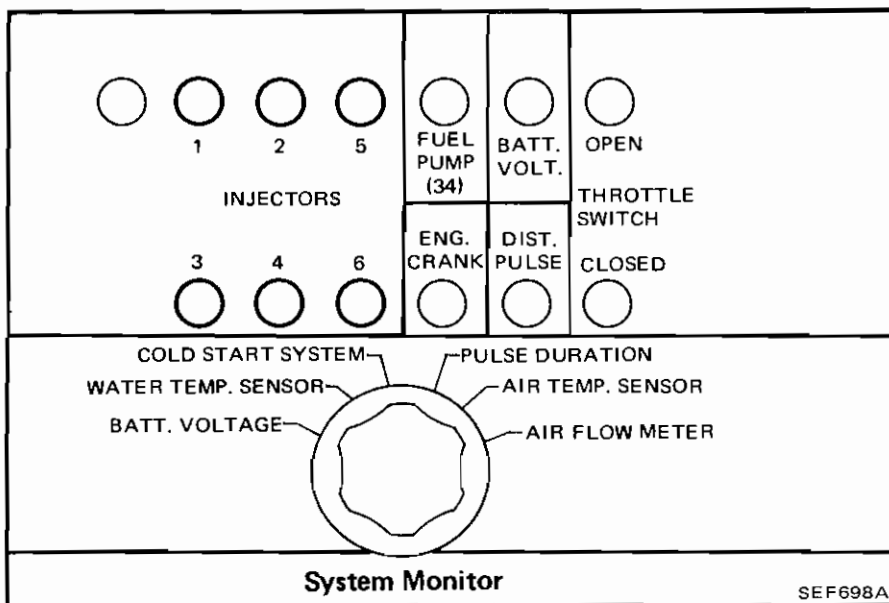
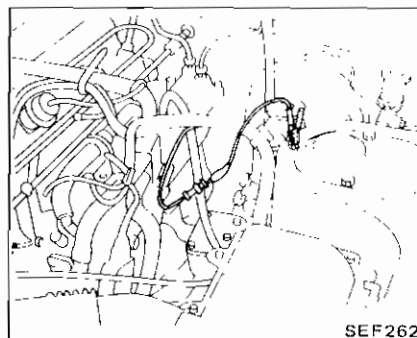
- a. When checking the electrical system with EFI ANALYZER, be sure to use the proper adapter harness.
- b. When checking injector circuit with EFI ANALYZER, be sure to follow Injector Pulse Display.

INJECTOR PULSE DISPLAY

Injector pulses are displayed on overlay panel as follows:

Printed number	Display
1	No. 6 injector pulse
2	No. 3 injector pulse
3	No. 4 injector pulse
4	No. 2 injector pulse
5	No. 5 injector pulse
6	No. 1 injector pulse

2. Disconnect battery ground cable.
3. Disconnect lead wire from "S" terminal of starter motor.
4. Disconnect cold start valve harness connector.
5. Arrange so that air flow meter flap can be pushed manually from air cleaner side.
6. Disconnect exhaust gas sensor harness connector.
7. Connect EFI harness terminal for exhaust gas sensor to ground with a jumper wire.



8. Disconnect 35-pin EFI harness connector from control unit.

CAUTION:

- a. Before disconnecting EFI harness at 35-pin connector, ensure that ignition switch is in the "OFF" position.
- b. Be extremely careful not to break or bend 35-pin when disconnecting terminal. Do not touch the circuit tester probe to any unnecessary pin on the 35-pin connector. Doing so could cause damage to the circuit tester.
- c. After inspection or replacement, securely connect E.F.I. harness connector with control unit, and then test it to make sure.

If the analyzer is not available, use the following procedures.

PREPARATIONS FOR INSPECTION

VEHICLE PREPARATIONS

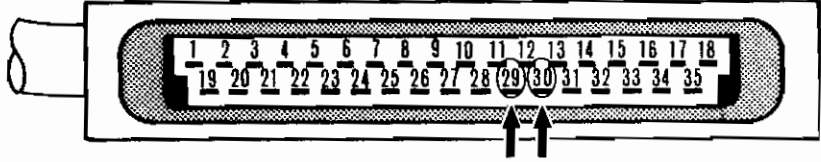
1. Turn ignition switch to "OFF" position.

CAUTION:

Before disconnecting and connecting electrical connectors, ensure that ignition switch is in the "OFF" position.

THROTTLE VALVE SWITCH TESTS

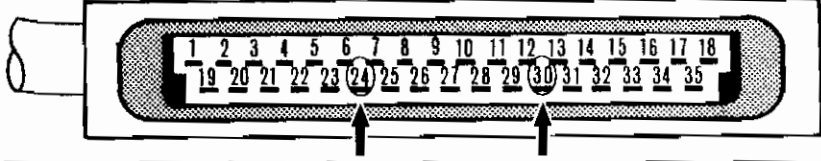
Test No. 1 Idle contacts				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Ohmmeter			Throttle released	Continuity
	29	30	Throttle depressed	No continuity



SEF681

If test is O.K., go to Test No. 2.
If test is not O.K., go to Throttle Valve Switch Adjustment.

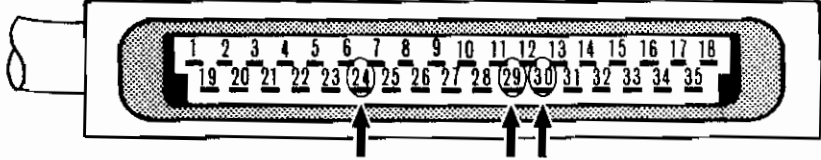
Test No. 2 Full throttle contacts				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Ohmmeter			Throttle released	No continuity
	24	30	Full throttle	Continuity



SEF682

If test is O.K., go to Test No. 3.
If test is not O.K., go to Full Throttle Contact Check.

Test No. 3 Insulation test				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Ohmmeter	24	Body ground		$\infty \Omega$
	29			
	30			

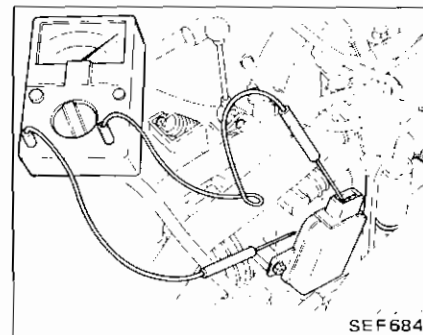


SEF683

If test is O.K., go to Throttle Valve Switch Adjustment.

If test is not O.K., go to Component Check.

Component check



SEF684

Connect ohmmeter between engine and terminals 24, 29 and 30. Ohmmeter reading should be infinite.

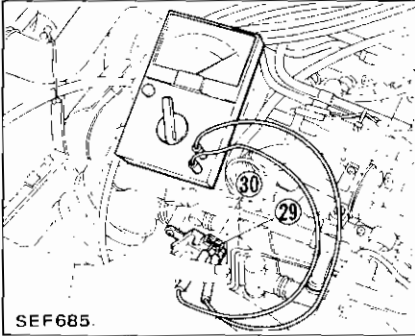
If test is O.K., check harness.

If test is not O.K., replace component and retest.

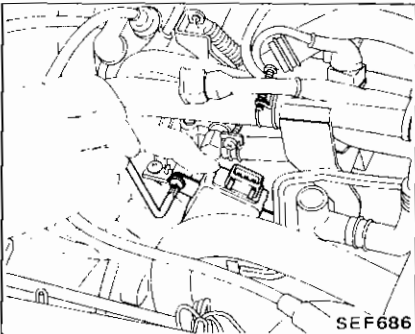
THROTTLE VALVE SWITCH ADJUSTMENT

Ohmmeter method

1. Disconnect throttle valve switch connector.
2. Connect ohmmeter between terminals 29 and 30, and make sure continuity exists.



3. Adjust throttle valve switch position, with retaining screw, so that idle switch may be changed from "ON" to "OFF" when engine speed is about 900 rpm under no load.

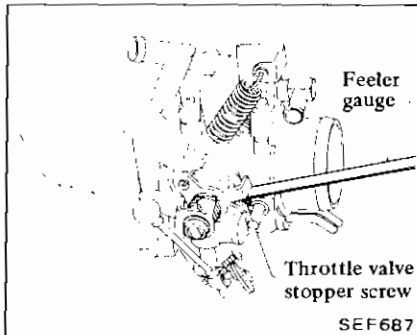


Feeler gauge method

To adjust position of throttle valve switch with engine off, proceed as follows:

When clearance "A" between throttle valve stopper screw and throttle valve shaft lever is 0.3 mm (0.012 in), adjust throttle valve switch position so that idle switch is changed from "ON" to "OFF".

If clearance between throttle valve stopper screw and throttle valve shaft lever is 0.3 mm (0.012 in), engine speed will become about 900 rpm.

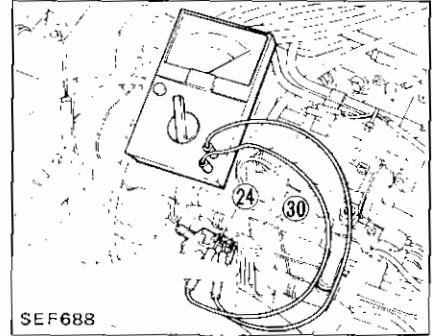


Changing idle switch from "ON" to "OFF" corresponds to change from 0 to ∞ (infinite) ohms in resistance between terminals 29 and 30.

After the adjustment is complete, proceed to Full Throttle Contact Check.

FULL THROTTLE CONTACT CHECK

1. Disconnect ground cable from battery.
2. Remove throttle valve switch connector.
3. Connect ohmmeter between terminals 24 and 30, and make sure continuity does not exist.

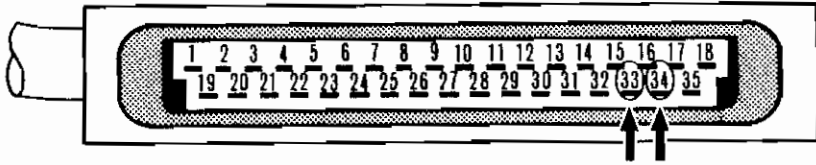


4. Depress accelerator pedal to floor. If continuity exists between terminals 24 and 30, full throttle contact is functioning properly.

If test is O.K., go to Insulation Test.

AIR FLOW METER TESTS

Test No. 1 Air flow meter resistance				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Ohmmeter	33	34		100 to 400Ω

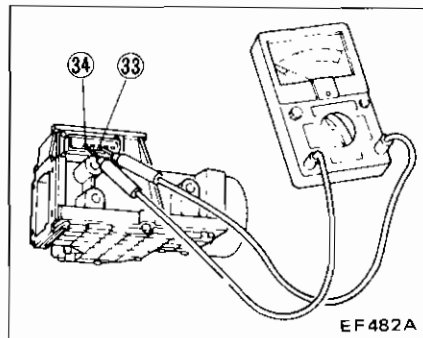


SEF689

If test is O.K., go to Test No. 2.

If test is not O.K., perform component check.

Component check

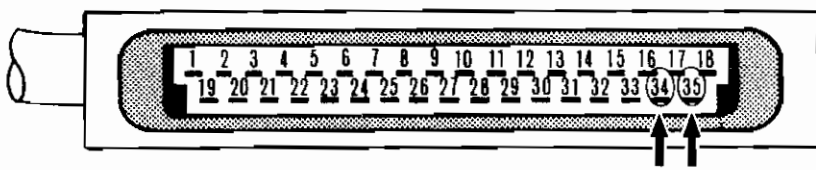


Measure the resistance between terminals 33 and 34. The standard resistance is 100 to 400 ohms.

If test is O.K., check harness.

If test is not O.K., replace component.

Test No. 2 Air flow meter resistance				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Ohmmeter	34	35		200 to 500Ω

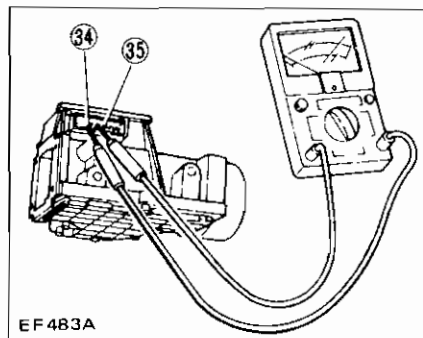


SEF690

If test is O.K., go to Test No. 3.

If test is not O.K., perform component check.

Component check



Measure the resistance between terminals 34 and 35. The standard resistance is 200 to 500 ohms.

If test is O.K., check harness.

If test is not O.K., replace component.

Test No. 3 Air flow meter resistance

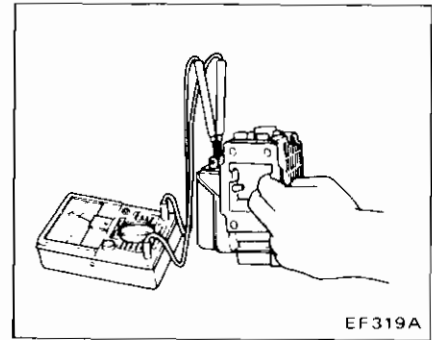
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Ohmmeter	32	34		Except 0 and $\infty\Omega$

SEF691

If test is O.K., go to Test No. 4.

If test is not O.K., perform component check.

Component check



EF319A

While sliding flap, measure resistance between terminals 32 and 34. If resistance is at any value other than 0 and ∞ ohm, air flow meter is normal.

If test is O.K., check harness.

If test is not O.K., replace component.

Test No. 4 Insulation resistance

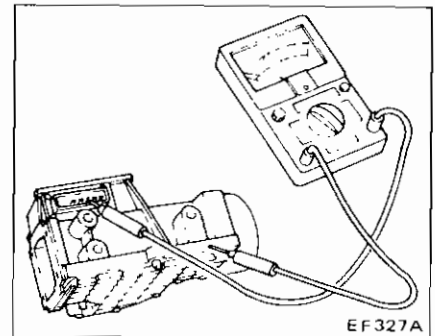
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Ohmmeter	32 33 34 35	Body ground		$\infty\Omega$

SEF692

If test is O.K., go to Test No. 5.

If test is not O.K., perform component check.

Component check



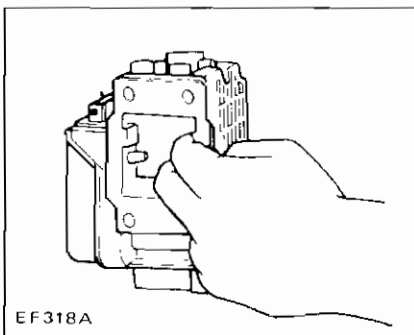
EF327A

Check insulation resistance between the air flow meter body and any one of the terminals 32, 33, 34 and 35. If continuity exists, the air flow meter is out of order.

If test is O.K., check harness.

If test is not O.K., replace component.

Test No. 5 air flow meter flap.



EF318A

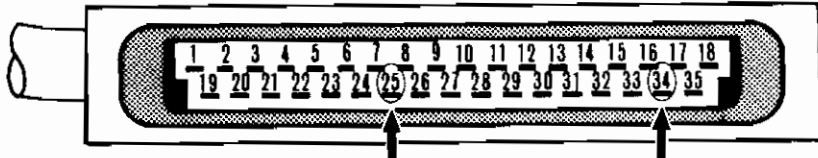
Fully open the flap by hand to check that it opens smoothly without binding. If it doesn't, it is out of order.

If test is O.K., air flow meter is O.K.

If test is not O.K., replace air flow meter.

AIR TEMPERATURE SENSOR TESTS

Test No. 1 Air Temperature Sensor				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Ohmmeter	25	34	Intake air temperature 20°C (68°F) or above	Below 2.9 kΩ
			Below 20°C (68°F)	2.1 kΩ or above

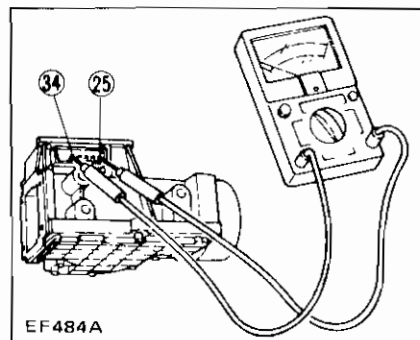


SEF772

If test is O.K., go to Test No. 2.

If test is not O.K., perform component check.

Component check

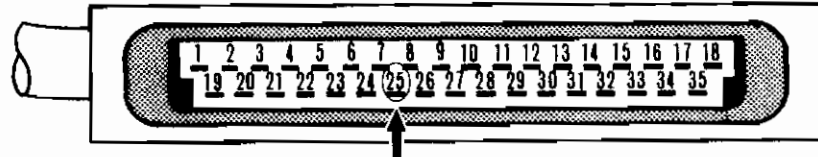


1. Measure the outside air temperature.
2. Measure resistance between terminals 25 and 34 of the air flow meter connector.

If test is O.K., check harness.

If test is not O.K., replace component.

Test No. 2 Insulation Resistance				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Ohmmeter	25	Body ground		$\infty\Omega$

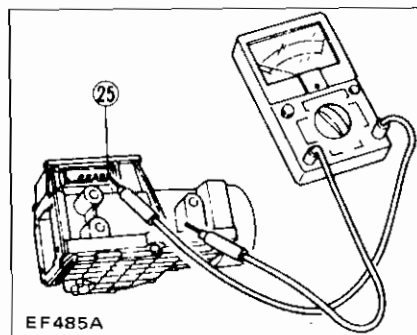


SEF773

If test is O.K., air temperature sensor is O.K.

If test is not O.K., perform component check.

Component check



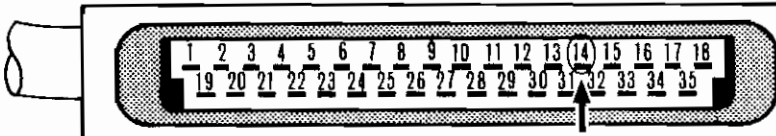
Check insulation resistance between terminal 25 and air flow meter body.

If test is O.K., check harness.

If test is not O.K., replace component.

CYLINDER HEAD TEMPERATURE SENSOR TEST

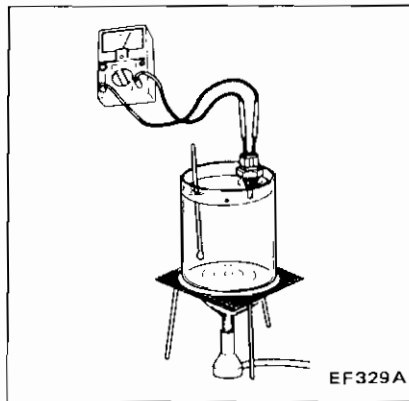
Cylinder head temperature sensor test				
Tester	Leads to Pins		Notes	Should Read
Ohmmeter	(+)	(-)	20°C (68°F) or above	Below 2.9 kΩ
	14	Body ground	Below 20°C (68°F)	2.1 kΩ or above



SEF693

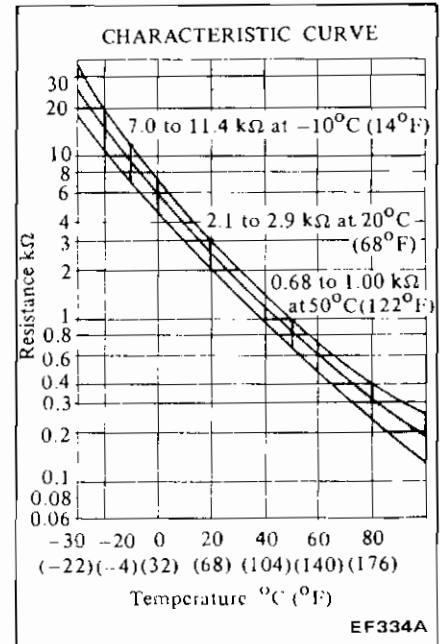
If test is O.K., test is complete.
If test is not O.K., perform component check.

Component check



EF329A

Dip the sensor into water maintained at a temperature of 20°C (68°F), 80°C (176°F), etc., and read its resistance.



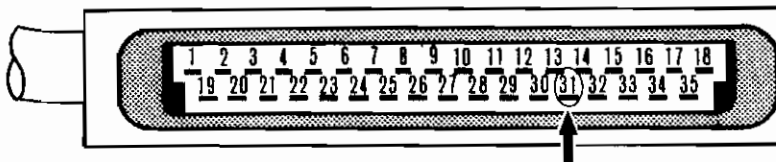
EF334A

If test matches curve, sensor is O.K.
Check harness.

If test does not match curve, replace sensor.

EXHAUST GAS SENSOR CIRCUIT TEST

Exhaust gas sensor circuit test				
Tester	Leads to Pins		Notes	Should Read
Ohmmeter	(+)	(-)	Disconnect exhaust gas sensor harness connector, and connect E.F.I. harness terminal for exhaust gas sensor to ground with a jumper wire.	0Ω
	31	Body ground		



SEF694

If test is O.K., exhaust gas sensor circuit is O.K.

THERMOTIME SWITCH TESTS

Disconnect cold start valve harness connector.

Component check

Test No. 1 Thermotime switch contact point

Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Ohmmeter	4	Body ground	Water temperature 25°C (77°F) or above	$\infty\Omega$
			14 to 25°C (57 to 77°F)	0 or $\infty\Omega$
	Below 14°C (57°F)	0 Ω		

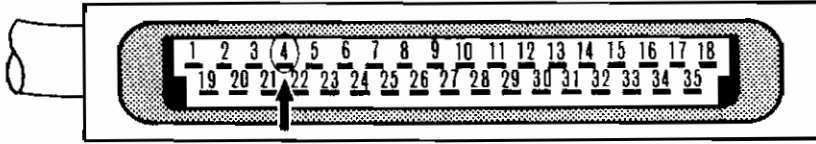
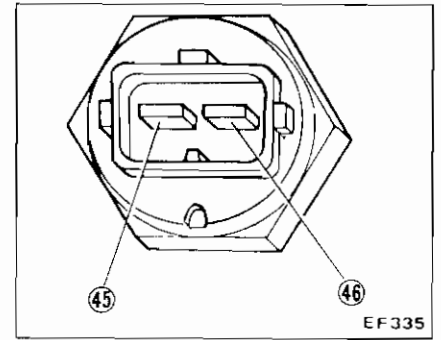


Diagram of an ohmmeter scale showing terminals 1 through 35. Terminal 4 is circled and has an arrow pointing to it.

SEF695

If test is O.K., go to Test No. 2.

If test is not O.K., perform component check.



Measure the resistance between terminal 46 and switch body.

- The resistance is zero when the cooling water temperature is less than 14°C (57°F). O.K.
- The resistance is infinite when the cooling water temperature is more than 25°C (77°F). O.K.

The resistance is zero or infinite when the cooling water temperature is between 14 to 25°C (57 to 77°F).

Measure the resistance between terminal 45 and switch body.

The ohmmeter reading is 40 to 70 ohms O.K.

If test is O.K., check harness.

If test is not O.K., replace component.

Test No. 2 Heater coil of thermotime switch bimetal

Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Ohmmeter	26	Body ground	Disconnect starter motor "S" terminal.	40 to 70 Ω

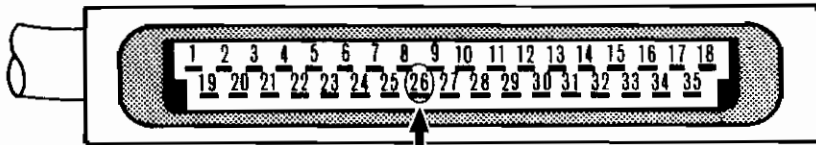


Diagram of an ohmmeter scale showing terminals 1 through 35. Terminal 26 is circled and has an arrow pointing to it.

SEF696

If test is O.K., thermotime switch is O.K.

If test is not O.K., perform component check.

CONTROL UNIT GROUND CIRCUIT TESTS

Control unit ground circuit tests				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Ohmmeter	15	Body ground		Continuity
	19			
	20			
	22			

The diagrams illustrate the ground circuit tests for pins 15, 19, 20, and 22. Each diagram shows a 35-pin connector with an arrow pointing to the specific pin being tested. The pins are numbered 1 through 35, with the top row containing pins 1-18 and the bottom row containing pins 19-35.

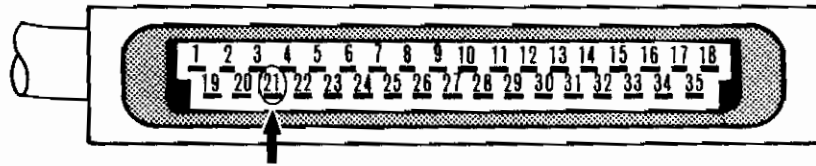
SEF697

If tests are O.K., ground circuits are O.K.

If tests are not O.K., check wiring diagram and harness.

AIR REGULATOR CIRCUIT TESTS

Test No. 1 Air regulator resistance			
Tester	Leads to Pins		Notes
Ohmmeter	(+)	(-)	
	21	Body ground	



SEF698

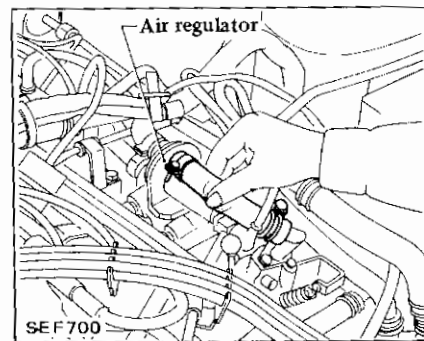
If test is O.K., go to Test No. 2.

If test is not O.K., check air regulator or fuel pump.

Test No. 2 Air regulator and fuel power circuit

1. Connect E.F.I. harness connector to E.C.U.
 2. Turn ignition switch to "ON".
 3. Listen for fuel pump operating sound for a few seconds.
 4. If no sound is heard, check fuel pump relay.
- If fuel pump operates, check air regulator.

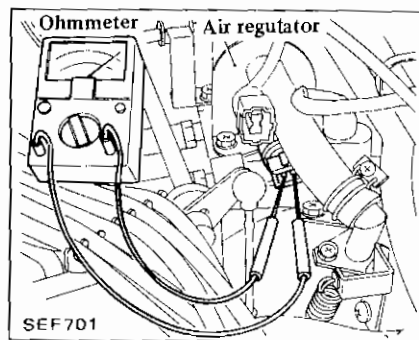
CHECKING AIR REGULATOR



1. Starting engine, and pinch rubber hose between throttle chamber and air regulator.

- Engine speed decreases during warm-up. O.K.
- Engine speed remains unchanged after warm-up. O.K.

2. Disconnect hoses from both ends of air regulator, and visually check to see if air regulator shutter opens.
3. Disconnect electric connector of air regulator, and check continuity. Continuity should exist. If not, air regulator is faulty.



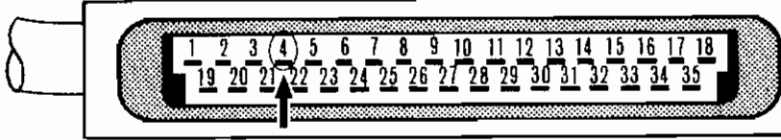
4. Pry air regulator shutter to open with a flat-blade screwdriver, then close. If shutter opens and closes smoothly, it is operating properly.

If test is O.K., check harness.

If test is not O.K., replace component and retest.

COLD START VALVE TEST

Cold start valve circuit test				
Tester	Leads to Pins		Notes	Should Read
Voltmeter	(+)	(-)	1. Disconnect starter motor "S" terminal and thermostat switch harness connector. 2. Connect cold start valve harness connector and battery ground cable. 3. Ignition "START".	Battery voltage
	4	Body ground		

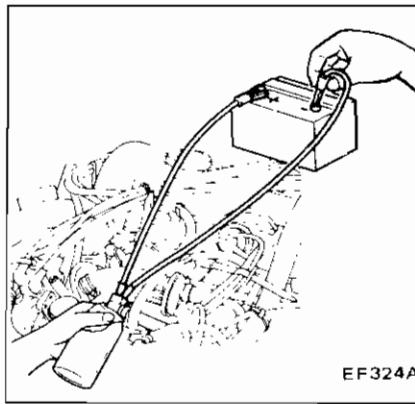


SEF704

If test is O.K., cold start valve is O.K.

If test is not O.K., perform component check.

Component check



EF324A

1. Disconnect ground cable from battery.
2. Remove two screws securing cold start valve to intake manifold, and extract cold start valve.
3. Put cold start valve into a transparent glass container, plug the transparent glass container opening with a clean rag.
4. Using two jumper wires, connect each terminal to cold start valve connector.
5. Connect other terminals of jumper wire to battery positive and negative terminals.

- Fuel is injected. O.K.
- Fuel is not injected. N.G.

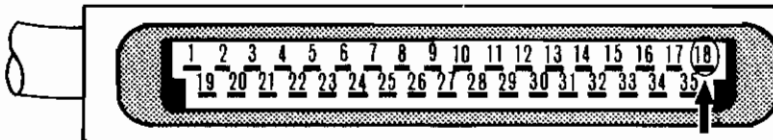
CAUTION:

Be careful to keep both terminals separate in order to avoid short circuit.

If test is O.K., check harness.
 If test is not O.K., replace component and retest.

IGNITION COIL TRIGGER INPUT TEST

Ignition coil trigger input test				
Tester	Leads to Pins		Notes	Should Read
Voltmeter	(+)	(-)	1. Connect starter motor "S" terminal and battery ground cable. 2. Ignition "START".	Pointer deflects.
	18	Body ground		



SEF705

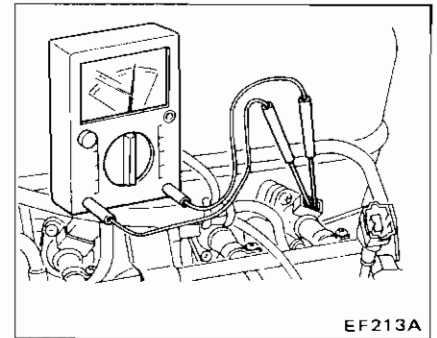
If test is O.K., trigger input to control unit is O.K.

If test is not O.K., check ignition coil and wire harness.

INJECTOR CIRCUIT TESTS

CAUTION: Never turn the selecting switch of the tester to the "Ohmmeter" or "Ammeter" position during these tests as it may burn out the injectors and circuit.

Component check



1. Disconnect ground cable from battery.
2. Disconnect electric connectors from injectors.
3. Check continuity between the two terminals. Continuity should exist. If not, injector(s) are faulty.

Test No. 1 Cylinder No. 1				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Voltmeter	(+)	(-)	Connect battery ground cable.	Battery voltage
	8	Body ground		

SEF712

If test is O.K., go to Test No. 2.

If test is not O.K., go to Component Check.

Test No. 2 Cylinder No. 2				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Voltmeter	(+)	(-)		Battery voltage
	7	Body ground		

SEF709

If test is O.K., go to Test No. 3.

If test is not O.K., perform component check.

Test No. 3 Cylinder No. 3				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Voltmeter	(+)	(-)		Battery voltage
	6	Body ground		

SEF707

If test is O.K., go to Test No. 4.

If test is not O.K., go to Component Check.

Test No. 4 Cylinder No. 4				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Voltmeter				Battery voltage
	5	Body ground		

SEF708

If test is O.K., go to Test No. 5.

If test is not O.K., go to Component Check.

Test No. 5 Cylinder No. 5				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Voltmeter				Battery voltage
	3	Body ground		

SEF710

If test is O.K., go to Test No. 6.

If test is not O.K., go to Component Check.

Test No. 6 Cylinder No. 6				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Voltmeter				Battery voltage
	2	Body ground		

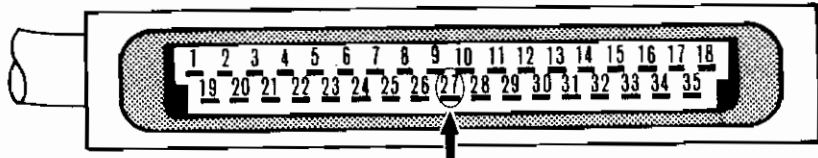
SEF706

If test is O.K., all injectors are O.K.

If test is not O.K., perform component check.

E.F.I. RELAY AND FUEL PUMP RELAY TESTS

Test No. 1 E.F.I. relay test (Control unit power input circuit test)				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Voltmeter			1. Connect battery ground cable. 2. Ignition "ON".	Battery voltage
	27	Body ground		



SEF713

If test is O.K., E.F.I. relay is O.K.
Go to Test No. 2.

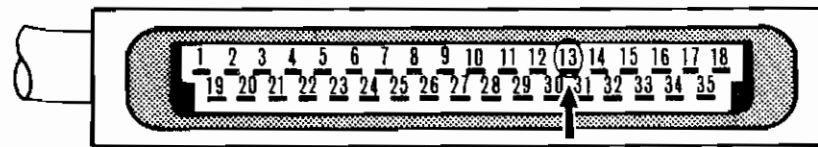
If test is not O.K., check E.F.I. relay.

Test No. 2 fuel pump relay

1. Connect E.F.I. harness connector to E.C.U.
2. Turn ignition switch to "IG".
3. Listen for fuel pump operating sound for a few seconds after turning ignition switch to "IG".

If no sound is heard, go to test No. 3.

Test No. 3 Fuel pump relay test				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Ohmmeter				Except 0 and $\infty\Omega$
	13	Body ground		

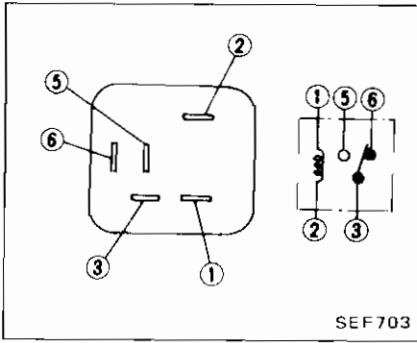


SEF343A

If test No. 3 is O.K., check fuel pump and circuit.
If fuel pump is O.K., check com-

ponent check.
If test No. 3 is not O.K., go to component check.

CHECKING E.F.I. RELAY AND FUEL PUMP RELAY



SEF703

Check terminals	Normal condition	12V direct current is applied between terminals ① and ②
① - ②	Continuity	—
③ - ⑤	No continuity	Continuity
③ - ⑥	Continuity	No continuity

If E.F.I. relay and fuel pump relay are O.K., check harness.
 If fuel pump and harness are O.K., replace control unit.

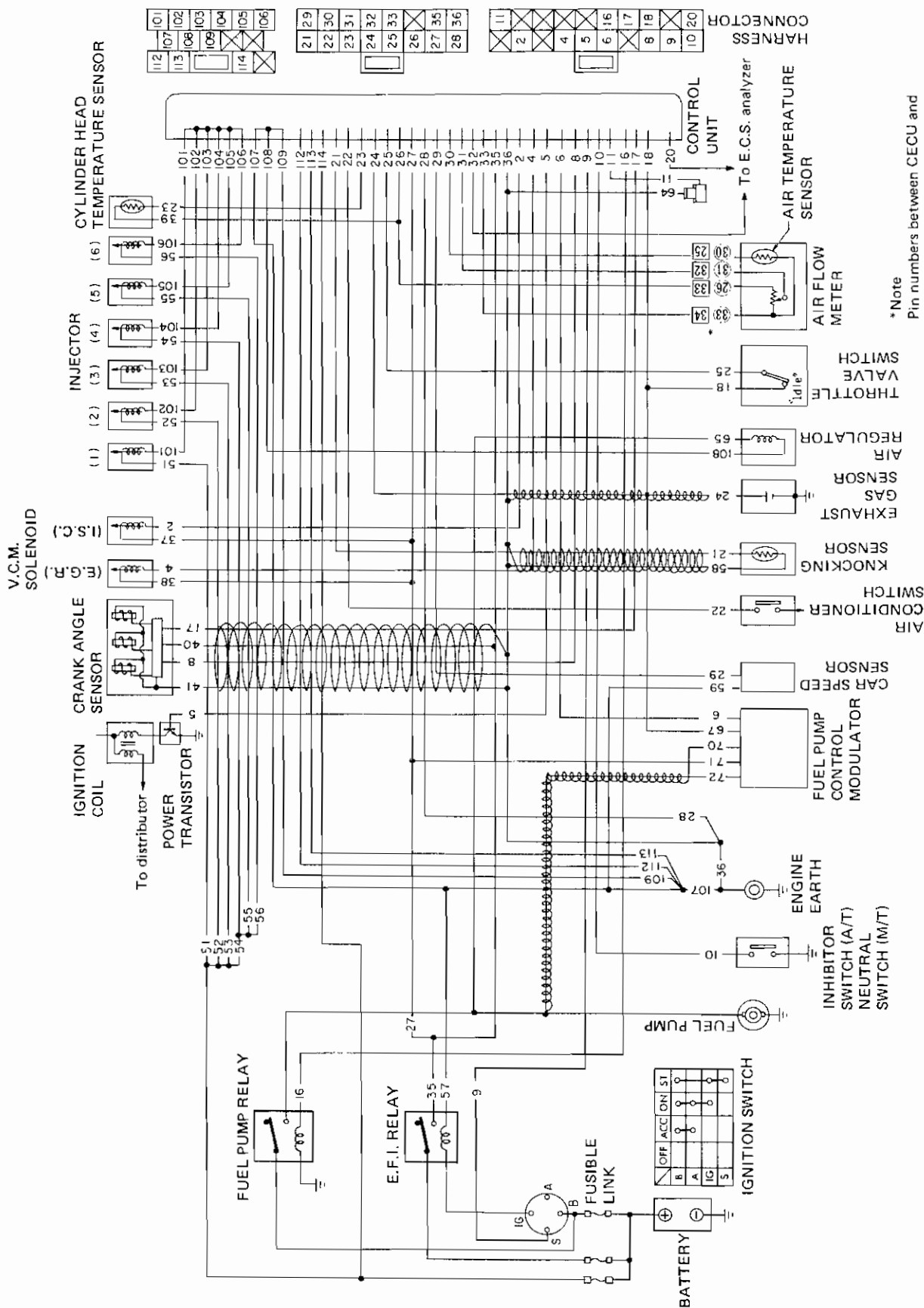
IGNITION START SIGNAL TEST

Ignition start signal test				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Voltmeter			1. Disconnect starter motor "S" terminal. 2. Connect battery ground cable. 3. Ignition "START".	Battery voltage
	26	Body ground		

SEF715

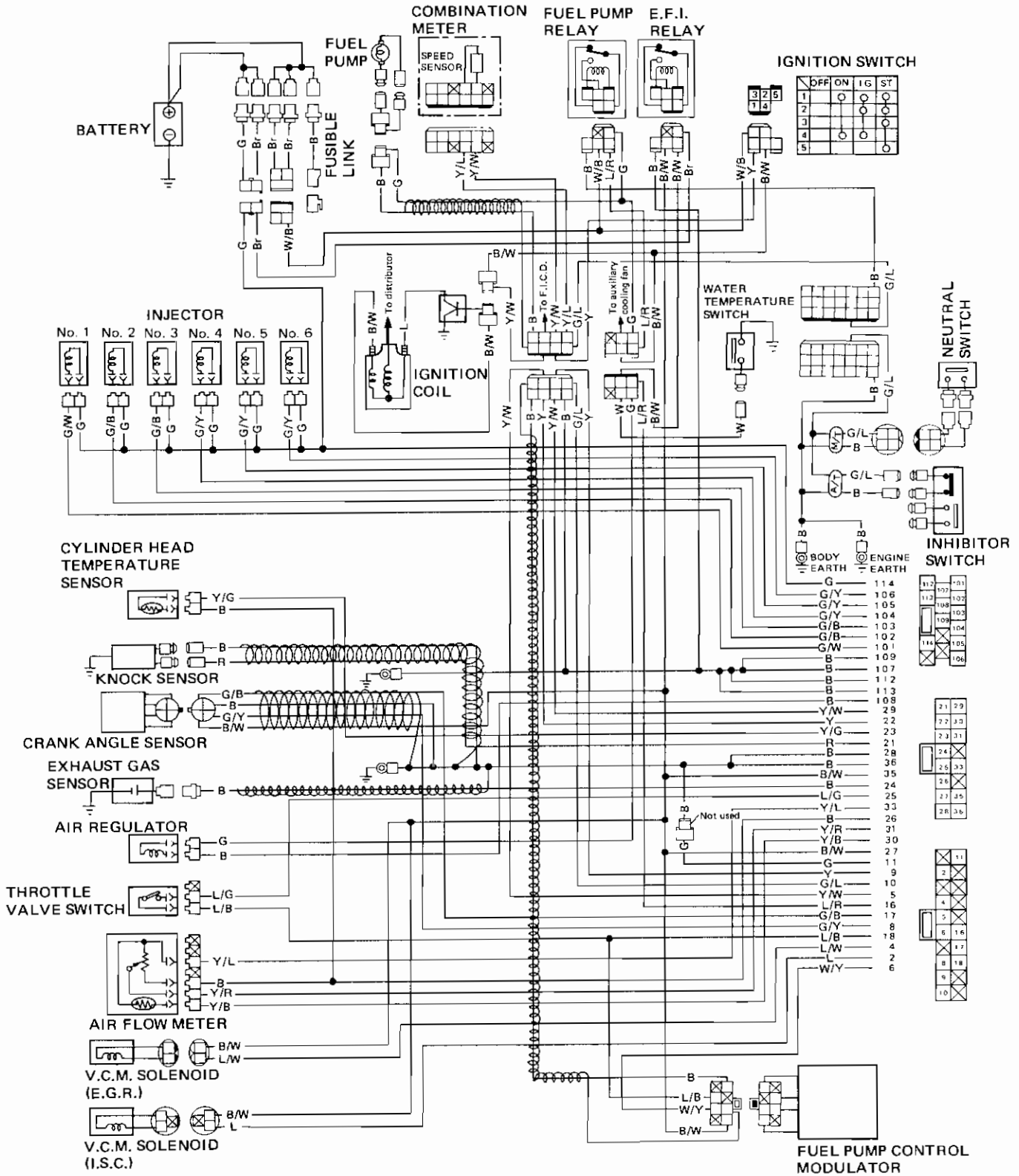
If test is O.K., ignition start signal is O.K.
 If test is not O.K., inspect ignition coil and harness.

E.C.C.S. CIRCUIT DIAGRAM



* Note
 Pin numbers between CECU and Air Flow Meter do not match.
 ○ : Pin numbers of CECU
 □ : Pin numbers on Air Flow Meter

E.C.C.S. WIRING DIAGRAM



SEF751A

DESCRIPTION

Electrical system inspection should be performed by using the E.C.C.S. ANALYZER (J28835).

If the analyzer is not available, some components can be inspected by using the following procedures.

PREPARATIONS FOR INSPECTION

VEHICLE PREPARATIONS

1. Turn ignition switch to "OFF" position.

CAUTION:

Before disconnecting and connecting electrical connectors, ensure that ignition switch is in the "OFF" position.

2. Disconnect battery ground cable.
3. Disconnect lead wire from "S" terminal of starter motor.
4. Arrange so that air flow meter flap can be pushed manually from air cleaner side.
5. Disconnect 15-pin, 20-pin and 16-pin E.C.C.S. harness connectors from control unit.

CAUTION:

- a. Before disconnecting ECCS harness at 15-pin, 20-pin and 16-pin connectors, ensure that ignition switch is in the "OFF" position.
- b. Be extremely careful not to break or bend 15-pin, 20-pin and 16-pin when disconnecting terminal. Do not touch the circuit tester probe to any unnecessary pin on the 15-pin, 20-pin and 16-pin connectors. Doing so could cause damage to the circuit tester.
- c. After inspection or replacement, connect E.C.C.S. harness connectors with control unit securely and make sure that connectors are secured properly. (At this time, a click may be heard.)

THROTTLE VALVE SWITCH TESTS

Test No. 1 Idle contacts				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Ohmmeter	18	25	Throttle depressed	No continuity
	18	25	Throttle released	Continuity

SEF502A

If test is O.K., go to Test No. 2.
If test is not O.K., go to Throttle Valve Switch Adjustment.

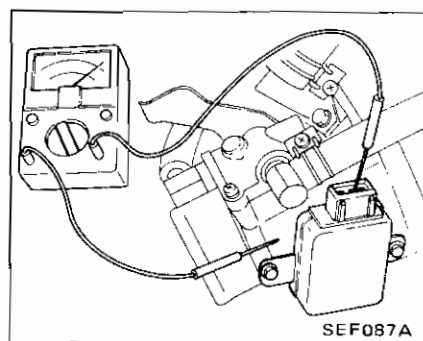
Test No. 2 Insulation test				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Ohmmeter	18	Body ground		$\infty \Omega$
	25	Body ground		$\infty \Omega$

SEF502A

If test is O.K., go to Throttle Valve Switch Adjustment.

If test is not O.K., go to Component Check.

Component check



Connect ohmmeter between engine and terminals 18 and 25. Ohmmeter reading should be infinite.

If test is O.K., check harness.

If test is not O.K., replace component and retest.

ADJUSTMENT

Refer to THROTTLE VALVE SWITCH.

AIR FLOW METER TESTS

Test No. 1 Air flow meter resistance			
Tester	Leads to Pins		Notes
	(+)	(-)	
Ohmmeter	33	26	Should Read Approx. 280 to 400Ω

SEF504A

If test is O.K., go to Test No. 2.

If test is not O.K., perform component check.

Test No. 2 Air flow meter resistance			
Tester	Leads to Pins		Notes
	(+)	(-)	
Ohmmeter	33	31	Should Read Except 0 and ∞Ω

SEF505A

If test is O.K., go to Test No. 3.

If test is not O.K., perform component check.

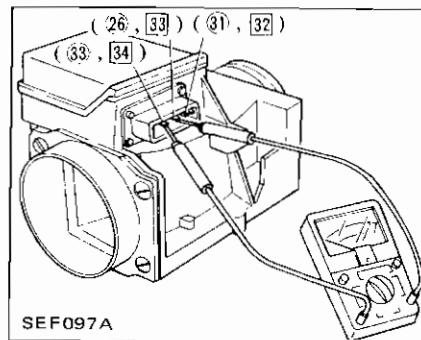
***Note**

Pin numbers between CECU and Air Flow Meter do not match.

○ : Pin numbers of CECU

□ : Pin numbers on Air Flow Meter

Component check



Measure the resistance between terminals (26, 33) and (33, 34). The standard resistance is approximately 280 to 400 ohm.

If test is O.K., check harness.

If test is not O.K., replace component.

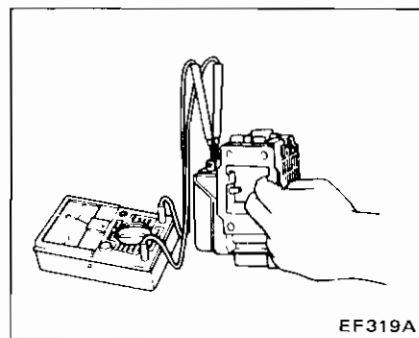
***Note**

Pin numbers between CECU and Air Flow Meter do not match.

○ : Pin numbers of CECU

□ : Pin numbers on Air Flow Meter

Component check



While sliding flap, measure resistance between terminals (33, 34) and (31, 32). If resistance is at any value other than 0 and ∞ ohm, air flow meter is normal.

If test is O.K., check harness.

If test is not O.K., replace component.

Test No. 3 Insulation resistance			
Tester	Leads to Pins		Notes
	(+)	(-)	
Ohmmeter	26	Body ground	
	31		
	33		
			$\infty \Omega$

SEF506A

If test is O.K., go to Test No. 4.

If test is not O.K., perform component check.

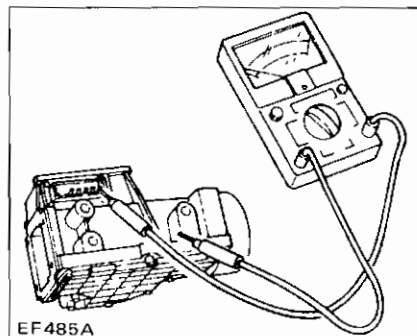
***Note**

Pin numbers between CECU and Air Flow Meter do not match.

○ : Pin numbers of CECU

□ : Pin numbers on Air Flow Meter

Component check

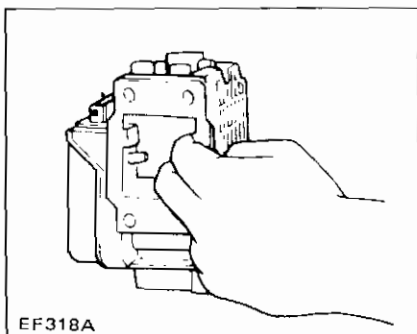


Check insulation resistance between the air flow meter body and any one of the terminals (26 , 33), (31 , 32) and (33 , 34). If continuity exists, the air flow meter is out of order.

If test is O.K., check harness.

If test is not O.K., replace component.

Test No. 4 air flow meter flap



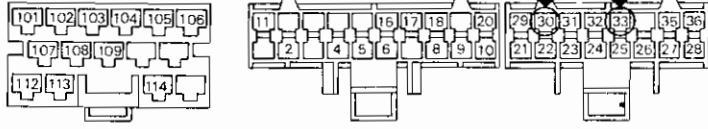
Fully open the flap by hand to check that it opens smoothly without binding. If it doesn't, it is out of order.

If test is O.K., air flow meter is O.K.

If test is not O.K., replace air flow meter.

AIR TEMPERATURE SENSOR TESTS

Test No. 1 Air Temperature Sensor				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Ohmmeter	33	30	Intake air temperature	Below 2.9 kΩ
			20°C (68°F) or above	
			Below 20°C (68°F)	2.1 kΩ or above



SEF507A

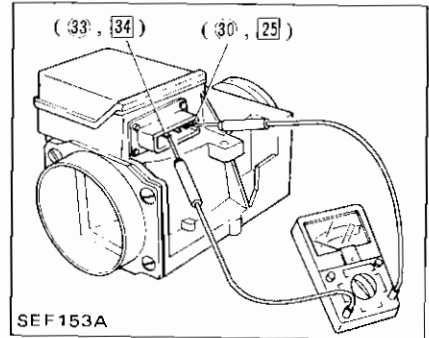
***Note**

Pin numbers between CECU and Air Flow Meter do not match.

○ : Pin numbers of CECU

□ : Pin numbers on Air Flow Meter

Component check



SEF153A

If test is O.K., go to Test No. 2.

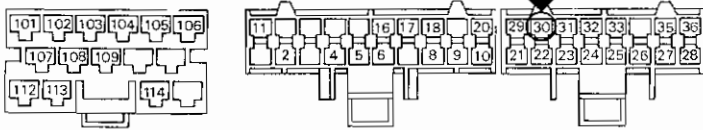
If test is not O.K., perform component check.

1. Measure the outside air temperature.
2. Measure resistance between terminals (33, 34) and (30, 25) of the air flow meter connector.

If test is O.K., check harness.

If test is not O.K., replace component.

Test No. 2 Insulation Resistance				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Ohmmeter	30	Body ground		∞Ω



SEF508A

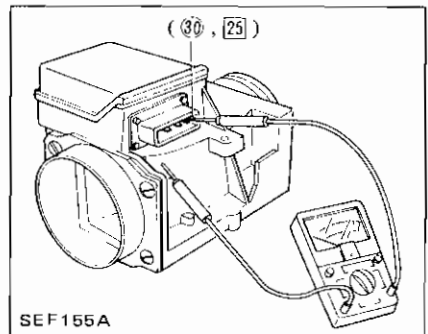
***Note**

Pin numbers between CECU and Air Flow Meter do not match.

○ : Pin numbers of CECU

□ : Pin numbers on Air Flow Meter

Component check



SEF155A

If test is O.K., air temperature sensor is O.K.

If test is not O.K., perform component check.

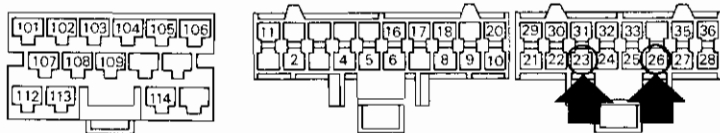
Check insulation resistance between terminal (30, 25) and air flow meter body.

If test is O.K., check harness.

If test is not O.K., replace component.

CYLINDER HEAD TEMPERATURE SENSOR TEST

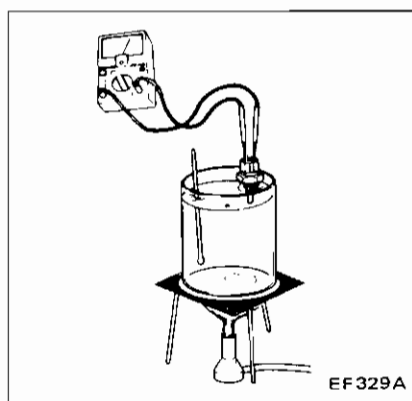
Cylinder head temperature sensor test				
Tester	Leads to Pins		Notes	Should Read
Ohmmeter	(+)	(-)	20°C (68°F) or above	Below 2.9 kΩ
	23	26	Below 20°C (68°F)	2.1 kΩ or above



SEF509A

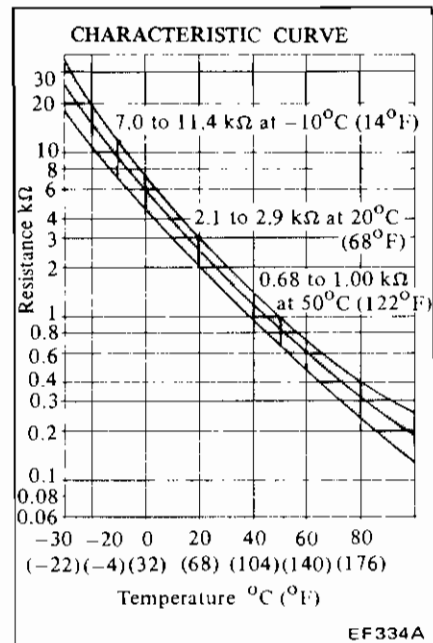
If test is O.K., test is complete.
If test is not O.K., perform component check.

Component check



EF329A

Dip the sensor into water maintained at a temperature of 20°C (68°F), 80°C (176°F), etc., and read its resistance.



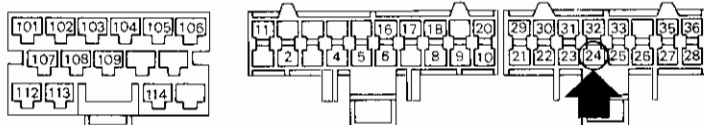
EF334A

If test matches curve, sensor is O.K. Check harness.

If test does not match curve, replace sensor.

EXHAUST GAS SENSOR CIRCUIT TEST

Exhaust gas sensor circuit test				
Tester	Leads to Pins		Notes	Should Read
Ohmmeter	(+)	(-)	Disconnect exhaust gas sensor harness connector, and connect E.F.I. harness terminal for exhaust gas sensor to ground with a jumper wire.	0Ω
	24	Body ground		



SEF510A

If test is O.K., exhaust gas sensor circuit is O.K.

CONTROL UNIT GROUND CIRCUIT TESTS

Control unit ground circuit tests				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Ohmmeter	28	109		0Ω
	36	112		
	107	113		

SEF511A

If tests are O.K., ground circuits are O.K.

If tests are not O.K., check wiring diagram and harness.

PARK/NEUTRAL SWITCH

Park/neutral switch test				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Ohmmeter	10	Body ground	Transmission gear position "N" or "P".	0Ω

SEF526A

If test is O.K., the park/neutral switch is O.K.

If test is not O.K., check harness and/or inhibitor switch. (Refer to AT section.)

AIR REGULATOR AND FUEL PUMP RELAY TESTS

Test No. 1 Air regulator resistance				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Ohmmeter	108	Body ground		25 to 90Ω

SEF512A

If test is O.K., go to Test No. 2.

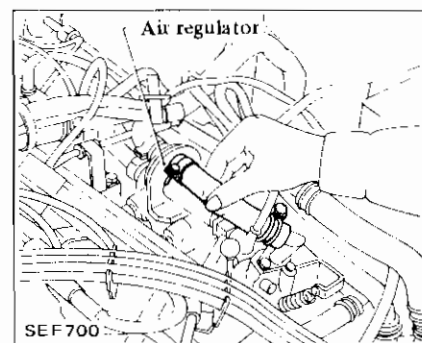
If test is not O.K., check air regulator or fuel pump.

Test No. 2 Air regulator and fuel pump circuit

1. Connect E.C.C.S. harness connectors to C.E.C.U.
2. Turn ignition switch to "ON".
3. Listen for fuel pump operating sounds for about 5 seconds.
4. If no sound is heard, check fuel pump relay.

If fuel pump operates, check air regulator.

CHECKING AIR REGULATOR

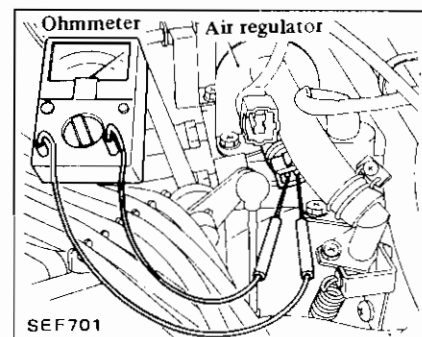


SEF700

1. Starting engine, and pinch rubber hose between throttle chamber and air regulator.

- Engine speed decreases during warm-up. O.K.
- Engine speed remains unchanged after warm-up. O.K.

2. Disconnect hoses from both ends of air regulator, and visually check to see if air regulator shutter opens.
3. Disconnect electric connector of air regulator, and check continuity. Continuity should exist. If not, air regulator is faulty.



SEF701

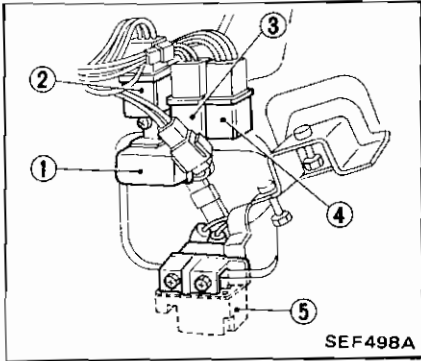
4. Pry air regulator shutter to open with a flat-blade screwdriver, then close. If shutter opens and closes smoothly, it is operating properly.

If test is O.K., check harness.

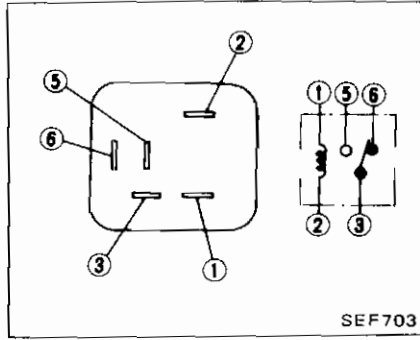
If test is not O.K., replace component and retest.

CHECKING FUEL PUMP RELAY

The fuel pump relay is installed on the dash right side.



- 1 Seat belt warning timer unit
- 2 Fuel pump relay
- 3 Ignition relay
- 4 Accessory relay
- 5 Fan motor timer unit



Check terminals	Normal condition	12V direct current is applied between terminals ① and ②
① - ②	Continuity	—
③ - ⑤	No continuity	Continuity
③ - ⑥	Continuity	No continuity

If test is O.K., check harness.

If test is not O.K., replace relay and retest.

INJECTOR CIRCUIT TESTS

CAUTION: Never turn the selecting switch of the tester to the “Ohmmeter” or “Ammeter” position during these tests as it may burn out the injectors and circuit.

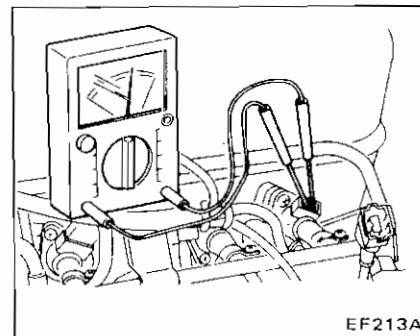
Test No. 1 Cylinder No. 1				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Voltmeter	101	Body ground	Connect battery ground cable.	Battery voltage

SEF515A

If test is O.K., go to Test No. 2.

If test is not O.K., go to Component Check.

Component check



1. Disconnect ground cable from battery.
2. Disconnect electric connectors from injectors.
3. Check continuity between the two terminals. Continuity should exist. If not, injector(s) are faulty.

If test is O.K., go to E.C.C.S. harness Check.

If test is not O.K., replace injector.

Test No. 2 Cylinder No. 2				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Voltmeter	102	Body ground		Battery voltage

SEF516A

If test is O.K., go to Test No. 3.

If test is not O.K., perform component check.

Test No. 3 Cylinder No. 3				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Voltmeter	103	Body ground		Battery voltage

SEF517A

If test is O.K., go to Test No. 4.

If test is not O.K., go to Component Check.

Test No. 4 Cylinder No. 4				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Voltmeter	104	Body ground		Battery voltage

SEF518A

If test is O.K., go to Test No. 5.

If test is not O.K., go to Component Check.

Test No. 5 Cylinder No. 5				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Voltmeter	105	Body ground		Battery voltage

SEF519A

If test is O.K., go to Test No. 6.

If test is not O.K., go to Component Check.

Test No. 6 Cylinder No. 6				
Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Voltmeter	106	Body ground		Battery voltage

SEF520A

If test is O.K., all injectors are O.K.

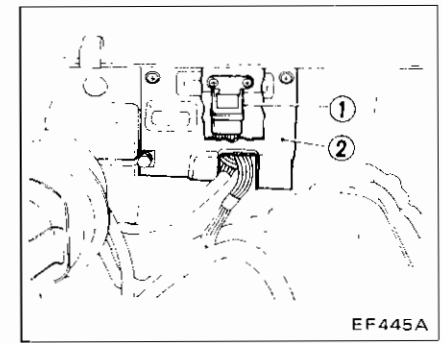
If test is not O.K., perform E.C.C.S. harness check.

E.F.I. RELAY

Component check

E.F.I. relay test (Control unit power input circuit test)

Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Voltmeter	35	Body ground	1. Connect battery ground cable. 2. Ignition "ON".	Battery voltage

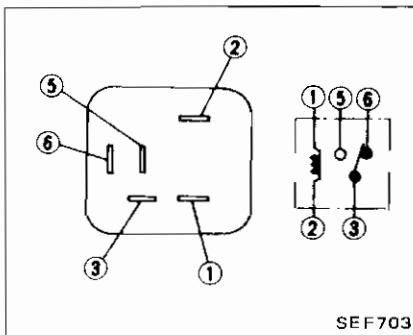


1 E.F.I. relay
2 Relay cover

SEF521A

If test is O.K., E.F.I. relay is O.K.

If test is not O.K., perform component check.



Check terminals	Normal condition	12V direct current is applied between terminals ① and ②
① - ②	Continuity	—
③ - ⑤	No continuity	Continuity
③ - ⑥	Continuity	No continuity

If test is O.K., check harness.
If test is not O.K., replace relay and retest.

IGNITION START SIGNAL TEST

Ignition start signal test

Tester	Leads to Pins		Notes	Should Read
	(+)	(-)		
Voltmeter	9	Body ground	1. Disconnect starter motor "S" terminal. 2. Connect battery ground cable. 3. Ignition "START".	Battery voltage

SEF523A

If test is O.K., ignition start signal is O.K.

If test is not O.K., inspect ignition coil and harness.

VACUUM CONTROL MODULATOR (V.C.M.) TEST

Test No. 1 Solenoid valve for I.S.C.				
Tester	Leads to Pins		Notes	Should Read
Voltmeter	(+)	(-)	1. Connect battery ground cable. 2. Ignition "ON".	Battery voltage
	2	Body ground		

The diagram shows a 36-pin connector with two rows of 18 pins each. The top row is numbered 11 through 20, and the bottom row is numbered 1 through 10. A black arrow points to pin 2 in the bottom row.

SEF524A

If test is O.K., go to Test No. 2.
If test is not O.K., check solenoid valve for I.S.C.

Test No. 2 Solenoid valve for E.G.R.				
Tester	Leads to Pins		Notes	Should Read
Voltmeter	(+)	(-)	1. Connect battery ground cable. 2. Ignition "ON".	Battery voltage
	4	Body ground		

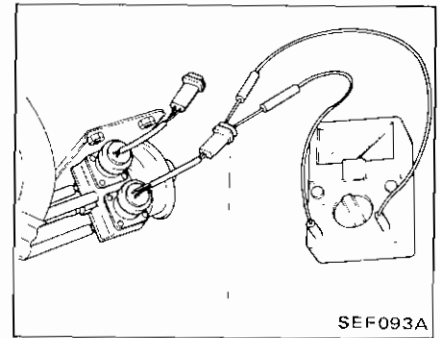
The diagram shows a 36-pin connector with two rows of 18 pins each. The top row is numbered 11 through 20, and the bottom row is numbered 1 through 10. A black arrow points to pin 4 in the bottom row.

SEF525A

If test is O.K., solenoid valves of V.C.M. are O.K.

If test is not O.K., go to Component Check and Harness Check.

Component check



SEF093A

1. Disconnect two electric connectors from V.C.M.
2. Check resistance between two terminals. Resistance should be approximately 40 ohms. ... O.K.

If test is O.K., go to Harness Check.
If test is not O.K., replace V.C.M. assembly.

AIR CONDITIONER SWITCH

Air conditioner switch				
Tester	Leads to Pins		Notes	Should Read
Voltmeter	(+)	(-)	Air conditioner switch "ON" "OFF"	12V 0V
	22	Body ground		

SEF527A

If test is O.K., the air conditioner switch is O.K.

If test is not O.K., check harness and/or air conditioner switch. (Refer to HA section.)

CRANKCASE EMISSION CONTROL SYSTEM

DESCRIPTION

MODEL NOT EQUIPPED WITH TURBOCHARGER

This system returns blow-by gas to both the intake manifold and air duct.

The positive crankcase ventilation (P.C.V.) valve is provided to conduct crankcase blow-by gas to the intake manifold.

During partial throttle operation of the engine, the intake manifold sucks the blow-by gas through the P.C.V. valve.

Normally, the capacity of the valve is sufficient to handle any blow-by and a small amount of ventilating air.

The ventilating air is then drawn from the air duct, through the tube connecting air duct to the rocker cover, into the crankcase.

Under full-throttle condition, the manifold vacuum is insufficient to draw the blow-by flow through the valve, and its flow goes through the tube connection in the reverse direction.

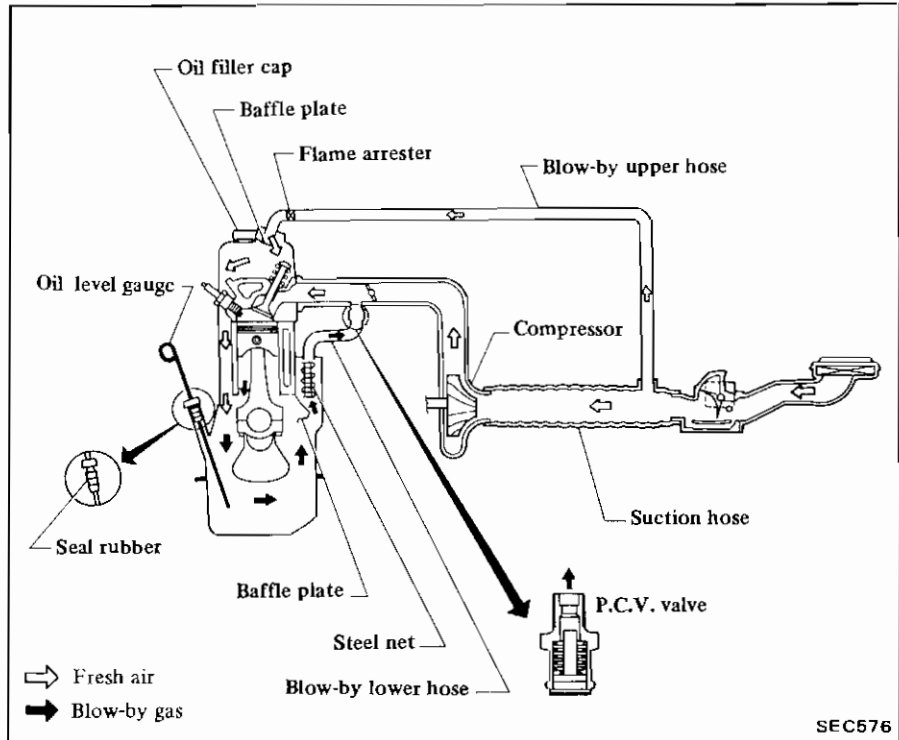
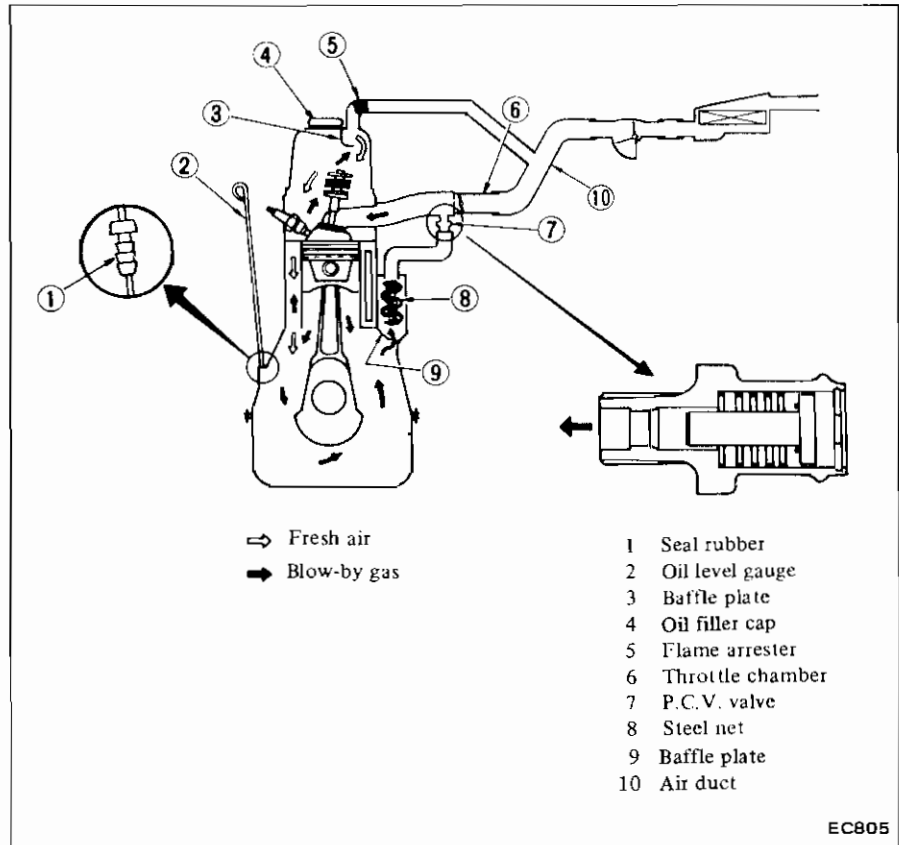
On cars with an excessively high blow-by, some of the flow will go through the tube connection to air duct under all conditions.

MODEL EQUIPPED WITH TURBOCHARGER

This system returns blow-by gas to both the suction hose and the intake manifold.

Since a vacuum is normally kept in the portion between the air cleaner and suction hose, blow-by gas in the rocker cover is sucked into the turbocharger from the suction hose, and is then sent into the intake manifold through the throttle chamber where it is burnt in the engine.

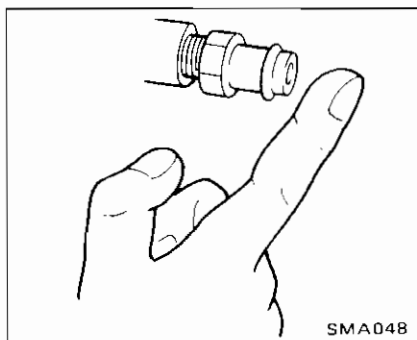
Blow-by gas located in the crankcase flows into the intake manifold through the positive crankcase ventilation (P.C.V.) valve in the blow-by lower hose when vacuum is maintained in the intake manifold. If positive pressure exists in the intake manifold, any blow-by gas in the crankcase is led to the blow-by upper hose, which prevents an abnormal rise in crankcase pressure.



INSPECTION

P.C.V. VALVE

With engine running at idle, remove the ventilation hose from P.C.V. valve. If the valve is working, a hissing noise will be heard as air passes through the valve and a strong vacuum should be felt immediately when a finger is placed over valve inlet.

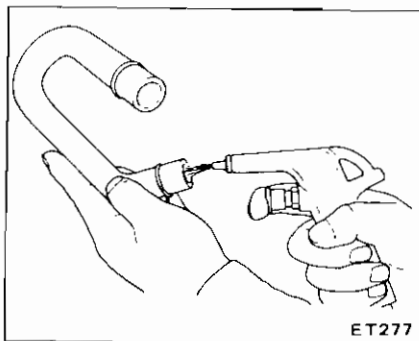


VENTILATION HOSES

1. Check hoses and hose connections for leaks.
2. Disconnect all hoses and clean with compressed air.

If any hose cannot be freed of obstructions, replace.

Ensure that flame arrester is surely inserted in hose between air duct and rocker cover.



EXHAUST EMISSION CONTROL SYSTEM

EXHAUST GAS RECIRCULATION (E.G.R.) SYSTEM

OPERATION

In the exhaust gas recirculation system, some of the exhaust gas is returned to the combustion chamber to lower the spark flame temperature

during combustion. This results in a reduction of the nitrogen oxide content in the exhaust gas.

When the E.G.R. control valve is open, some of the exhaust gas is led from the exhaust manifold to the chamber.

The exhaust gas is then regulated by E.G.R. valve, and is introduced into the intake manifold.

Water temperature °C (°F)	Thermal vacuum valve	E.G.R. Control system
Below 55 (131)	Open	Not actuated
55 - 95 (131 - 203)	Closed	Actuated
Above 95 (203)	Open	Not actuated

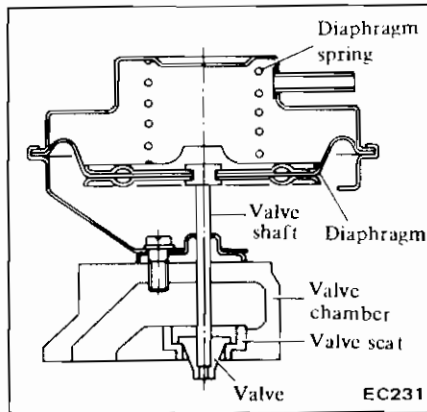
With the engine at idle or at full throttle, the E.G.R. control valve closes to deactivate the E.G.R. system regardless of water temperature.

E.G.R. control valve

The E.G.R. control valve controls the quantity of exhaust gas to be led to the intake manifold through vertical movement of the taper valve connected to the diaphragm, to which vacuum is applied in response to the opening of the throttle valve.

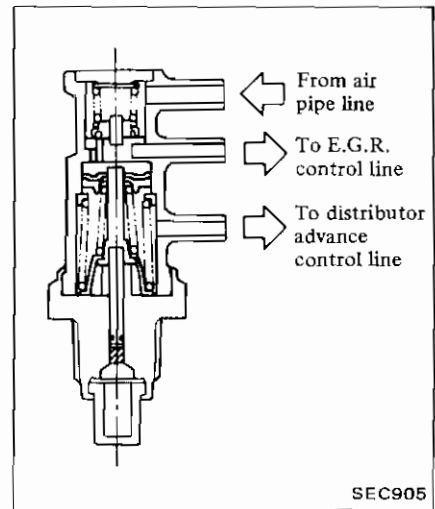
When replacing the E.G.R. valve with a new one, verify that the type

number on the new part is the same as that on the former one.



Thermal vacuum valve (3-port wax type)

The thermal vacuum valve, which is attached to the thermostat housing, monitors the temperature of the engine cooling water. The valve shaft is propelled by the thermal expansion force of wax which depends on the temperature. This action opens and closes the valve, which causes the E.G.R. control vacuum line to be exposed or closed to the atmosphere. When the valve opens, air from the air pipe line is introduced, and because the venturi vacuum transducer (V.V.T.) valve and E.G.R. valve diaphragm are exposed to the atmosphere the E.G.R. operation will not function.



- a. Be sure to apply sealer to threads of the valve prior to installing a new valve.
- b. When installing a new thermal vacuum valve, be sure that color and shape are correct.

INSPECTION

Entire system

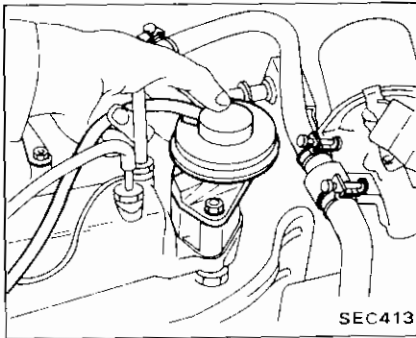
1. Make a thorough visual check of E.G.R. control system. If necessary, wipe away oil to facilitate inspection.

If any hoses are cracked or broken, replace.

2. With engine stopped, inspect E.G.R. control valve for any indication of binding or sticking by moving diaphragm of control valve upwards with finger.

3. With engine running, inspect E.G.R. control valve. Place a finger on the diaphragm of E.G.R. control valve to check for valve operation.

Check operation of E.G.R. valve, using the following chart as a guide. Engine speed should always be increased from idle to 3,000 to 3,500 rpm.



Engine coolant temperature °C (°F)	E.G.R. control valve operation
Below 55 (131) or above 95 (203)	Not actuated
55 - 95 (131 - 203)	Actuated

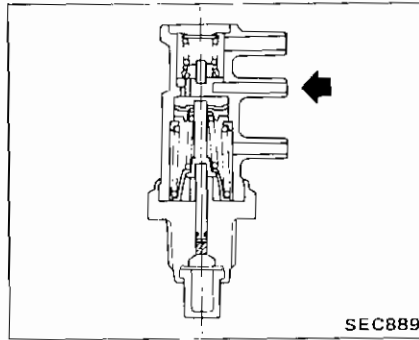
4. If E.G.R. control valve does not operate as indicated above, check as follows:

- Engine coolant temperature is between 55 and 95°C (131 and 203°F)
- Increase engine speed from idle to 3,000 to 3,500 rpm.

(1) Thermal vacuum valve.

- Disconnect one end of vacuum gallery.

- Make sure that thermal vacuum valve is closed, and that throttle chamber vacuum is not present at end of vacuum tube.
- If vacuum is present, check thermal vacuum valve itself.



(2) E.G.R. control valve.

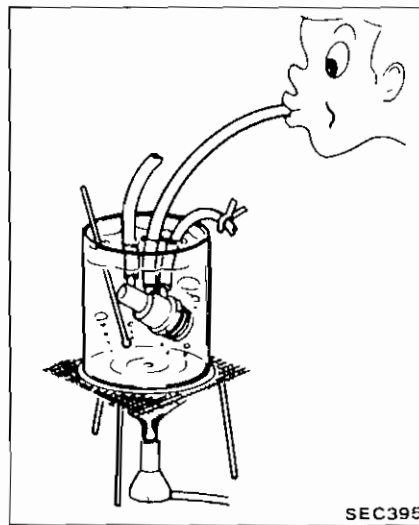
Check E.G.R. control valve itself.

Thermal vacuum valve

Remove thermal vacuum valve from engine. Inhale air from port of spark timing control system and check to be sure that thermal vacuum valve opens or closes in response to its temperature.

Thermal vacuum valve operating temperature:

Operating temperature °C (°F)	
Open	Closed
Below 55 (131)	55 - 95
Above 95 (203)	(131 - 203)



CAUTION:

Do not allow water to get inside the thermal vacuum valve.

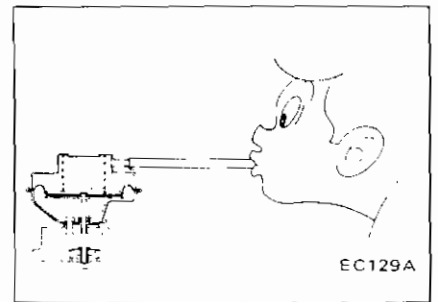
E.G.R. control valve

Dismount E.G.R. control valve from engine.

1. Apply vacuum to E.G.R. control valve, referring to the following figure. If the valve moves to full position, it is normal.

Plug hose with vacuum applied.

E.G.R. control valve will remain open for more than 30 seconds after vacuum has cut off.



2. Visually check E.G.R. control valve for damage, wrinkle or deformation.

SPARK TIMING CONTROL SYSTEM

VACUUM ADVANCE MECHANISM

Description

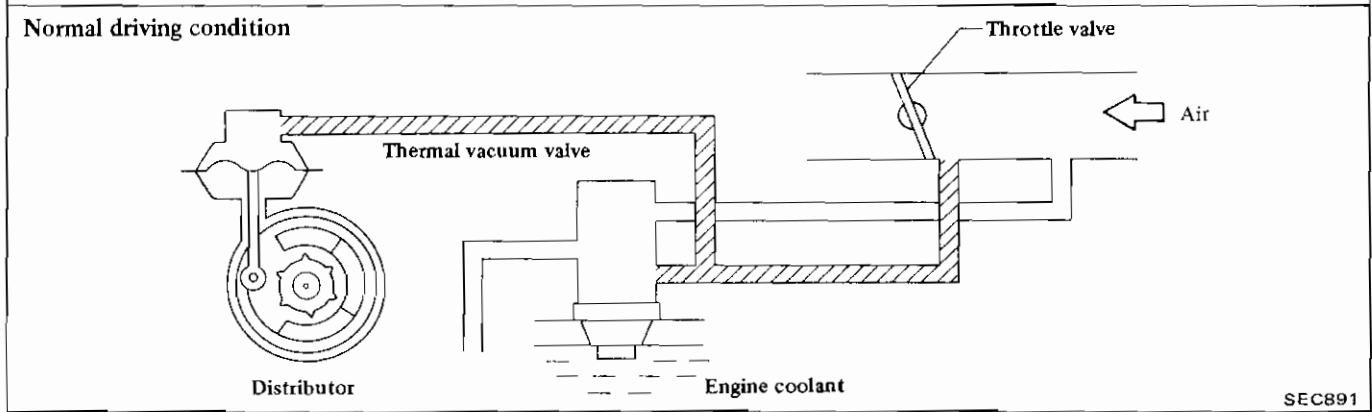
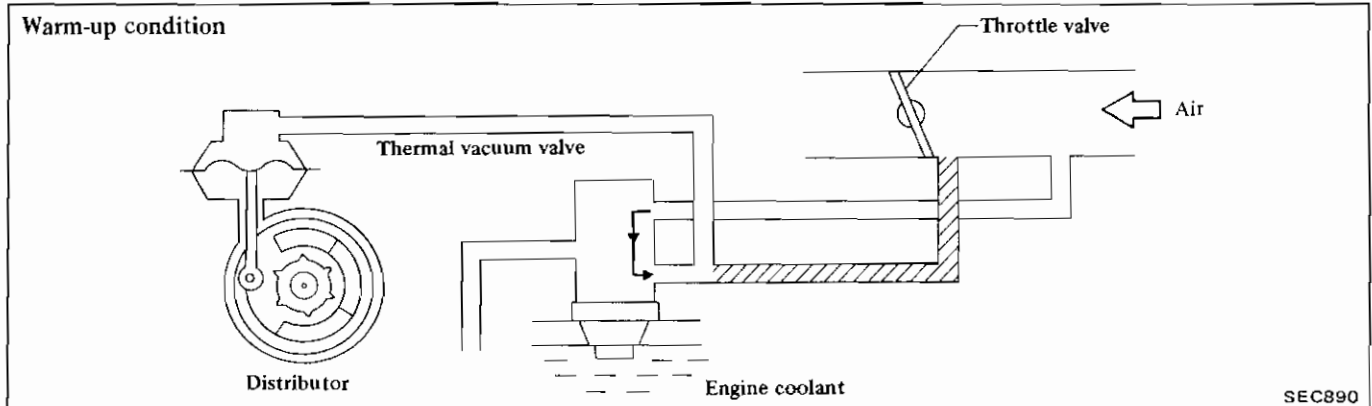
The spark timing is controlled in two stages, WARM-UP and NORMAL DRIVING to obtain good fuel economy and quick warm-up of the catalyst.

This system is designed so that the engine coolant temperature is monitored by the T.V.V. to control the distributor vacuum and provide correct advance timing.

Operation

This system is controlled as follows:

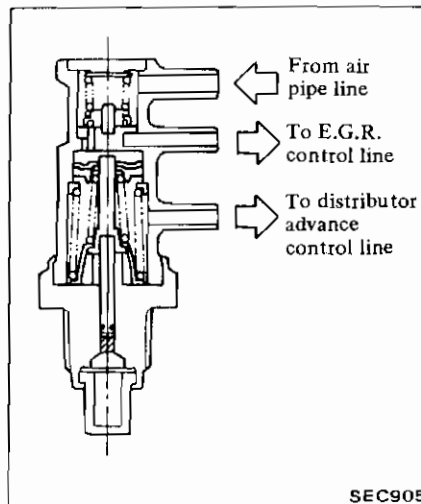
	Warm-up	Normal driving
Water temperature °C (°F)	Below 55 (131)	Above 55 (131)
Spark timing control system	Not actuated	Actuated



Thermal vacuum valve

The thermal vacuum valve designs are exactly the same as those used in the E.G.R. control system. This action opens and closes the valve, which causes the spark timing control vacuum line to be exposed or closed to the atmosphere.

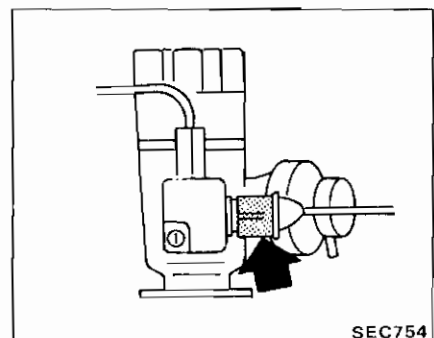
The thermal valve opens and closes to either permit or obstruct external air passing to the distributor vacuum line. When the valve opens, the vacuum signal line will allow external air to enter, thereby stopping the distributor vacuum from advancing.



Inspection

Entire system

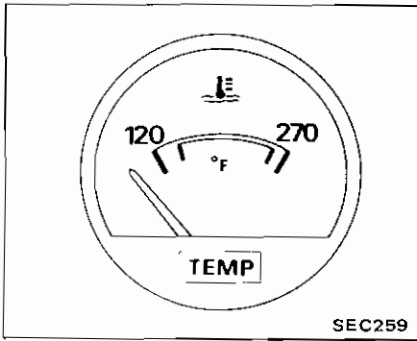
1. Disconnect harness connector (Color: Gray) from distributor.



2. Ensure that vacuum hoses are properly connected to their positions.
3. Ensure that distributor vacuum controller properly functions.
4. Set timing light.
5. Check thermal vacuum valve as follows:

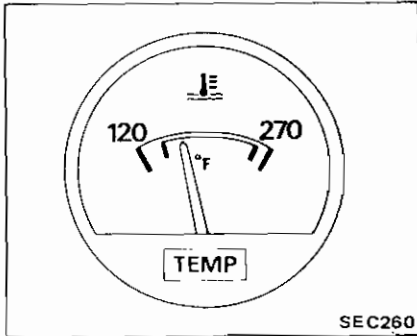
Start the engine from the cold condition.

- (1) Using timing light, check the spark timing when the temperature gauge is in the C-position.



- (2) Warm up the engine to the middle position of temperature gauge.

Ensure that the spark timing advances from the former condition.



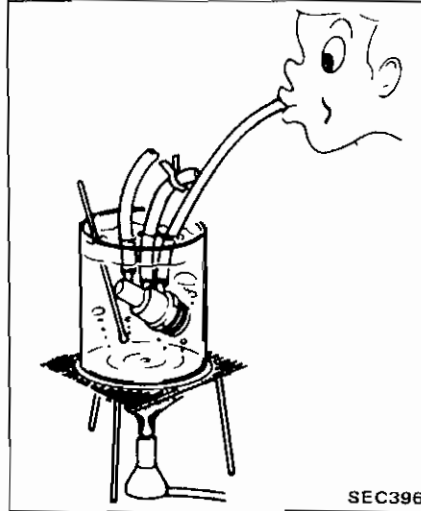
If the spark timing does not change, check thermal vacuum valve.

Check proper operation of thermal vacuum valve as follows:

Thermal vacuum valve

Thermal vacuum valve operating temperature:

Operating temperature °C (°F)	
Open	Closed
Below 55 (131)	Above 55 (131)



CAUTION:

Do not allow water to get inside the thermal vacuum valve.

ELECTRIC ADVANCE SYSTEM

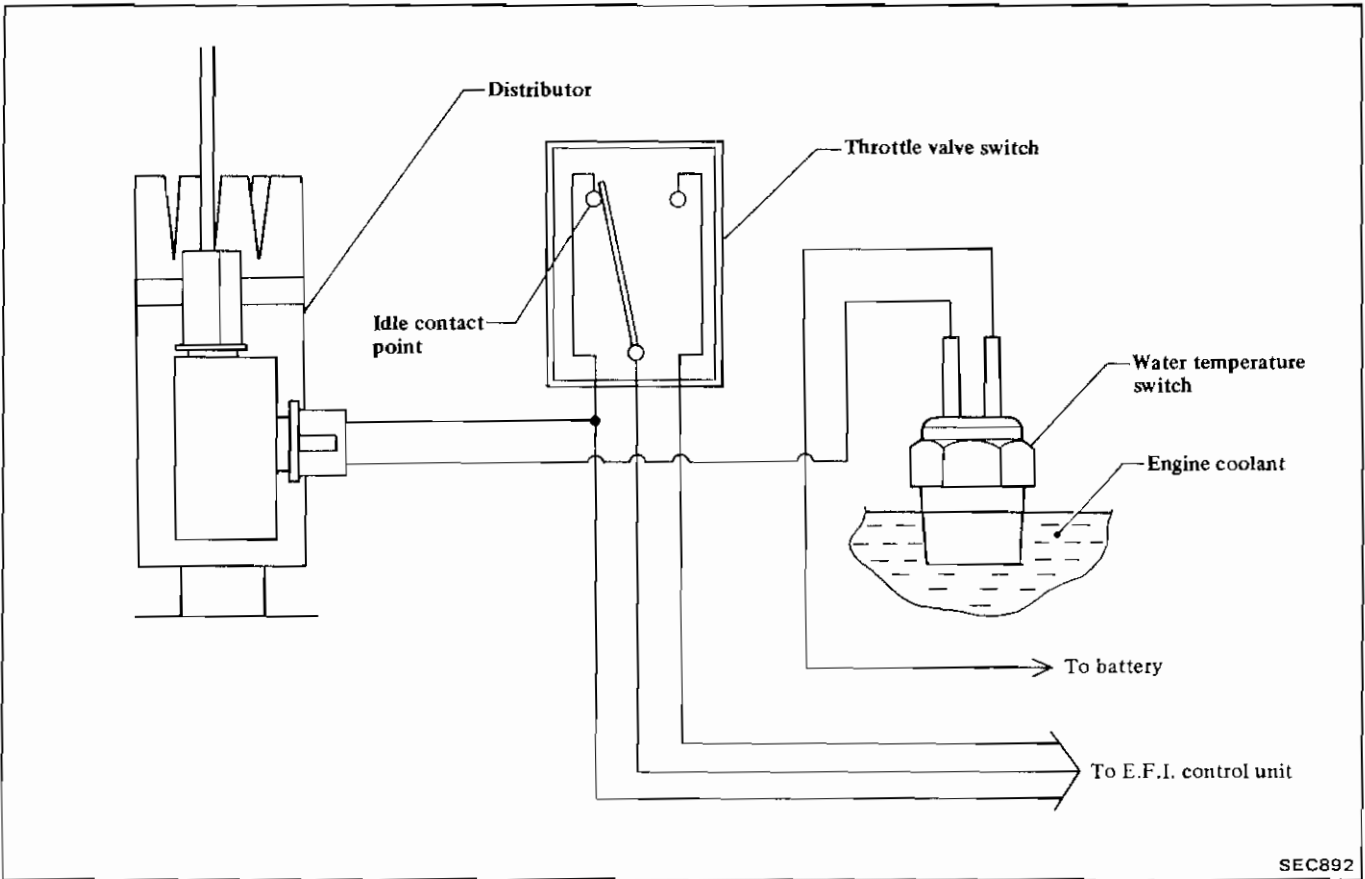
Description

The spark timing is controlled by means of electric method, only when the engine condition is either "Cold" (the coolant is below certain temperature) or "Idle" (the throttle valve is closed), the spark timing is advanced.

Operation

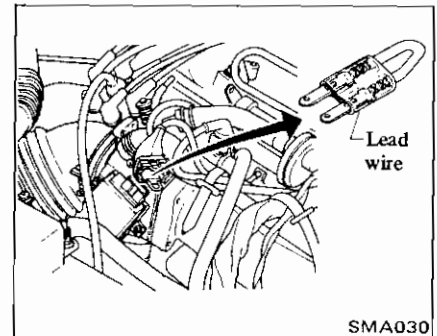
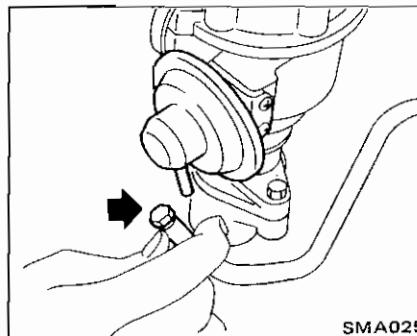
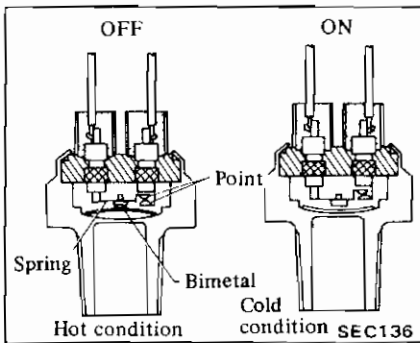
This system is controlled as follows:

	Idle condition (Idle switch: ON)	Other condition (Idle switch: OFF)
Cold condition (Water temperature switch: ON)	Advanced	Advanced
Normal condition (Water temperature switch: OFF)	Advanced	Not advanced



Water temperature switch

Water temperature switch is operated by coolant temperature as shown below.



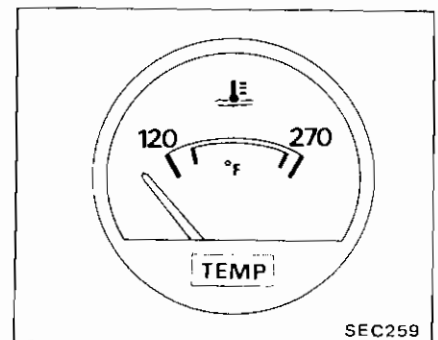
- (1) Start the engine from the cold condition.
- (2) Using timing light, check the spark timing when the temperature gauge is in the C-position.

Inspection

Entire system

1. Disconnect distributor vacuum hose from distributor vacuum controller, and plug hose with proper plug.

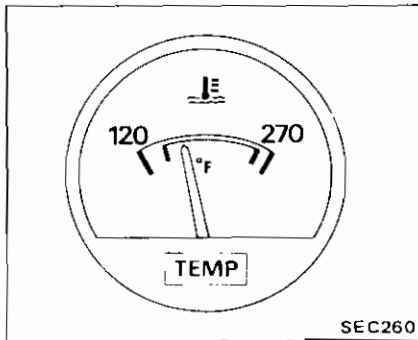
2. Ensure that harness connectors are properly connected to their positions.
3. Set timing light.
4. Check the system operation as follows:



(3) Stop the engine and disconnect the lead wire between terminals No. 24 and No. 30 of throttle valve switch harness connector.

(4) Using timing light, recheck the spark timing when the temperature gauge is in the C-position. Make sure that it indicates the same spark timing as that shown in step (2).

(5) Using timing light, ensure that the spark timing retards from the former condition when the temperature gauge changes from the C-position to the middle position.



(6) Stop the engine and connect throttle valve switch harness connector.

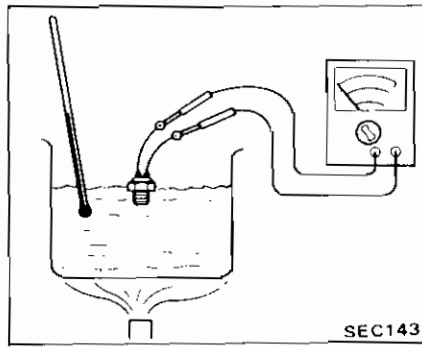
(7) Ensure that the spark timing advances from the former condition.

(8) If the spark timing shows abnormalities in the above steps, check throttle valve switch and water temperature switch.

Check proper operation of water temperature switch as follows.

Water temperature switch

1. Drain about one liter (1-1/8 US qt, 7/8 Imp qt) of engine coolant.
2. Disconnect wiring. Do not attach tool to the plastic portion of switch, because that could break the switch.
3. Dip the switch in a pan of water, and check its responses to changes in water temperature.



Water temperature °C (°F)	Continuity
Below 35 (95)	Yes
Above 35 (95)	No

BOOST CONTROLLED DECELERATION DEVICE (B.C.D.D.)

DESCRIPTION

This system is designed to reduce the engine's lubricating oil consumption when the intake manifold vacuum increases to an extremely high level during deceleration.

This system consists of two units as follows:

1. Boost Control Unit (Boost Control Valve and Diaphragm) as the manifold vacuum sensor.
2. By-pass Air Control Unit (By-pass Air Control Valve and Diaphragm) as actuator.

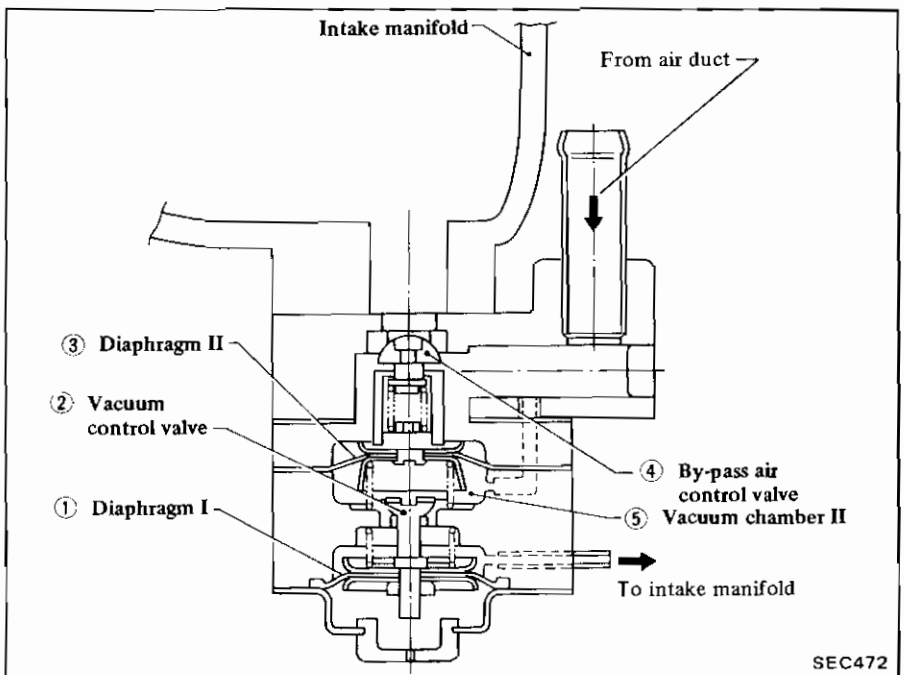
OPERATION

B.C.D.D.

Diaphragm I ① monitors the manifold vacuum; when the vacuum exceeds a pre-determined value, it acts so as to open the vacuum control valve ②. This causes the manifold vacuum to be introduced into vacuum chamber II ⑤ and actuates diaphragm II ③.

When diaphragm II operates, the air control valve ④ opens the passage and introduces the additional air into the intake manifold.

The amount of air is controlled by the servo-action of the air control valve ④ and vacuum control valve ② so that the manifold vacuum may be kept at the pre-determined value.



INSPECTION

Entire system

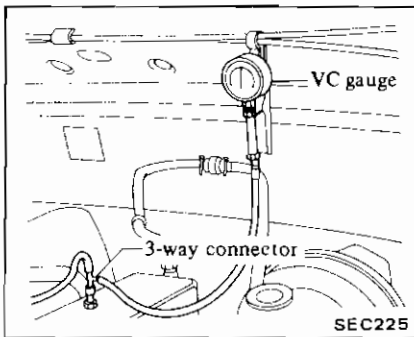
Generally, it is unnecessary to adjust the boost control valve. If it should become necessary to adjust it, the procedure is as follows:

This adjustment should be carried out with the automatic transmission lever in the "N" position.

Prepare the following tools

- (1) Tachometer to measure the engine speed while idling.
- (2) A vacuum gauge and connecting pipe.

1. Connect rubber hose between vacuum gauge and intake manifold as shown.



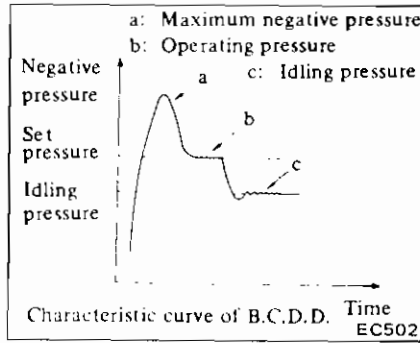
2. Warm up the engine until it is heated to operating temperature.

Then adjust the engine at normal idle setting. (Refer to the item "Idle Adjustment").

3. Run the engine under no load. Increase engine speed to 3,000 to 3,500 rpm, then quickly close throttle valve.

4. At that time, the manifold vacuum pressure will change as follows:

- 1) It will abruptly rise up to -80.0 kPa (-600 mmHg, -23.62 inHg) or above.
- 2) It will decrease gradually to a certain level and stay there for a while. This is so called operating pressure.
- 3) In most cases, it will drop to idling pressure.



5. Check that the B.C.D.D. operating pressure is within the specified range.

Operating pressure:

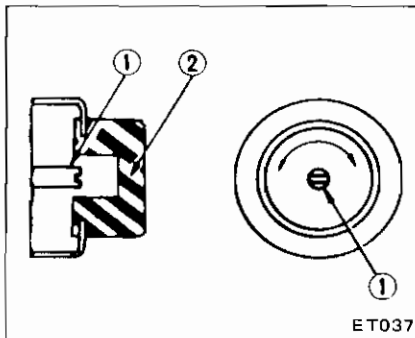
Unit: kPa (mmHg, inHg)

At atmospheric pressure	Operating pressure
101.3 (760, 29.92)	-76.0 ± 2.7 (-570 ± 20 , -22.44 ± 0.79)

6. If it is lower or higher than the specified level, turn the adjusting screw in the following direction until correct adjustment is made.

Adjusting screw:

- Lower condition
Counterclockwise
- Higher condition
Clockwise



1 Adjusting screw
2 Cover

7. Race the engine and check for adjustment.

8. If it is lower than the set level, turn the adjusting screw until correct adjustment is made.

9. Race the engine and check for adjustment.

If engine speed cannot be decreased to idling when checking B.C.D.D. operating pressure, proceed as follows.

10.

(1) Turn adjusting screw counterclockwise so that B.C.D.D. operating pressure is on high vacuum side, 2.7 kPa (20 mmHg, 0.79 inHg) away from the specified value.

(2) Turn adjusting screw 1/4 of a turn clockwise so that B.C.D.D. operating pressure drops by 2.7 kPa (20 mmHg, 0.79 inHg).

If B.C.D.D. operating pressure cannot be observed clearly even in step 10 (1), proceed as follows:

11.

(1) Turn adjusting screw counterclockwise so that B.C.D.D. operating pressure is on the high vacuum side 6.7 kPa (50 mmHg, 1.97 inHg) away from the specified value.

(2) Turn the adjusting screw 1/2 of a turn clockwise.

The B.C.D.D. operating pressure should be correctly set within the specified range after the above adjustments, even if the engine speed cannot be decreased to idling.

CATALYTIC CONVERTER SYSTEM

DESCRIPTION

The three-way catalytic converter utilizes a catalyst to accelerate the recombination of HC and CO and reduce NOx in the exhaust gas, changing them into harmless CO₂, H₂O and N₂.

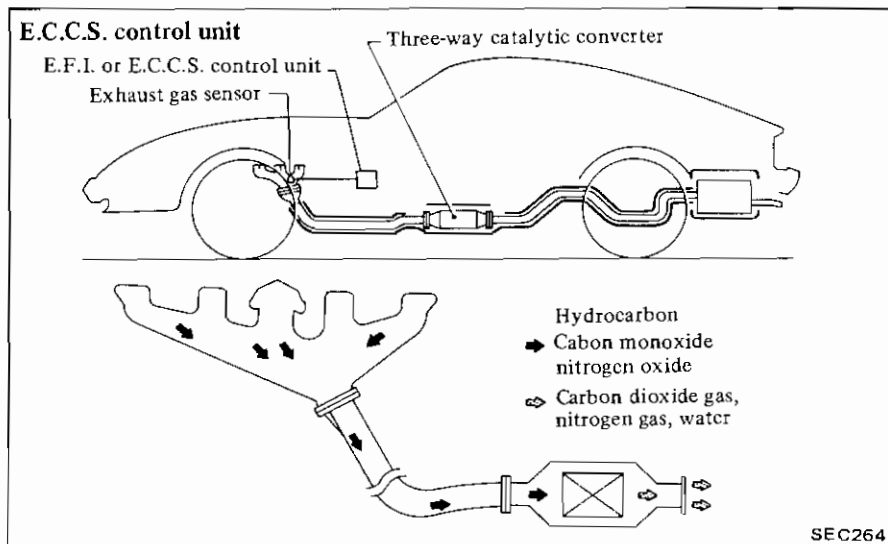
To accomplish the oxidization and reduction of such harmful contents, the exhaust gas sensor monitors O₂ level, feeds it back to the EFI control unit and maintains the mixture ratio to the stoichiometric point at all times.

OPERATION

The exhaust gas from the engine contains unburned, harmful components. The mixture ratio feedback system reduces such harmful components in the exhaust gas. In this system, an exhaust gas sensor monitors the contents of O₂ density to determine the combustion condition and maintains

the mixture ratio to the stoichiometric point.

While the mixture ratio is so maintained, the three-way catalytic converter activates to change the harmful components (HC, CO, and NO_x) into harmless CO₂, H₂O and N₂. In this way, the catalytic converter cleans the exhaust gas and discharges H₂O, CO₂ and N₂ into the atmosphere.



INSPECTION

Preliminary inspection

Visually check condition of all component parts including hoses, tubes, and wires, replace if necessary. Refer to Mixture Ratio Feedback System for inspection.

Catalytic converter

Check whether catalytic converter is normal or not by observing variation in CO percentage. The checking procedure is as follows:

Apply parking brake. Shift gears into "Neutral" (for manual transmission) and "N" or "P" (for automatic transmission) position.

E.F.I. models

1. Visually check catalytic converter for damage or cracks.
2. Adjust engine idle speed. Refer to Adjusting Idle RPM for adjustment.
3. Race engine (1,500 to 2,000 rpm) two or three times under no load.
4. If idle speed increases, readjust it to specified speed with throttle adjusting screw.
5. Warm up engine for about four minutes at 2,000 rpm under no load.

6. Measure CO percentage at idle speed. After step 5 has been completed, wait for one minute before making CO percentage measurement.
7. If CO percentage measured in step 6 is less than 0.3%, the catalytic converter is normal.
8. If CO percentage measured in step 6 is over 0.3%, check mixture ratio feedback system to see if it is functioning properly. Then, perform inspection steps 5 and 6.
9. If CO percentage is still over 0.3% in step 8, catalytic converter is malfunctioning. Replace catalytic converter.

E.C.C.S. models

Check whether catalytic converter in normal or not by observing variation in CO percentage. The checking procedure is as follows:

Apply parking brake. Shift gears into "N" or "P" position.

1. Visually check catalytic converter for damage or cracks.
2. Warm up engine for about four minutes at 2,000 rpm under no load.
3. Measure CO percentage at idle speed. After step 2 has been completed, wait for one minute before making CO percentage measurement.
4. If CO percentage measured in step 3 is less than 0.3%, the catalytic converter is normal.
5. If CO percentage measured in step 3 is over 0.3%, check mixture ratio feedback system to see if it is functioning properly. Then, perform inspection steps 2 and 3.
6. If CO percentage is still over 0.3% in step 5, catalytic converter is malfunctioning. Replace catalytic converter.

EVAPORATIVE EMISSION CONTROL SYSTEM

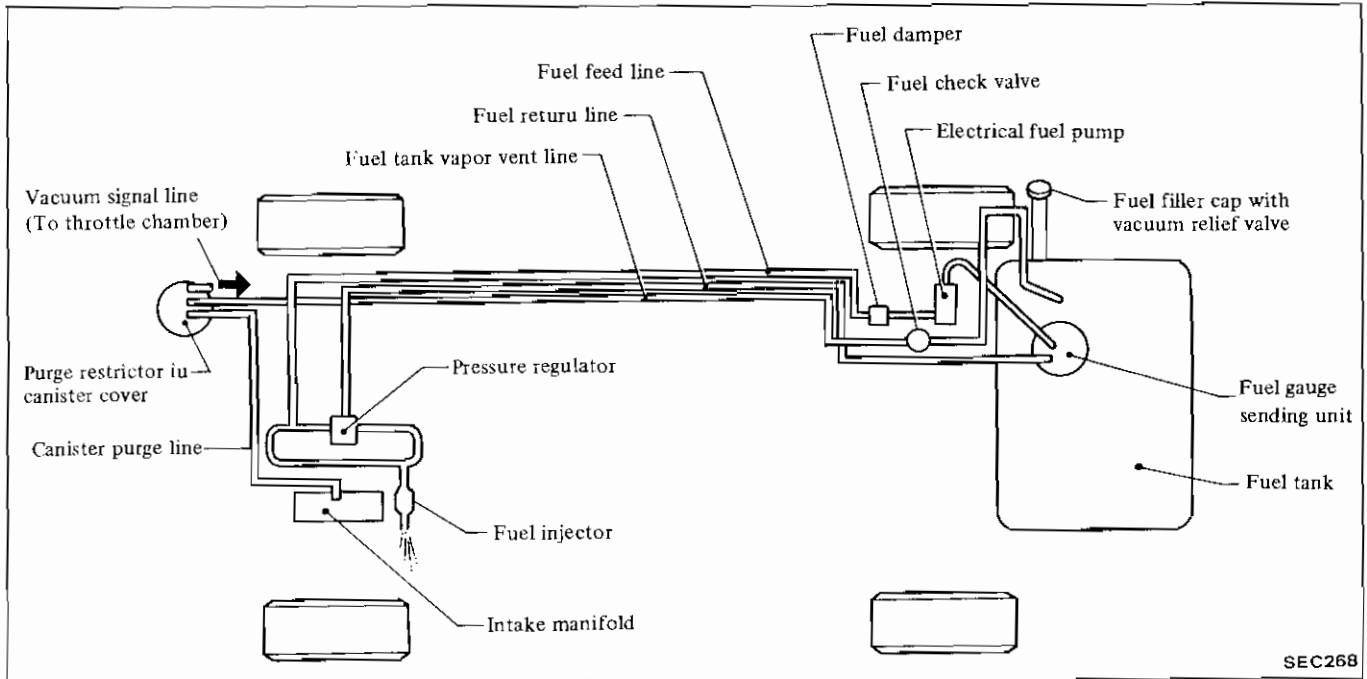
DESCRIPTION

The evaporative emission control system is used to reduce hydrocarbons

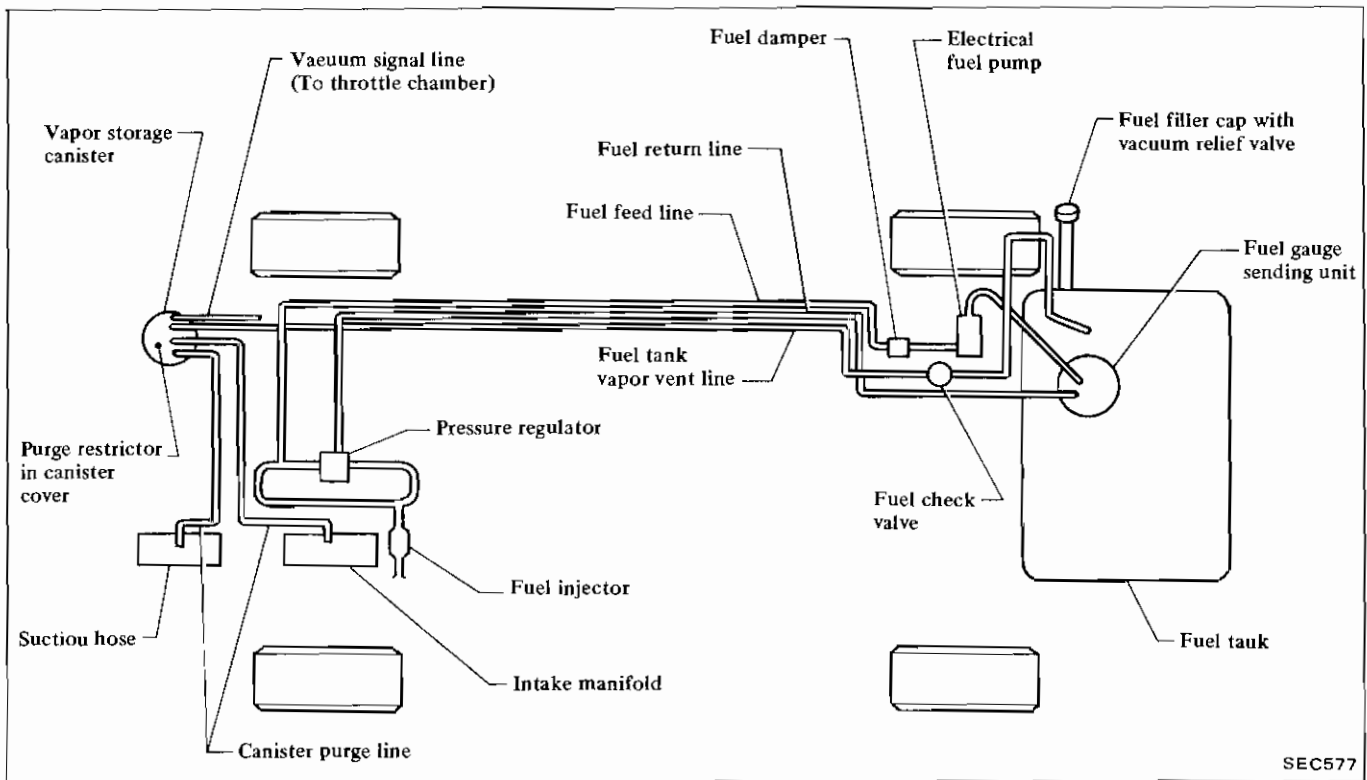
emitted to the atmosphere from the fuel system. This reduction of hydro-

carbons is accomplished by activated charcoals in the carbon canister.

E.F.I. MODELS



E.C.C.S. MODELS



OPERATION

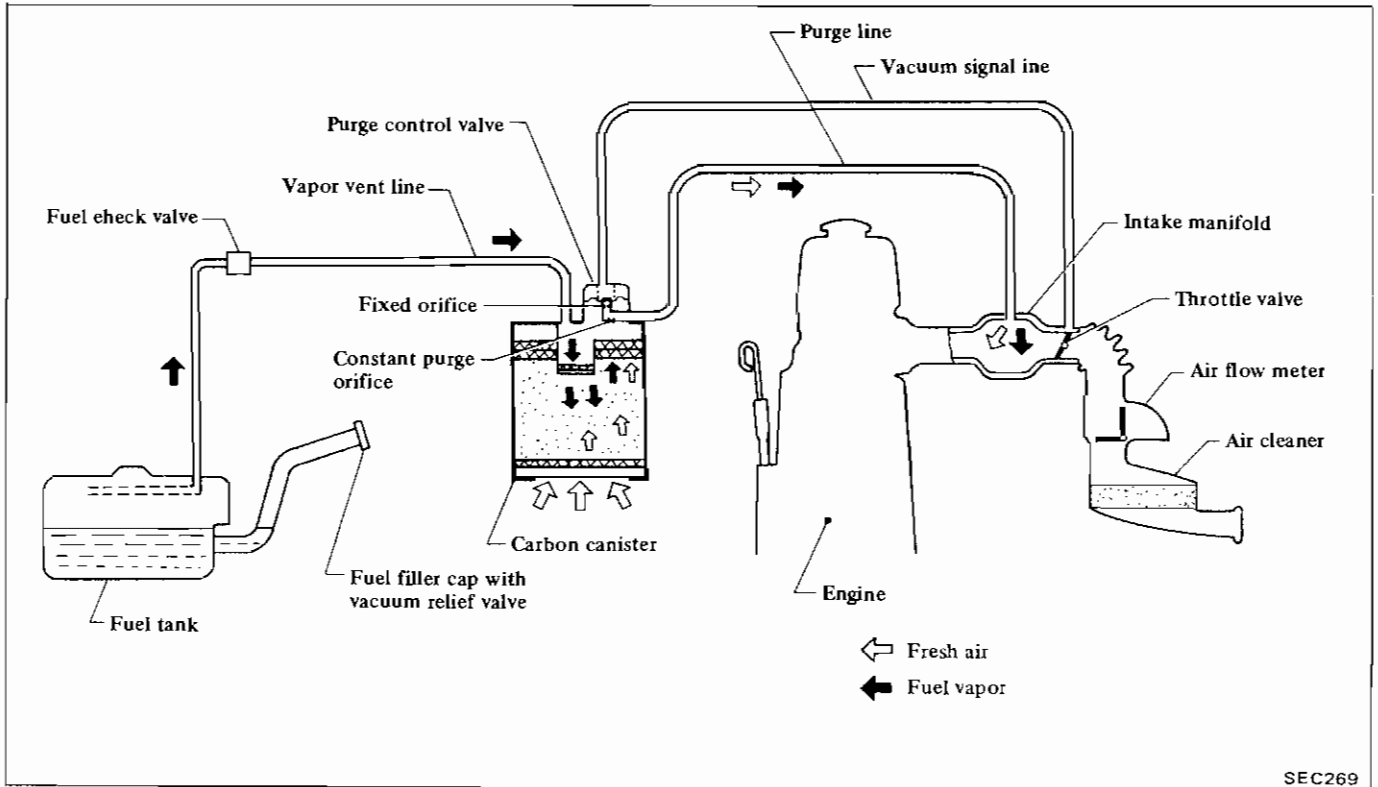
Fuel vapors from the sealed fuel

tank are led into the carbon canister, which is filled with activated char-

coals, and stored there when the engine is not running.

MODEL NOT EQUIPPED WITH TURBOCHARGER

Type-A



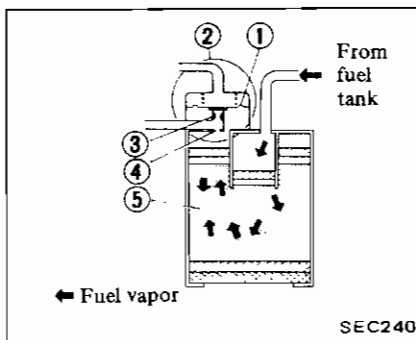
SEC269

The canister retains the vapor until the canister is purged by the air drawn through the purge line to the intake manifold when the engine is operated. When the engine runs at idle, the purge

control valve is closed. Only a small amount of purge air flows into the intake manifold through the constant purge orifice. As the engine speed increases, and the ported vacuum rises

higher, the purge control valve opens and the vapor is sucked into the intake manifold through both the fixed orifice and the constant purge orifice.

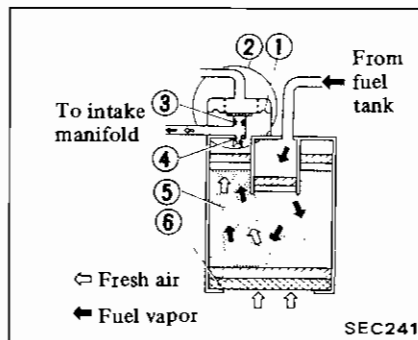
(1) Engine does not operate



SEC240

- 1 Diaphragm
- 2 Purge control valve
- 3 Fixed orifice
- 4 Constant fixed orifice
- 5 Activated carbon

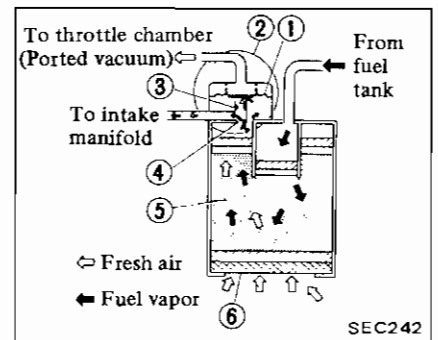
(2) Engine operates at idle



SEC241

- 1 Diaphragm
- 2 Purge control valve
- 3 Fixed orifice
- 4 Constant fixed orifice
- 5 Activated carbon
- 6 Filter

(3) Engine speed increases

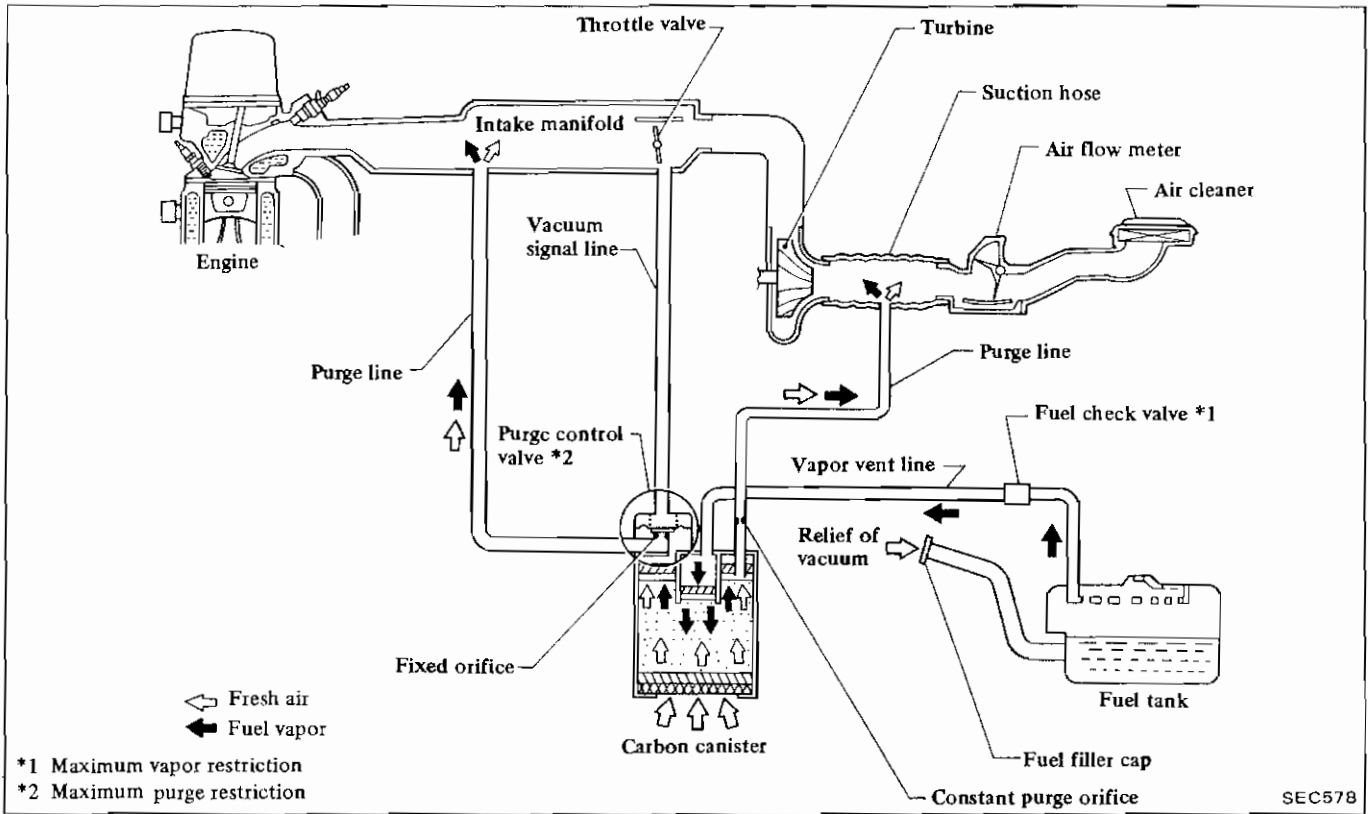


SEC242

- 1 Diaphragm
- 2 Purge control valve
- 3 Fixed orifice
- 4 Constant fixed orifice
- 5 Activated carbon
- 6 Filter

MODEL EQUIPPED WITH TURBOCHARGER

Type-B

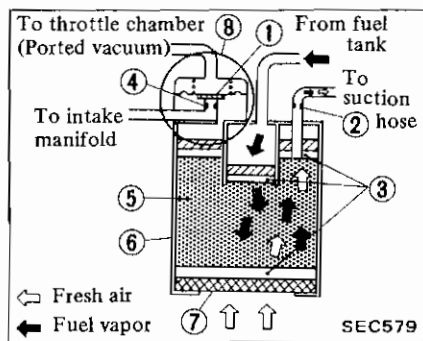


The canister retains the vapor until the canister is purged by the air drawn through the purge line to the intake manifold and the suction hose when the engine is operated. When the engine runs at idle, the purge control valve is closed. A small amount of

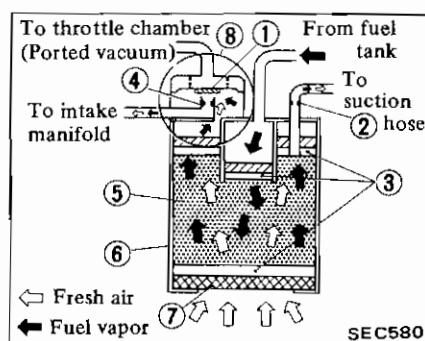
purge air flows into the suction hose through the constant purge orifice. As the engine speed increases, and the ported vacuum rises higher, the purge control valve opens and the vapor is sucked into the intake manifold and the suction hose through respectively

the fixed orifice and the constant purge orifice. When the engine stops and intake manifold pressure become atmospheric pressure, the purge control valve is closed, and the vapor is sucked only into the suction hose through the constant purge orifice.

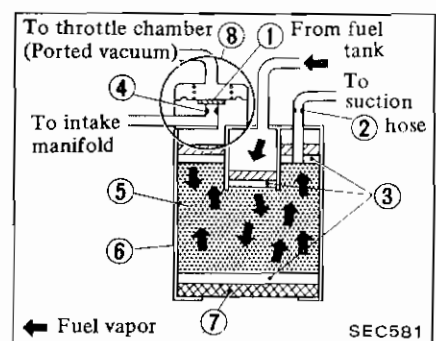
(1) Engine runs at idle



(2) Engine speed increases



(3) Engine stops



- | | |
|----------------------------------|-----------------------|
| 1 Diaphragm | 5 Activated carbon |
| 2 Fixed orifice (Constant purge) | 6 Case |
| 3 Filter | 7 Filter |
| 4 Fixed orifice | 8 Purge control valve |

- | | |
|----------------------------------|-----------------------|
| 1 Diaphragm | 5 Activated carbon |
| 2 Fixed orifice (Constant purge) | 6 Case |
| 3 Filter | 7 Filter |
| 4 Fixed orifice | 8 Purge control valve |

- | | |
|----------------------------------|-----------------------|
| 1 Diaphragm | 5 Activated carbon |
| 2 Fixed orifice (Constant purge) | 6 Case |
| 3 Filter | 7 Filter |
| 4 Fixed orifice | 8 Purge control valve |

INSPECTION

FUEL TANK AND VAPOR VENT LINE

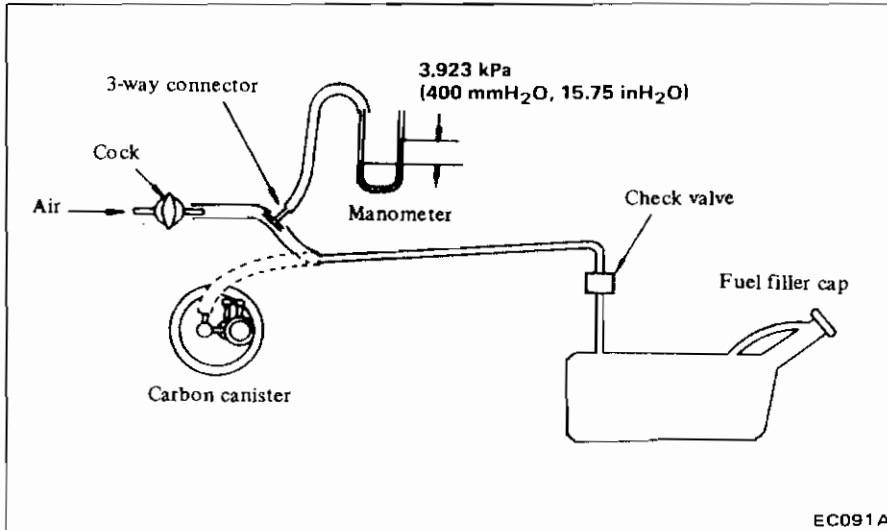
1. Check all hoses and fuel tank filler cap.
2. Disconnect the vapor vent line connecting carbon canister to fuel tank.

3. Connect a 3-way connector, a manometer and a cock (or an equivalent 3-way charge cock) to the end of the vent line.
4. Supply fresh air into the vapor vent line through the cock little by little until pressure becomes 3.923 kPa (400 mmH₂O, 15.75 inH₂O).

5. Shut the cock completely and leave it unattended.
6. After 2.5 minutes, measure the height of the liquid in the manometer.
7. Variation in height should remain at 0.245 kPa (25 mmH₂O, 0.98 inH₂O).
8. When filler cap does not close completely, the height should drop to zero in a short time.
9. If the height does not drop to zero in a short time when filler cap is removed, the cause is a stuffy hose.

Model not equipped with turbocharger

Type-A



In case the vent line is stuffy the breathing in fuel tank is not thoroughly made thus causing insufficient deliver of fuel to engine or vapor lock. It must, therefore, be repaired or replaced.

CARBON CANISTER PURGE CONTROL VALVE

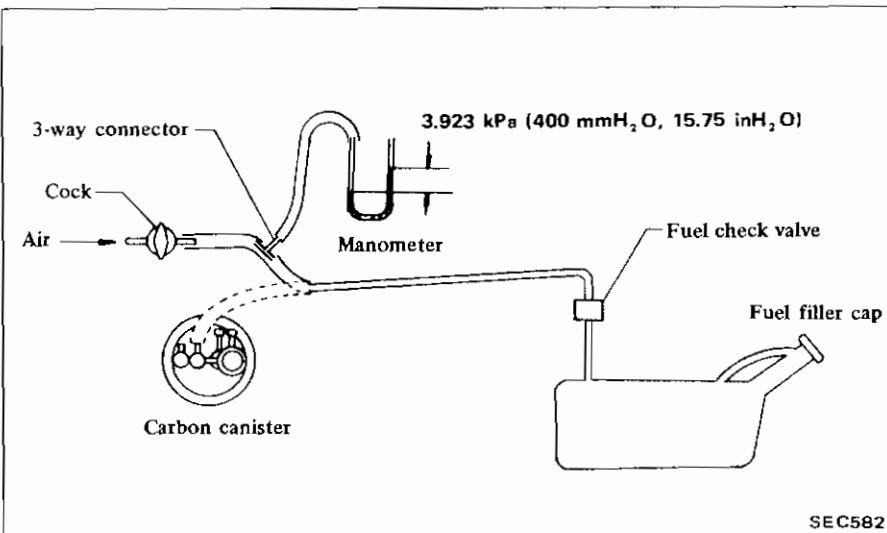
Check for fuel vapor leakage, in the vacuum line, at diaphragm of carbon canister purge control valve.

To check for leakage, proceed as follows:

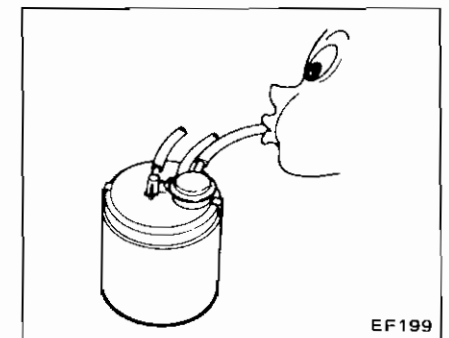
1. Inhale air into the opening of rubber hose running to vacuum hole in carbon canister and ensure that there is no leak.

Model equipped with turbocharger

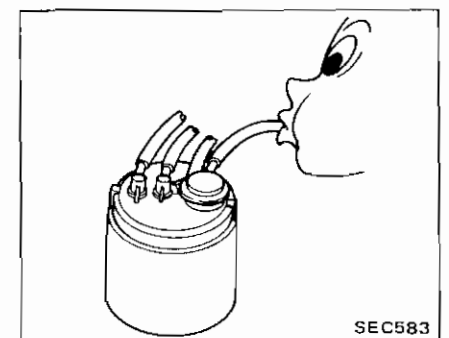
Type-B



Type-A

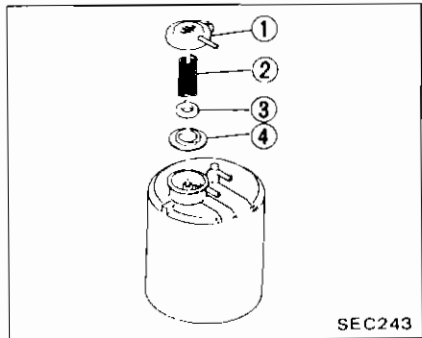


Type-B



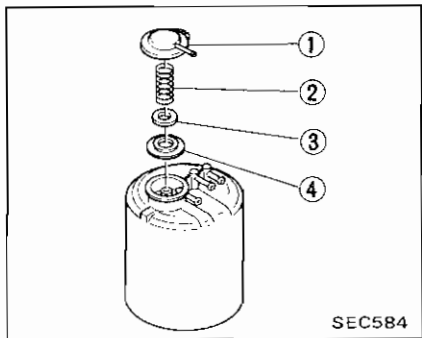
2. If there is a leak, remove top cover from purge control valve and check for dislocated or cracked diaphragm. If necessary, replace diaphragm kit (which is made up of a retainer, diaphragm and spring).

Type-A



- 1 Cover
- 2 Diaphragm spring
- 3 Retainer
- 4 Diaphragm

Type-B



- 1 Cover
- 2 Diaphragm spring
- 3 Retainer
- 4 Diaphragm

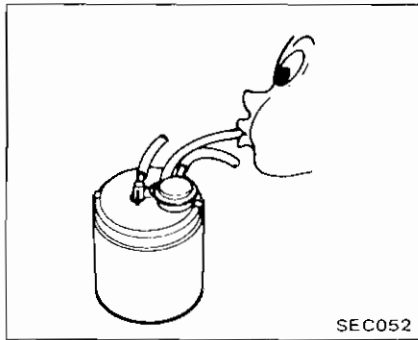
**CARBON CANISTER
CONSTANT PURGE ORIFICE**

Check for constant purge flow, in the intake manifold vacuum line, at constant purge orifice of carbon canister.

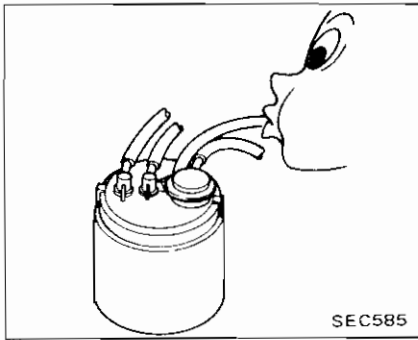
To check for purge flow, proceed as follows:

1. Inhale air into the opening of rubber hose running to carbon canister and ensure that there is a leak.

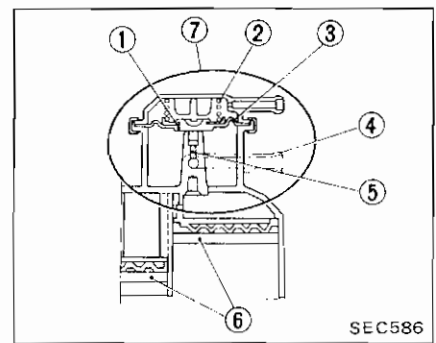
Type-A



Type-B



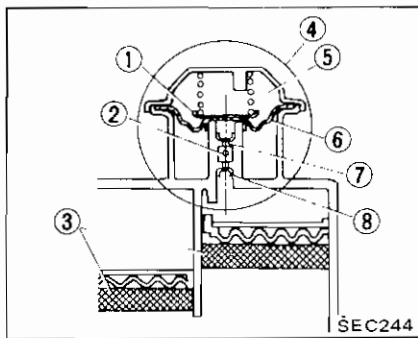
Type-B



- 1 Retainer
- 2 Spring
- 3 Diaphragm
- 4 Purge line
- 5 Fixed orifice
- 6 Filter
- 7 Purge control valve

2. If there is no leak, remove purge control valve and check constant purge orifice for leak. If necessary, blow constant purge orifice.

Type-A

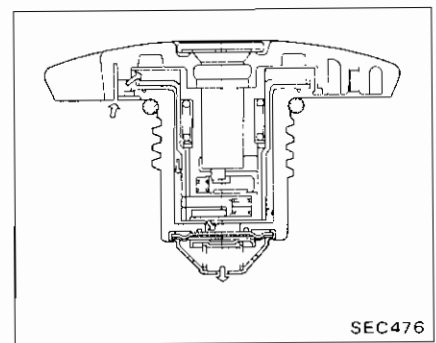


- 1 Retainer
- 2 Purge line
- 3 Filter
- 4 Purge control valve
- 5 Spring
- 6 Diaphragm
- 7 Purge orifice
- 8 Constant purge orifice

**FUEL TANK VACUUM
RELIEF VALVE**

Remove fuel filler cap and see it functions properly.

1. Wipe clean valve housing and have it in your mouth.
2. Inhale air. A slight resistance accompanied by valve indicates that valve is in good mechanical condition. Note also that, by further inhaling air, the resistance should be disappeared with valve clicks.
3. If valve is clogged, or if no resistance is felt, replace cap as an assembled unit.



SEC476

FUEL CHECK VALVE

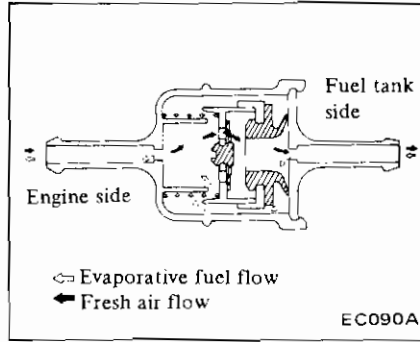
1. Blow air through connector on fuel tank side.

A considerable resistance should be felt at the mouth and a portion of air flow be directed toward the engine.

2. Blow air through connector on engine side.

Air flow should be smoothly directed toward fuel tank.

3. If fuel check valve is suspected of not being properly functioning in steps 1 and 2 above, replace.



SERVICE DATA AND SPECIFICATIONS (S.D.S.)

GENERAL SPECIFICATIONS

FUEL PUMP

Design voltage	V	12
Cut-off discharge pressure	kPa (kg/cm ² , psi)	294 - 441 (3.0 - 4.5, 43 - 64)
Design current	A	5.1

PRESSURE REGULATOR

Regulated pressure	kPa (kg/cm ² , psi)	250.1 (2.55, 36.3)
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COLD START VALVE

Injection quantity	mL (US fl oz, Imp fl oz)	135 (4.6, 4.8)
Design voltage	V	12

THERMOTIME SWITCH

Design voltage	V	12
Switch-over temperature	°C (°F)	19.5 (67)
Switch-over time [at -20°C (-4°F), 10V] sec.		9

AIR FLOW METER

Design voltage	V	12
----------------	---	----

AIR REGULATOR

Design voltage	V	12
Air flow quantity [at 20°C (68°F)]	m ³ (cu ft)/hr	27.5 (971)

CONTROL UNIT

Design voltage	V	12
----------------	---	----

INSPECTION AND ADJUSTMENT

FUEL PRESSURE

Unit: kPa (kg/cm², psi)

Measuring point: between fuel filter and fuel pipe	
At idling	Approximately 206 (2.1, 30)
The moment accelerator pedal is fully depressed	Approximately 255 (2.6, 37)

FUEL INJECTOR

Coil resistance	Ω	2.35
-----------------	---	------

THERMOTIME SWITCH

Cooling water temperature below 14°C (57°F)	ON	
14 - 25°C (57 - 77°F)	ON or OFF	
above 25°C (77°F)	OFF	
Coil resistance	Ω	40 - 70

AIR FLOW METER

E.F.I. models

Unit: Ω

Potentiometer resistance between terminals ③③ and ③④	100 - 400
between terminals ③④ and ③⑤	200 - 500
between terminals ③② and ③④	Except 0 and ∞

E.C.C.S. models

Unit: Ω

Potentiometer resistance between terminals (33 , 34) and (26 , 33)	Approx. 280 - 400
between terminals (33 , 34) and (31 , 32)	Except 0 and ∞

Pin numbers between CECU and Air Flow Meter do not match.
 ○ : Pin numbers of CECU
 □ : Pin numbers on Air Flow Meter

AIR TEMPERATURE SENSOR

Unit: $k\Omega$

Thermistor resistance at -10°C (14°F)	7.0 - 11.4
at 20°C (68°F)	2.1 - 2.9
at 50°C (122°F)	0.68 - 1.00

THROTTLE VALVE SWITCH

E.F.I. models

Engine speed when idle switch is changed from "ON" to "OFF"	rpm	Approximately 900
---	-----	-------------------

E.C.C.S. models

Engine speed when idle switch is changed from "ON" to "OFF"	rpm	Approximately 750
---	-----	-------------------

CYLINDER HEAD TEMPERATURE SENSOR

Unit: $k\Omega$

Thermistor resistance at -10°C (14°F)	7.0 - 11.4
at 20°C (68°F)	2.1 - 2.9
at 50°C (122°F)	0.68 - 1.0

V.C.M. SOLENOID VALVE

Coil resistance	Ω	40
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WATER TEMPERATURE SENSING SWITCH (For auxiliary cooling fan)

Cooling water temperature		OFF
E.F.I.	below about 102°C (216°F)	
E.C.C.S.	below about 100°C (212°F)	ON
E.F.I.	above about 102°C (216°F)	
E.C.C.S.	above about 100°C (212°F)	

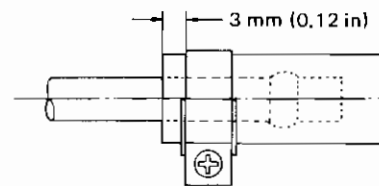
FAN MOTOR TIMER UNIT (For auxiliary cooling fan)

Operating period minutes	about 17
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TIGHTENING TORQUE

Unit	N-m	kg-m	ft-lb
Throttle chamber securing screw	15 - 20	1.5 - 2.0	11 - 14
Exhaust gas sensor	39 - 49	4.0 - 5.0	29 - 36
Fuel hose clamp	1.0 - 1.5	0.10 - 0.15	0.7 - 1.1

Fuel hose clamping position



EF336A

E.G.R. tube securing nut	34 - 44	3.5 - 4.5	25 - 33
Thermal vacuum valve	Less than 22	Less than 2.2	Less than 16
Catalytic converter bolt	31 - 42	3.2 - 4.3	23 - 31
Exhaust gas sensor	39 - 49	4.0 - 5.0	29 - 36

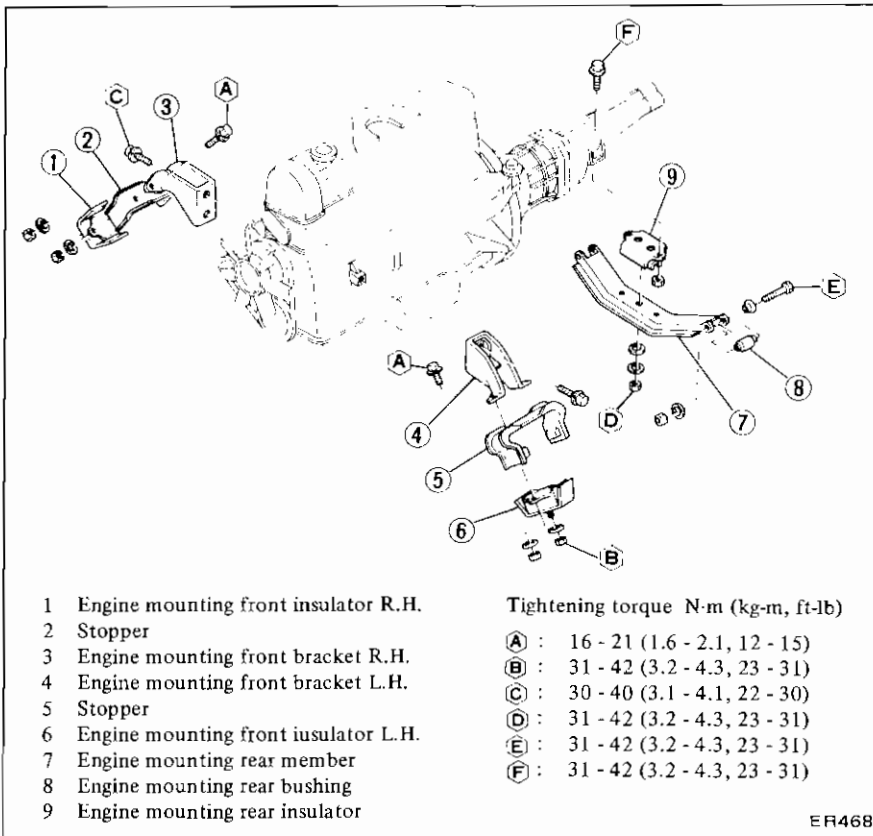
ENGINE REMOVAL & INSTALLATION

CONTENTS

ENGINE REMOVAL AND INSTALLATION	ER-2	ENGINE MOUNTING INSULATOR	ER-5
REMOVAL	ER-2	SERVICE DATA AND SPECIFICATIONS (S.D.S.)	ER-6
INSTALLATION	ER-5	TIGHTENING TORQUE	ER-6

ER

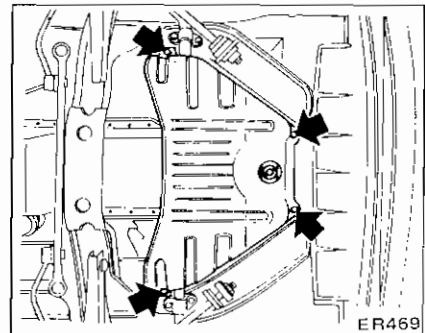
ENGINE REMOVAL AND INSTALLATION



- (4) After engine stalls, crank engine twice or three times.
- (5) Turn ignition switch off.
- (6) Connect fuel pump harness connector.

If engine will not start, disconnect fuel pump harness connector and crank engine for about 5 seconds. Then turn ignition switch off.

2. Remove battery.
3. Remove engine lower splash board.



REMOVAL

It is much easier to remove engine and transmission as a single unit than to remove only engine from engine compartment. After removal, engine can be separated from transmission assembly and torque converter.

WARNING:

- a. Place wheel chocks in front of front wheels and in rear of rear wheels.
- b. Be sure to hoist engine in a safe manner.
- c. You should not remove engine until exhaust system has completely cooled off. Otherwise, you may burn yourself and/or fire may break out in fuel line.

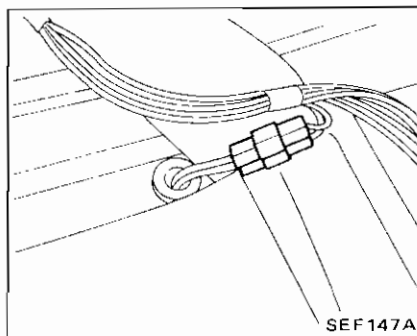
Fender covers should be used to protect car body.

1. Follow the procedure below to reduce fuel pressure to zero.

CAUTION:

Before disconnecting fuel hose, release fuel pressure from fuel line to eliminate danger.

- (1) Remove rear floor carpet and insulator.
- (2) Start engine.
- (3) Disconnect fuel pump harness connector with engine running.

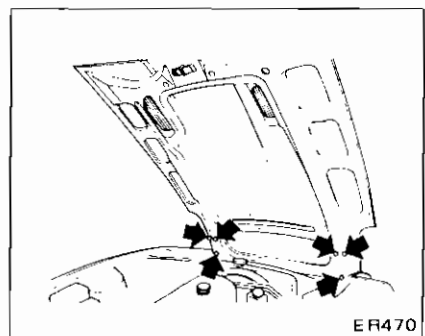


4. Drain engine coolant.
5. Remove hood as follows:

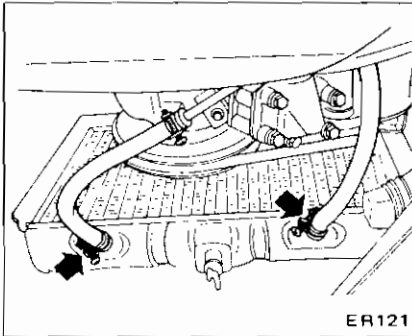
CAUTION:

Have an assistant help you so as to prevent damage to body.

- (1) Mark hood hinge locations on hood to facilitate proper reinstallation.
- (2) Support hood with hand and remove bolts securing it to hood hinges, taking care not to let hood slip when bolts are removed.



- (3) Remove hood assembly.
6. Disconnect radiator upper and lower hoses.
7. Remove radiator upper and lower shrouds.
8. Disconnect oil cooler hoses at oil cooler installed at the lower end of radiator and drain automatic transmission fluid (A/T models).



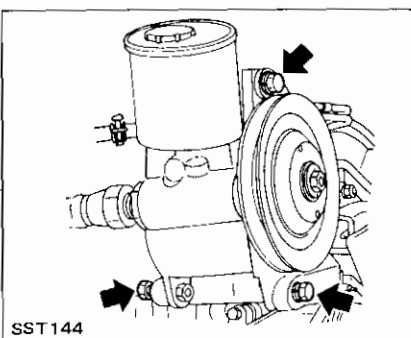
9. Remove reservoir tank hose from radiator and then remove radiator.
10. Remove power steering oil pump as follows:

Never drain power steering oil while service/repair work is being performed.

- (1) Remove oil pump drive belt. To remove, loosen idler pulley lock nut and adjusting bolt.

Refer to Power Steering Gear and Oil Pump (Section ST) for removal and installation.

- (2) Remove oil pump retaining bolts and fasten oil pump to hood ledge with suitable wire to facilitate removal of engine.



11. Remove air conditioner compressor as follows:

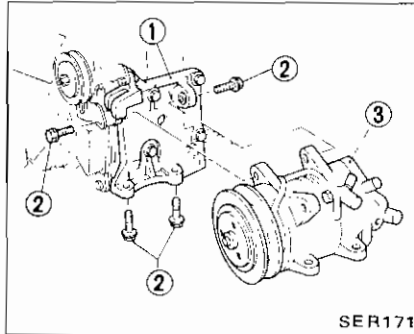
Never discharge gas from com-

pressor while service/repair work is being performed.

- (1) Remove compressor drive belt. To remove, loosen idler pulley lock nut and adjusting bolt.

Refer to Air Conditioning (Section HA) for removal.

- (2) Remove compressor retaining bolts and fasten compressor to hood ledge with suitable wire to facilitate removal of engine.

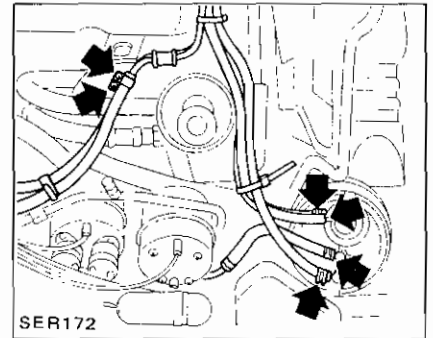


- 1 Compressor bracket
- 2 Compressor retaining bolt
- 3 Compressor

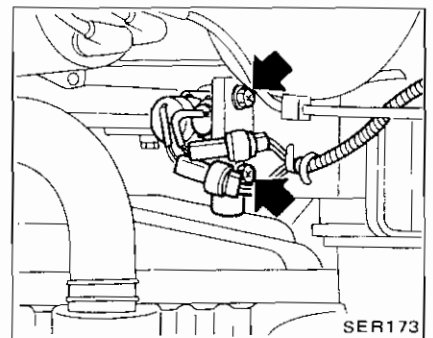
12. Disconnect following cables, wires, harness and hoses at the engine connection end.

- Wire to alternator.

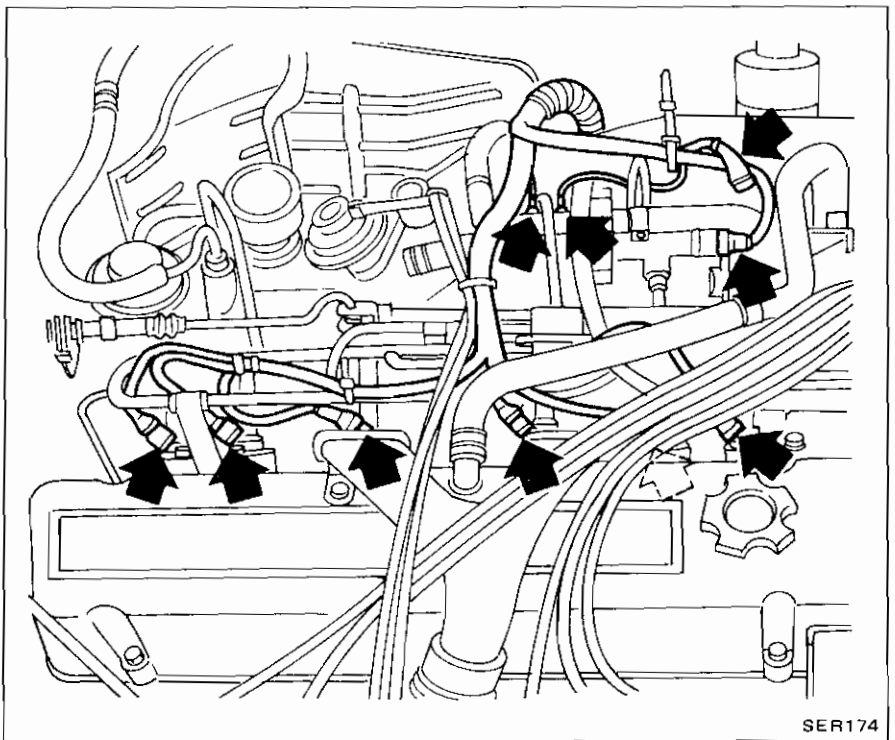
- Wire to oil pressure sending unit.
- Wire and cable to starter motor.
- Wire to auxiliary cooling fan.
- Heater inlet and outlet hoses.
- Fuel hoses and canister hoses.



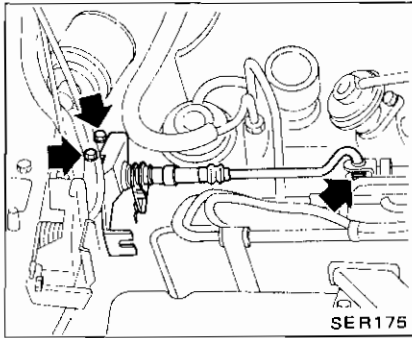
- V.C.M. from bracket (models equipped with turbocharger).



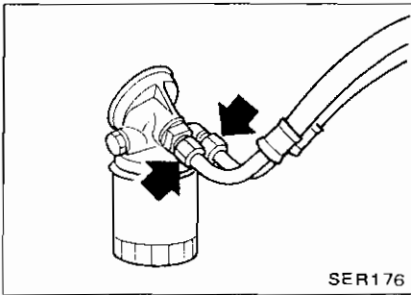
- E.F.I. harness and connector.



- High tension cable (Between ignition coil and distributor).
- Harness to distributor.
- Wires to thermal transmitter and cylinder head temperature sensor.
- F.I.C.D. vacuum hose.
- A.S.C.D. vacuum hose (If so equipped).
- Vacuum hose to intake manifold.
- Brake booster vacuum hose at intake manifold.
- Accelerator wire
- Accelerator torsion shaft.



- Air flow meter duct, etc.
- Engine oil cooler hoses at oil filter bracket (models equipped with turbocharger).

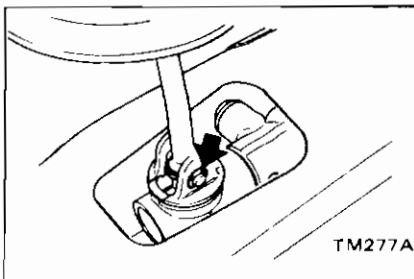


13. Disconnect speedometer cable from rear extension housing and wire for reverse lamp switch.

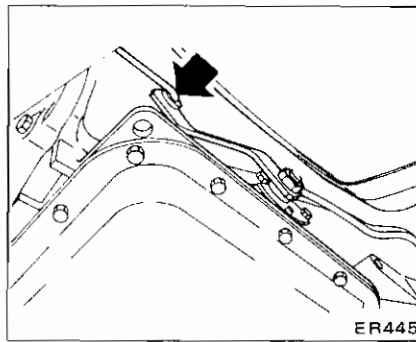
14. Disconnect wire at connections of inhibitor switch and downshift solenoid at wire connector (A/T models).

15. Remove transmission control linkage.

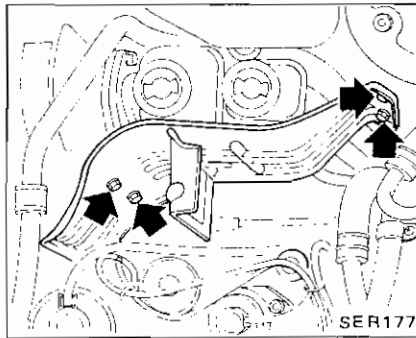
(1) Manual transmission



(2) Automatic transmission



16. Remove heat shield plate located beside brake master cylinder.



17. Remove exhaust front tube.

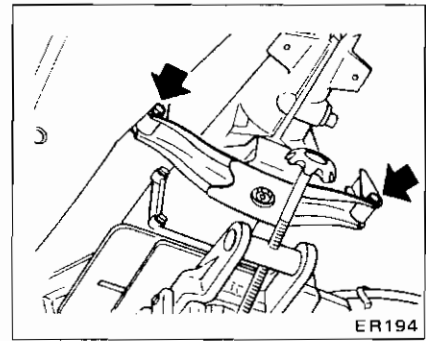
Refer to Exhaust Systems (Section FE) for removal.

18. Remove propeller shaft.

Refer to Propeller Shaft (Section PD) for removal.

19. Support transmission with jack.

20. Remove nuts securing rear engine mounting member to body.



CAUTION:

In this operation, care should always be taken to prevent the unit from hitting any adjacent parts.

21. Connect suitable wires of hoist to engine slingers.

For safety in subsequent steps, tension of wire or chain should be slackened against engine.

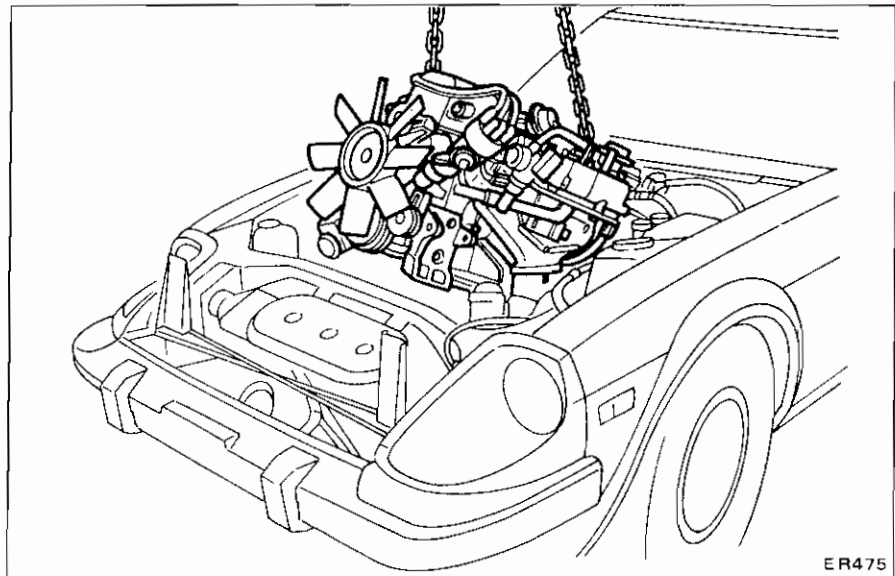
22. Remove nuts securing engine mounting front insulator to front suspension crossmember.

23. Raise engine with transmission, and remove it from car.

CAUTION:

a. Before raising engine together with transmission, make sure that all hoses and wires connected thereto are disconnected or removed.

b. When raising engine, be especially careful not to knock it against adjacent parts.



INSTALLATION

Install in the reverse order of removal, observing the following:

When installing, be sure to check that electrical harnesses are connected correctly.

1. When installing, first secure rear engine mounting member to body.
2. Refer to applicable section when installing and adjusting any parts.

- For installation of air conditioner compressor and belt adjustment.

Refer to Air Conditioning (Section HA) for adjustment.

- For installation of power steering oil pump and belt adjustment. Refer to Power Steering (Section ST) for adjustment.

3. When installing exhaust front tube on exhaust manifold, be sure to use new gasket.

4. When installing hood following engine installation, be sure that it is properly centered and that hood lock operates securely. Refer to Hood (Section BF) for adjustment.

5. Add enough engine coolant.

6. On automatic transmission models, add the same amount of automatic transmission fluid as was drained.

ENGINE MOUNTING INSULATOR

FRONT INSULATOR

Removal

1. Disconnect battery ground cable.
2. Loosen front engine mounting insulator lower and upper nuts and bolts (on both sides).
3. Make sure that wire or chain used to suspend engine is positioned properly so that no load is applied to insulators, and remove bolts completely.
4. Lift up engine, and separate insulators from engine mounting brackets.

Inspection

If there is damage, deterioration or

separation of bounded surface, replace.

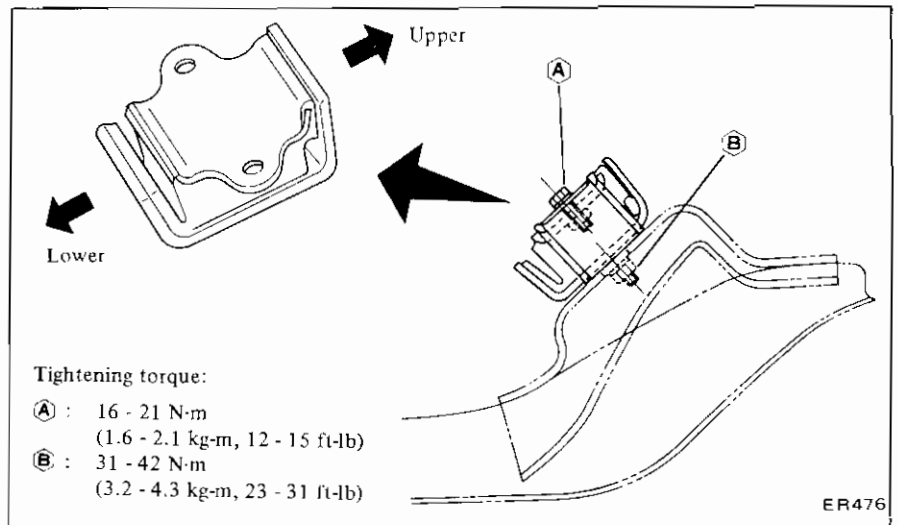
Installation

Install front insulators in reverse order of removal, noting the following:

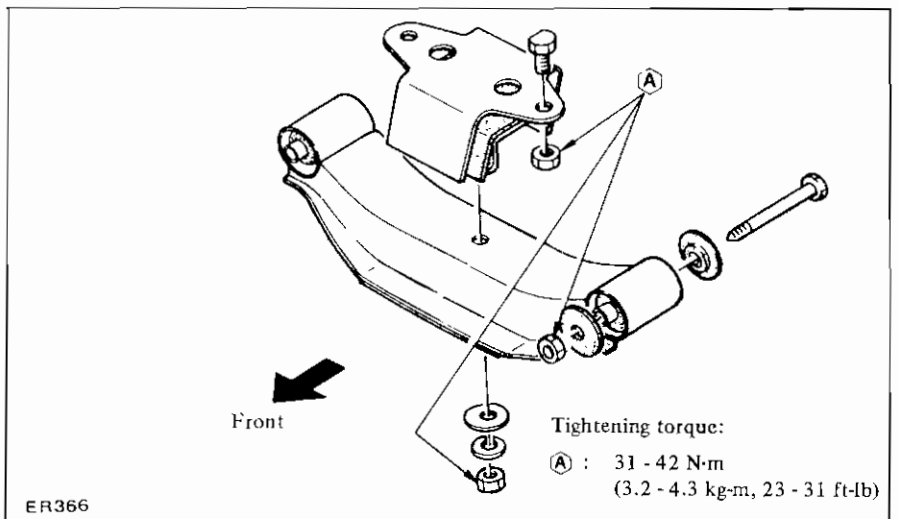
1. Both the left and right front

insulators are used commonly. However, when installing them, pay attention to their upper and lower directions.

2. The shape of the right side bracket differs from that of the left side bracket. Tighten the bolts and nuts correctly and securely.



REAR INSULATOR



Removal

1. Support transmission with jack.
2. Remove rear engine mounting member insulator bolts.
3. Remove bolts, and separate insulator from engine mounting member.

Inspection

If there is damage, deterioration or separation of bounded surface, replace.

Installation

Install rear engine mounting member and insulator in reverse sequence of removal, noting the following:

1. Tighten nuts and bolts correctly and securely.
2. Carefully arrange the front and rear directions of rear engine mounting member and insulator when installing.

SERVICE DATA AND SPECIFICATIONS (S.D.S.)

TIGHTENING TORQUE

Unit	N-m	kg-m	ft-lb
Engine mounting rear member to body	31 - 42	3.2 - 4.3	23 - 31
Rear insulator to engine mounting rear member	31 - 42	3.2 - 4.3	23 - 31
Rear insulator to transmission	31 - 42	3.2 - 4.3	23 - 31
Engine mounting front bracket to engine	30 - 40	3.1 - 4.1	22 - 30
Front insulator to engine mounting bracket	16 - 21	1.6 - 2.1	12 - 15
Front insulator to suspension member	31 - 42	3.2 - 4.3	23 - 31

Unit	N-m	kg-m	ft-lb
Clutch operating cylinder to clutch housing	30 - 40	3.1 - 4.1	22 - 30
Front tube to exhaust manifold	45 - 60	4.6 - 6.1	33 - 44
Propeller shaft to companion flange L28E engine	34 - 44	3.5 - 4.5	25 - 33
L28ET engine	39 - 44	4.0 - 4.5	29 - 33
Air conditioner compressor retaining bolt	44 - 54	4.5 - 5.5	33 - 40
Power steering oil pump retaining bolt	19 - 25	1.9 - 2.6	14 - 19

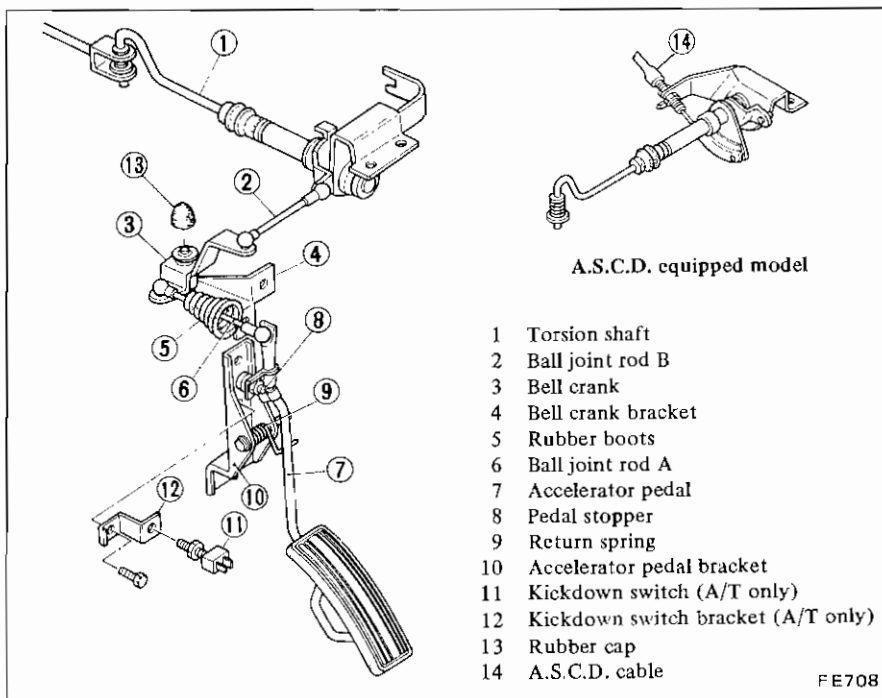
ENGINE CONTROL, FUEL & EXHAUST SYSTEMS

CONTENTS

ENGINE CONTROL SYSTEM	FE-2	INSTALLATION	FE-5
ACCELERATOR CONTROL SYSTEM	FE-2	EXHAUST SYSTEM	FE-6
FUEL SYSTEM	FE-3	REMOVAL	FE-8
REMOVAL	FE-4	INSPECTION	FE-8
INSPECTION	FE-5	INSTALLATION	FE-8

ENGINE CONTROL SYSTEM

ACCELERATOR CONTROL SYSTEM



5. Remove bell crank with bracket.
6. Installation is in the reverse order of removal.

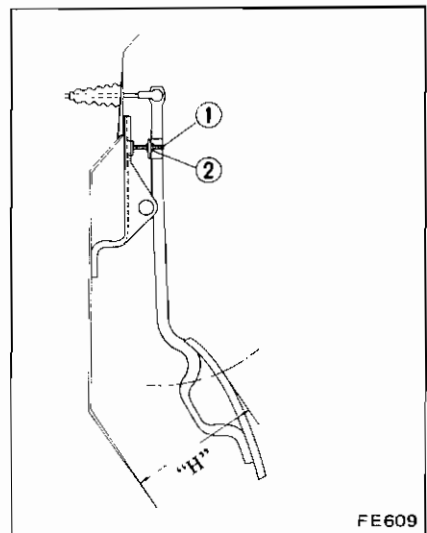
Apply a light coat of recommended multi-purpose grease to all sliding or friction surfaces. Do not apply grease to wire.

INSPECTION

1. Check accelerator pedal return spring for rust, fatigue or damage. Replace if necessary.
2. Check accelerator linkage for rust, damage or looseness. Repair or replace if necessary.

ADJUSTMENT

Accelerator pedal



- | | |
|---|--------------|
| 1 | Stopper bolt |
| 2 | Lock nut |

Adjust accelerator pedal height "H" to the specified range with pedal stopper bolt ①. Then tighten lock nut ②.

Pedal height "H":

138 - 142 mm
(5.43 - 5.59 in)

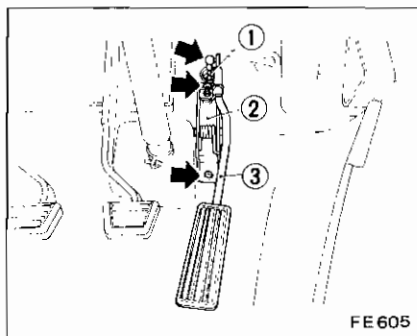
Kickdown switch

Kickdown switch adjustment is correct if it is actuated by kickdown switch plunger when accelerator pedal is fully depressed.

Always tighten lock nut securely after proper adjustment is obtained.

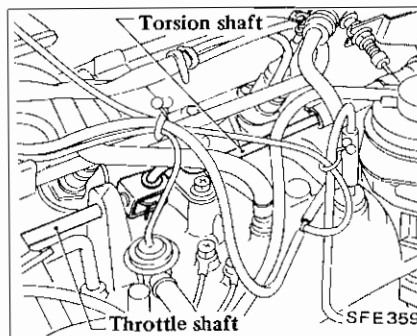
REMOVAL AND INSTALLATION

1. Separate ball joint rod A from pedal arm and remove pedal with bracket.

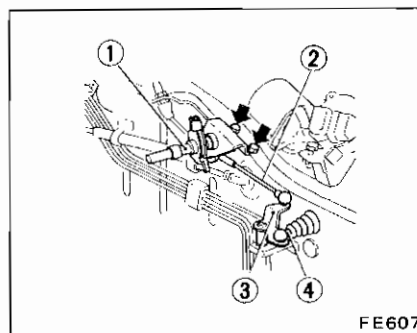


- | | |
|---|---------------------------|
| 1 | Ball joint rod A |
| 2 | Accelerator pedal bracket |
| 3 | Accelerator pedal |

2. Disconnect A.S.C.D. cable from torsion shaft (if so equipped).
3. Separate torsion shaft from throttle shaft.

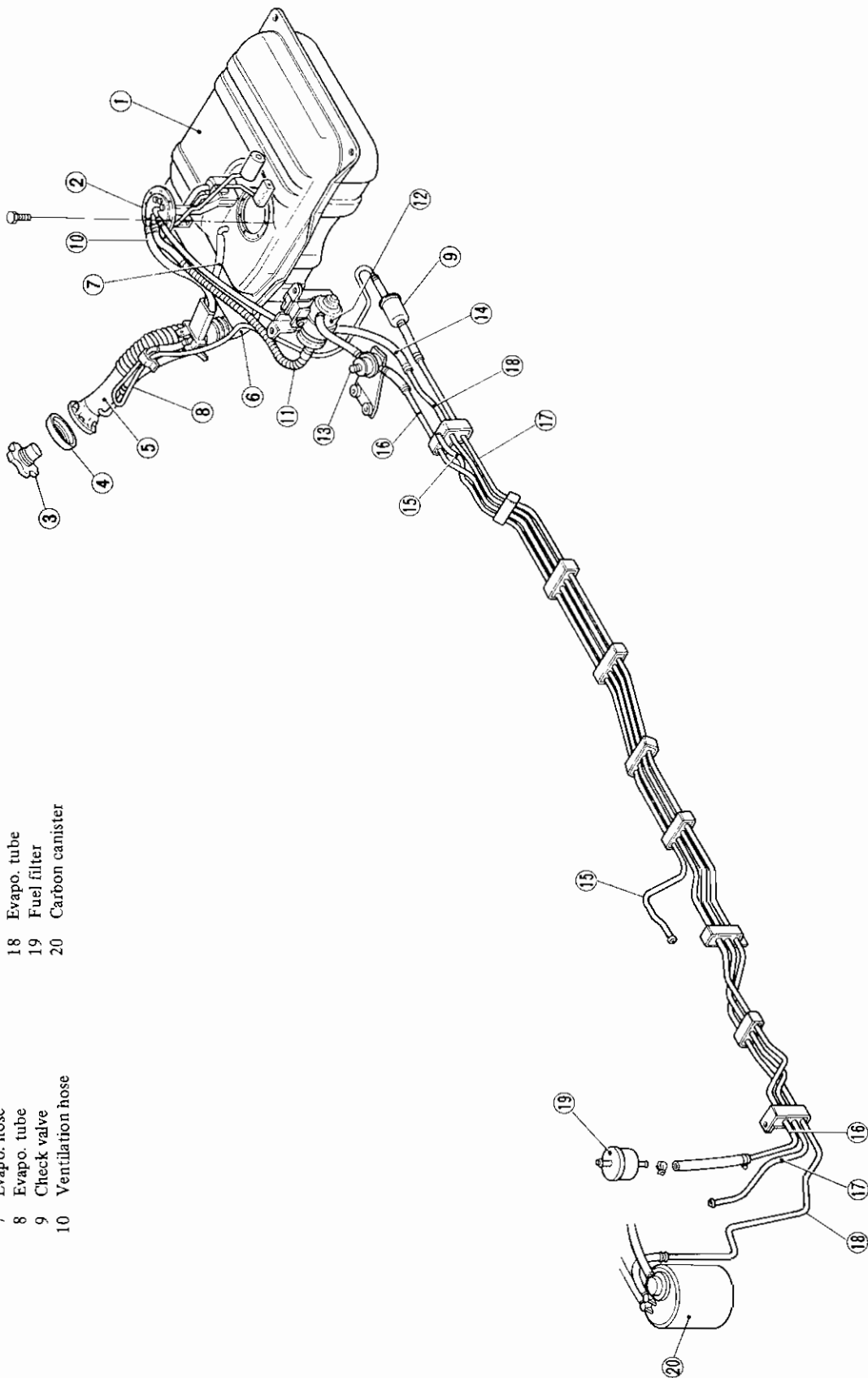


4. Remove ball joint rod B and torsion shaft.



- | | | | |
|---|------------------|---|------------------|
| 1 | Torsion shaft | 3 | Bell crank |
| 2 | Ball joint rod B | 4 | Ball joint rod A |

FUEL SYSTEM



- 11 Feed hose
- 12 Fuel pump
- 13 Fuel damper
- 14 Return hose
- 15 Brake tube
- 16 Feed tube
- 17 Return tube
- 18 Evapo. tube
- 19 Fuel filter
- 20 Carbon canister

- 1 Fuel tank
- 2 Fuel tank gauge unit
- 3 Filler cap
- 4 Gas filler case cover
- 5 Filler tube
- 6 Filler hose
- 7 Evapo. hose
- 8 Evapo. tube
- 9 Check valve
- 10 Ventilation hose

REMOVAL

WARNING:

When replacing fuel line parts, be sure to observe the following:

- a. Put a "CAUTION: INFLAMMABLE" sign in workshop.
- b. Be sure to furnish the workshop with a CO₂ fire extinguisher.
- c. Be sure to disconnect battery ground cable before conducting operations.
- d. Put drained fuel in an explosion-proof container and put on lid securely.

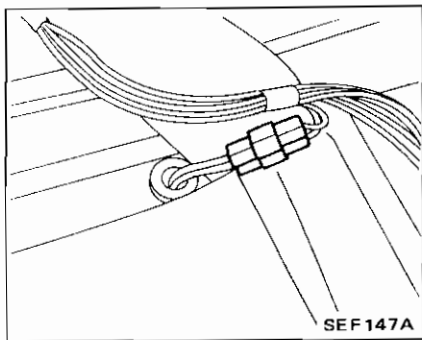
FUEL TANK

1. Reduce fuel line pressure to zero, following the procedure below.

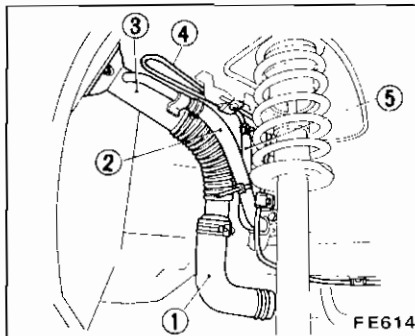
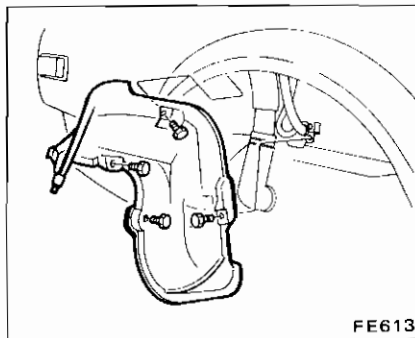
CAUTION:

Before disconnecting fuel hose, release fuel pressure from fuel line to eliminate danger.

- (1) Turn up rear floor carpet.
- (2) Start engine.
- (3) Remove fuel pump connector with engine running.



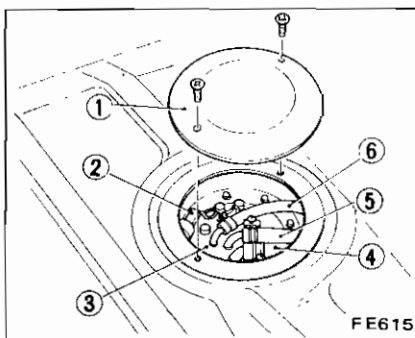
- (4) After engine stall, crank engine twice or three times.
- (5) Turn ignition switch off and connect fuel pump connector.
2. Disconnect battery ground cable.
3. Remove fuel filler cap and siphon, or pump fuel from fuel tank into a suitable container.
4. Remove fuel filler hose protector located into R.H. wheel house and disconnect filler hose and evapo. hose.



- | | |
|--------------------|---------------|
| 1 Filler hose | 3 Filler tube |
| 2 Ventilation hose | 4 Evapo. tube |
| | 5 Evapo. hose |

Plug hose and pipe openings to prevent entry of dust or dirt during removal.

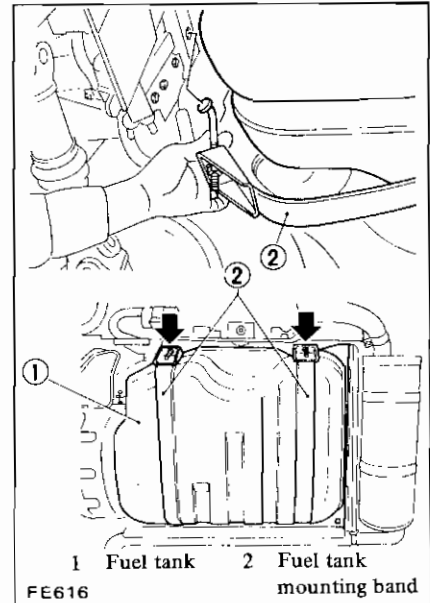
5. Turn up rear floor carpet and remove rear floor padding and inspection hole cover.
6. Disconnect harness connector of fuel tank gauge unit, ventilation hose, fuel feed hose and fuel return hose from fuel tank.



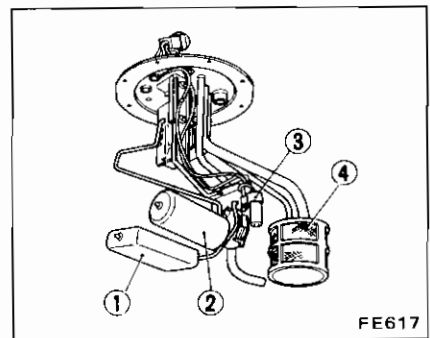
- | |
|--------------------------------|
| 1 Inspection hole cover |
| 2 Gauge unit harness connector |
| 3 Gauge unit |
| 4 Ventilation hose |
| 5 Fuel feed hose |
| 6 Fuel return hose |

Plug hose and pipe openings to prevent entry of dust or dirt during removal.

7. Loosen nuts and take off fuel tank mounting bands. Then remove fuel tank.



FUEL TANK GAUGE UNIT



- | |
|--------------------|
| 1 Sub gauge float |
| 2 Main gauge float |
| 3 Sending unit |
| 4 Filter |

1. Disconnect battery ground cable.
2. Turn up rear floor carpet and remove rear floor padding and inspection hole cover.
3. Disconnect harness connector of fuel tank gauge unit, ventilation hose, fuel feed hose and fuel return hose.

Be careful not to spill fuel. Place a rag to absorb fuel.

4. Remove fuel tank gauge unit.

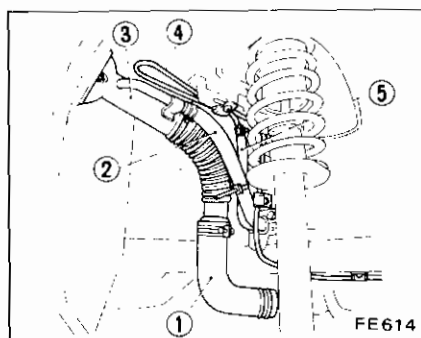
After removing gauge unit, plug the opening to prevent entry of dust or dirt.

FUEL TANK FILTER

1. Remove fuel tank gauge unit. Refer to Fuel Tank Gauge Unit for removal.
2. Remove fuel tank filter from fuel tank gauge unit.

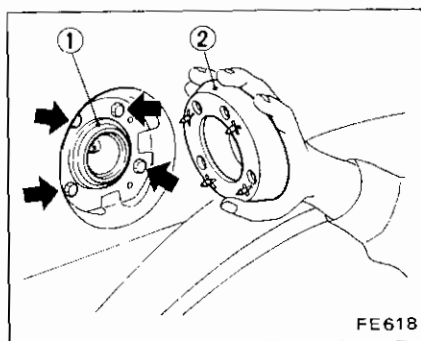
FUEL FILLER TUBE AND FILLER HOSE

1. Disconnect battery ground cable.
2. Drain fuel from fuel tank. Refer to items 1 through 3, under the heading Fuel Tank.
3. Remove fuel filler hose protector and fuel filler hose.



- | | |
|--------------------|---------------|
| 1 Filler hose | 3 Filler tube |
| 2 Ventilation hose | 4 Evapo. tube |
| | 5 Evapo. hose |

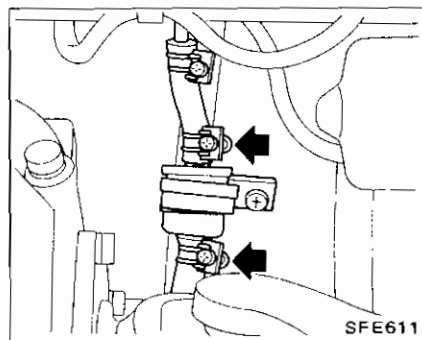
4. Remove filler cap, gas filler case cover and then remove screws attaching fuel filler tube to body.



- | |
|-------------------------|
| 1 Filler tube |
| 2 Gas filler case cover |

FUEL CHECK VALVE

Disconnect hoses connecting fuel check valve to evapo. tubes.



FUEL PUMP, FUEL DAMPER AND FUEL FILTER

Refer to Fuel Pump, Fuel Damper and Fuel Filter for component parts inspection (Section EF).

FUEL CHECK VALVE

Refer to Fuel Check Valve for inspection (Section EC).

FUEL TUBE

Fuel tubes are serviced as an assembly, so that replacement of fuel tube can be easily done. However, do not disconnect any fuel line unless absolutely necessary.

1. Disconnect battery ground cable.
2. Drain fuel from fuel tank. Refer to items 1 through 3, under the heading Fuel Tank.
3. Loosen fuel hose clamps and disconnect fuel tube at each end.

Plug hose and tube openings to prevent entry of dust or dirt while removing.

4. Unfasten clips that hold tube on underbody and remove tube from the car.

FUEL PUMP, FUEL DAMPER AND FUEL FILTER

Refer to Fuel Pump, Fuel Damper and Fuel Filter for removal and installation (Section EF).

INSPECTION

FUEL TANK

Check fuel tank for cracks or deformation. If necessary, replace.

FUEL HOSE

Inspect all hoses for cracks, fatigue, sweating or deterioration.

Replace any hose that is damaged.

FUEL TUBE

Replace any fuel tube that is cracked, rusted, collapsed or deformed.

INSTALLATION

Install any parts of the fuel system in the reverse order of removal. Observe the following notes and refer to Fuel Filter, Fuel Pump, Fuel Damper and Fuel Hose for removal and installation (Section EF).

- Install hose clamps securely. Do not overtighten to avoid damaging hoses.
- Fasten clips holding fuel tube on underbody securely.
- Do not kink or twist hose and tube when they are routed.
- Run the engine and check for leaks at connections.
- Fuel tank

Do not twist or smash hoses when they are routed. Be sure to retain them with clips securely.

Ⓣ : Nut for fuel tank mounting band

Pinching nut

7 - 9 N·m

(0.7 - 0.9 kg-m,

5.1 - 6.5 ft-lb)

Lock nut

16 - 22 N·m

(1.6 - 2.2 kg-m,

12 - 16 ft-lb)

- Fuel tank gauge unit. Be sure to install gauge unit with O-ring in place.

Tighten bolts securing fuel tank gauge unit in a criss-cross fashion.

- Fuel check valve

Ⓣ : Hose clamp

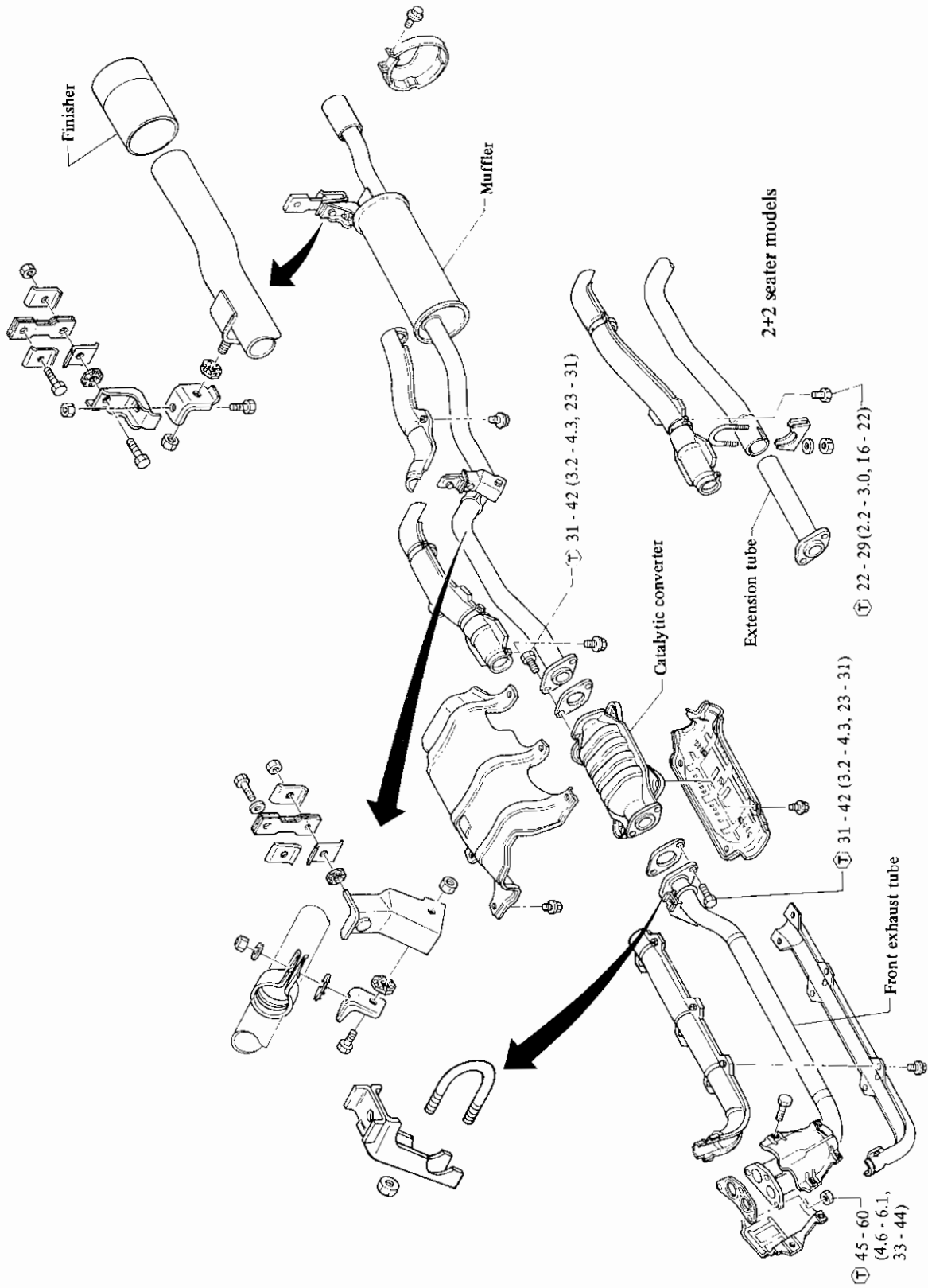
0.4 - 0.8 N·m

(4 - 8 kg-cm,

3.5 - 6.9 in-lb)

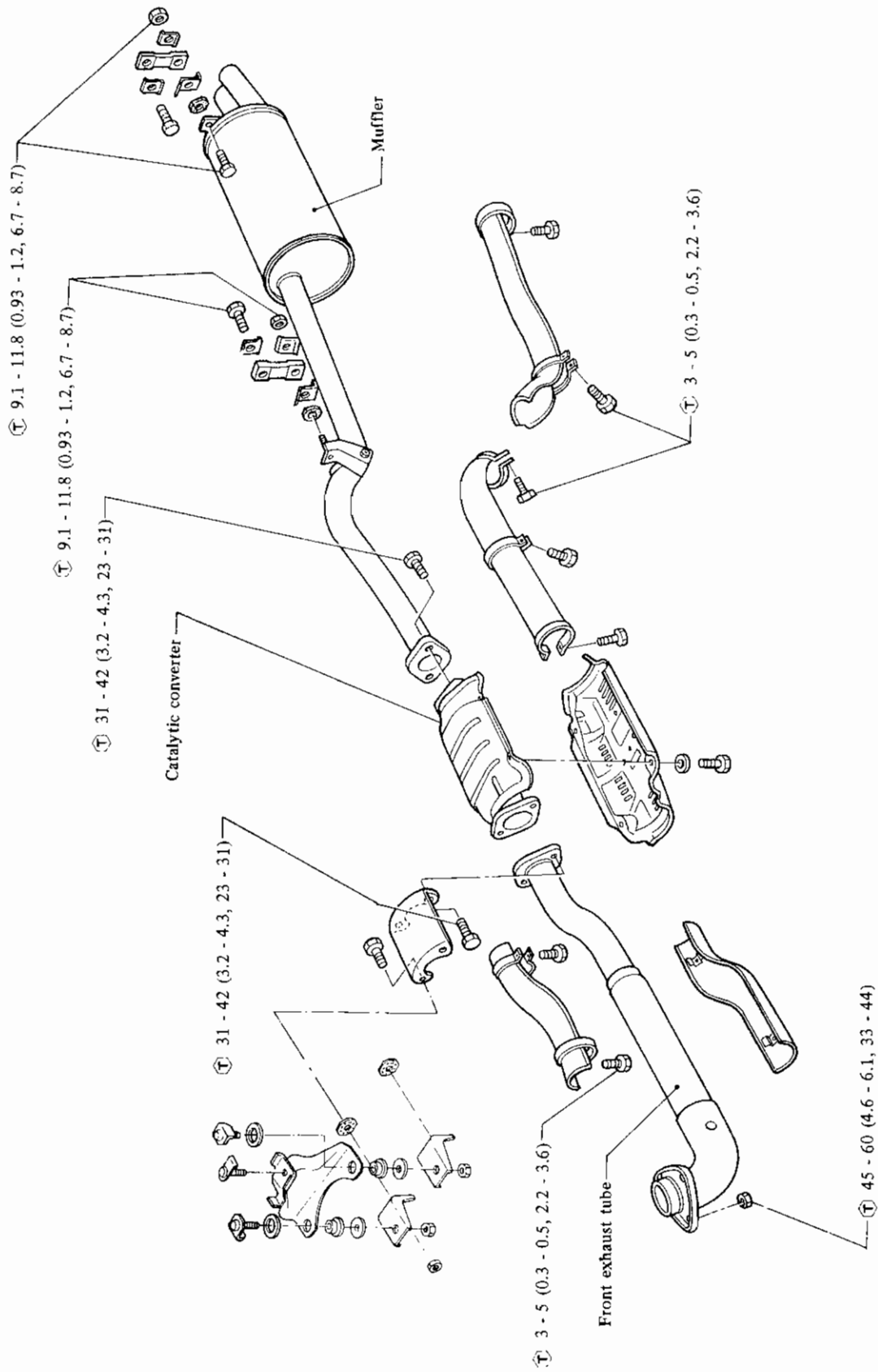
EXHAUST SYSTEM

L28E engine



T : N·m (kg·m, ft·lb)

L28ET engine



SFE419

FE-7

REMOVAL

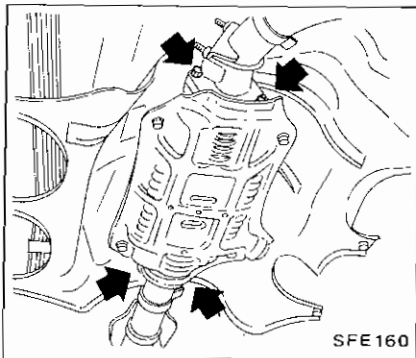
WARNING:

You should not remove the exhaust system until it has been cooled off. Otherwise, you may burn yourself.

FRONT EXHAUST TUBE

1. Remove catalytic converter lower shelter.
2. Remove bolts or nuts attaching front exhaust tube to exhaust manifold, transmission rear extension and catalytic converter. Front exhaust tube can then be taken out.

CATALYTIC CONVERTER



Remove catalytic converter lower shelter and remove catalytic converter.

CAUTION:

- a. Be careful not to damage catalytic converter when handling.
- b. Never wet catalytic converter with water, oil, etc.

EXTENSION TUBE (2+2 seater models)

1. Remove catalytic converter.
2. Remove center exhaust tube upper heat insulator.
3. Remove U-bolt and U-bolt clamp.
4. Break sealant off connection by lightly tapping around tube with a hammer and twisting extension tube. Extension tube can then be taken out.

MUFFLER

1. Remove following parts.
 - Tunnel second crossmember.
 - Catalytic converter.
 - Center exhaust tube upper heat insulator and extension tube. (2+2 seater models)
2. Remove nuts attaching exhaust tube to mounting brackets. Muffler can then be taken out.

INSPECTION

1. Check muffler and tubes for cracks, damage or corrosion. Replace if necessary.
2. Check catalytic converter, referring to Section EC. Replace if necessary.
3. Replace bracket and mounting rubber that are cracked, fatigued or sweated.

INSTALLATION

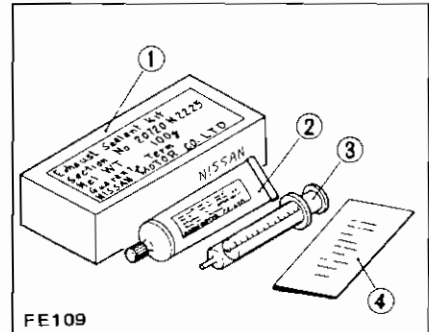
Install exhaust system which has been removed as an assembly in reverse order of removal.

INSTALLATION PRECAUTIONS

1. When assembling, be careful not to let gas leak from around connections of exhaust system components. Evenly tighten nut securing exhaust manifold to front exhaust tube.
 2. When installing exhaust tube and muffler, make sure that a proper clearance is maintained between these parts and parts on car body.
 3. Be sure to install new gaskets after removing following parts.
 - Front tube
 - Catalytic converter
- a. After installation, check that mounting brackets and mounting insulator are free from undue stress. If any of above parts is not installed properly, excessive noises or vibrations may be transmitted to car body.
 - b. Check all tube connections for exhaust gas leaks, and entire system for unusual noises, with engine running.

SEALING COMPOUND

If exhaust tubes are separated at connection to renew muffler assembly, etc., use the Genuine Nissan Sealant "Exhaust Sealant Kit 20720-N2225" to eliminate gas leakage past the joint. Be sure to observe following procedures.

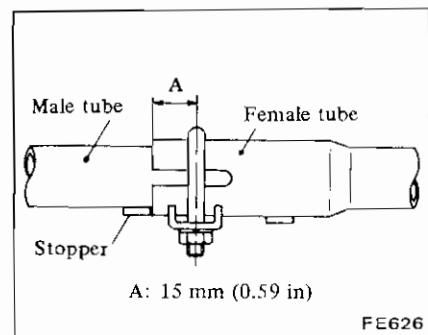


- 1 Case
- Sealant tube (polyethylene)
- Injector
- Instruction sheet

1. Wipe clean all the contact portions of tube joints; allow them to dry thoroughly.
2. Temporarily mount in place muffler assembly (and/or exhaust tube) as an assembled unit on the car.
3. Insert the male tube into the female tube fully until the front end of the female tube touches the stopper on the male tube.
4. Torque U-bolt securing nuts to specifications.

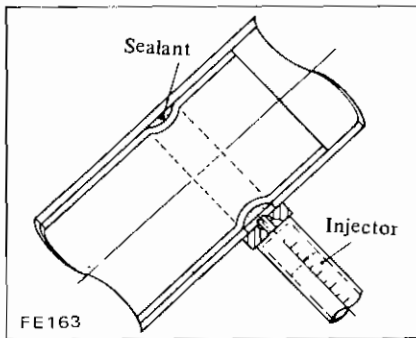
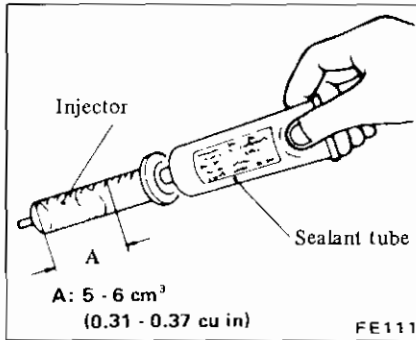
Ⓣ : U-bolt securing nuts

22 - 29 N·m
(2.2 - 3.0 kg·m,
16 - 22 ft·lb)



5. Squeeze 5 to 6 cm³ (0.31 to 0.37 cu in) of sealant into injector from the sealant tube.

Be sure to place the cap back to the sealant tube since sealant will dry.



6. Position the nozzle of injector to the guide and press it there firmly. Inject sealant slowly until sealant begins to flow out of the slit of the tube. This indicates that the bead requires no further sealant. Excessive sealant can cause a clogged tube.

After injecting, wash injector thoroughly in clean water to remove all traces of sealant.

7. Start the engine and let it idle slowly for ten minutes (minimum) to harden sealant with the heat of exhaust gas.

8. Check the condition of sealant before driving the car. It is also essential that the car should not be accelerated sharply for 20 to 30 minutes subsequent to this operation.

- a. The sealant should be used within guaranty term indicated on the kit case.
- b. Exposure of sealant to the skin may cause a rash. Wash sealant off the skin with water.
- c. Do not keep the sealant tube in a place where the ambient tempera-

ture is 40°C (104°F) or above. A sealant hardened at 40°C (104°F) or above cannot be used. The most suitable storage temperature is from 15 to 35°C (59 to 95°F). If sealant becomes hardened because of low temperatures, warm the sealant tube with lukewarm water until the sealant is softened. Do not warm the tube at a temperature of over 40°C (104°F) for a long period of time.

- d. Thoroughly read the instruction sheet furnished with the kit before using the sealant.

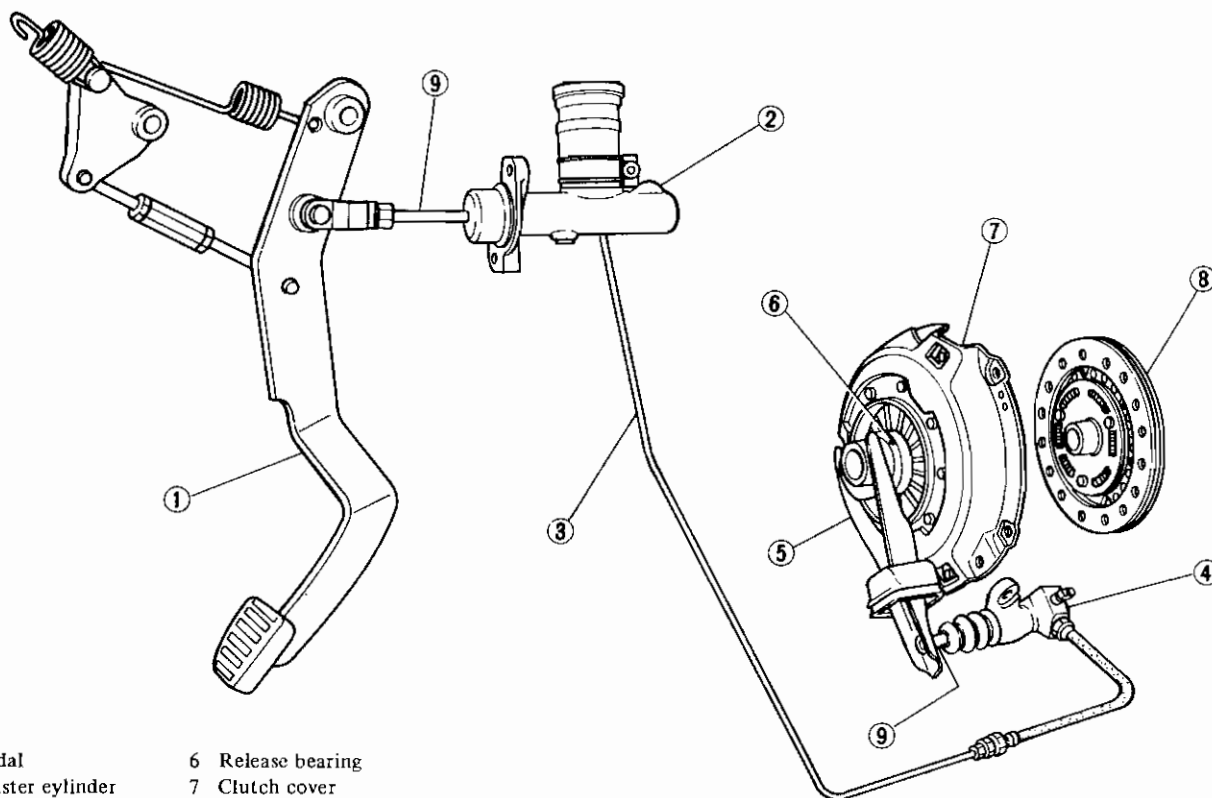
CONTENTS

HYDRAULIC CLUTCH CONTROL	CL- 2	PILOT BUSHING	CL- 8
CLUTCH PEDAL	CL- 2	SERVICE DATA AND SPECIFICATIONS (S.D.S.)	CL- 9
CLUTCH MASTER CYLINDER	CL- 3	GENERAL SPECIFICATIONS.....	CL- 9
OPERATING CYLINDER.....	CL- 4	INSPECTION AND ADJUSTMENT	CL- 9
CLUTCH LINE	CL- 4	TIGHTENING TORQUE	CL-10
BLEEDING CLUTCH SYSTEM.....	CL- 5	TROUBLE DIAGNOSES AND CORRECTIONS	CL-11
CLUTCH UNIT	CL- 6	SPECIAL SERVICE TOOLS	CL-13
CLUTCH DISC AND COVER	CL- 6		
RELEASE BEARING	CL- 7		

Refer to Section MA (Clutch) for:

- CHECKING CLUTCH PEDAL HEIGHT AND FREE PLAY

HYDRAULIC CLUTCH CONTROL



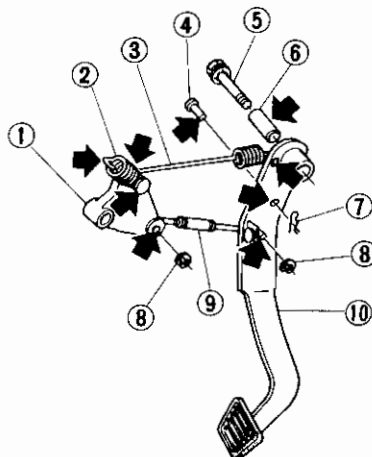
- | | |
|--------------------------|-------------------|
| 1 Clutch pedal | 6 Release bearing |
| 2 Clutch master cylinder | 7 Clutch cover |
| 3 Clutch piping | 8 Clutch disc |
| 4 Operating cylinder | 9 Push rod |
| 5 Withdrawal lever | |

CL367

CLUTCH PEDAL

REMOVAL

1. Remove instrument lower cover and floor assistant nozzle.
2. Remove snap pin (7) and clevis pin, disconnect push rod from pedal assembly.
3. Remove E-ring adjusting rod.
4. Remove fulcrum bolt.
5. Remove springs and assist spring clutch lever.



← : greasing point

- | | |
|------------------------|-----------------|
| 1 Assist spring | 6 Collar |
| 2 Return spring | 7 Snap pin |
| 3 Assist return spring | 8 E-ring |
| 4 Clevis pin | 9 Adjusting rod |
| 5 Fulcrum bolt | 10 Pedal |

SCL042

INSPECTION

Check clutch pedal parts for the following items, correcting as necessary.

1. Bent pedal.
2. Weakened return spring.
3. Worn or deformed clevis pin and pedal boss.
4. Cracks at welded part.

INSTALLATION

Install clutch pedal in the reverse procedures of removal. Observe the following:

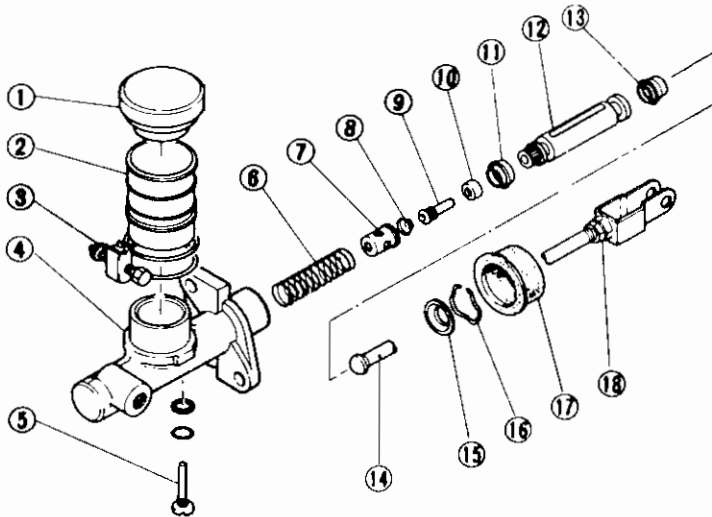
1. Apply multi-purpose grease to the friction surface.
2. Adjust clutch pedal height. Refer to Section MA.

CLUTCH MASTER CYLINDER

REMOVAL

1. Remove snap pin from clevis pin.
2. Pull out clevis pin.
3. Disconnect clutch tube from master cylinder.
4. Remove windshield washer tank and dropping resistor for EFI from body and put them at a position where they won't interfere with master cylinder. Then remove master cylinder.

DISASSEMBLY



- | | | | |
|------------------------|--------------------|------------------|-----------------|
| 1 Reservoir cap | 6 Return spring | 11 Primary cup | 16 Stopper ring |
| 2 Reservoir | 7 Spring seat | 12 Piston | 17 Dust cover |
| 3 Reservoir band | 8 Valve spring | 13 Secondary cup | 18 Lock nut |
| 4 Cylinder body | 9 Supply valve rod | 14 Push rod | |
| 5 Supply valve stopper | 10 Supply valve | 15 Stopper | |

CL345

1. Remove dust cover and take off stopper ring from body.
2. Then, the push rod and stopper can be taken out.
3. Loosen supply valve stopper and take it out.
4. The piston, spring seat, and return spring can be taken out.

Note: Do not reuse piston cup and dust cover after removal.

CAUTION:

When disconnecting clutch tube, use suitable flare nut wrench. Never use an open end wrench or adjustable wrench.

Note: When disconnecting clutch tube, be sure to receive draining clutch fluid into a container. Use of rags is also suggested to keep adjacent parts and area clean.

INSPECTION

CAUTION:

To clean or wash all parts of master cylinder, clean brake fluid must be used. Never use mineral oils such as gasoline and kerosene. It will ruin the rubber parts of the hydraulic system.

1. Check cylinder bore and piston for score or rust and if found, replace.
2. Check cylinder bore and piston for wear. If the clearance between cylinder bore and piston exceeds the

specified value, replace piston assembly or master cylinder assembly.

Clearance between cylinder bore and piston:

Less than 0.15 mm
(0.0059 in)

3. Check the condition of piston cup and dust cover. Always replace them after disassembly.
4. Check all recesses, openings and internal passages to ensure that they are clean and free from foreign matter.

ASSEMBLY

Assemble clutch master cylinder in the reverse order of disassembly. Observe the following:

1. Dip piston cup in brake fluid before installing. Make sure that it is correctly faced in position.
2. Apply a coating of brake fluid to cylinder and piston when assembling.

⊕ : Supply valve stopper
1.5 - 2.9 N·m
(0.15 - 0.3 kg·m,
1.1 - 2.2 ft·lb)

INSTALLATION

Install clutch master cylinder in the reverse order of removal. Observe the following:

1. Bleed air out of hydraulic system. Refer to Bleeding Clutch System for bleeding.
2. Adjust pedal height. Refer to Section MA.

⊕ : Master cylinder to dash panel securing nut

7.8 - 10.8 N·m
(0.8 - 1.1 kg·m,
5.8 - 8.0 ft·lb)

Clutch tube flare nut
15 - 18 N·m
(1.5 - 1.8 kg·m,
11 - 13 ft·lb)

CAUTION:

When connecting clutch tube, use Flare Nut Torque Wrench GG94310000.

Note: When tightening flare nut, hold pipe by hand to prevent it from twisting.

OPERATING CYLINDER

REMOVAL

1. Disconnect clutch tube from clutch hose at the bracket on side member.

CAUTION:

When disconnecting clutch tube, use suitable flare nut wrench. Never use an open end wrench or adjustable wrench.

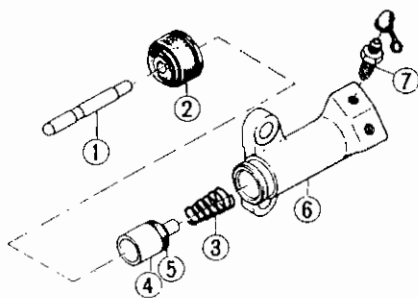
2. Remove lock spring, then disengage hose from bracket.
3. Remove clutch hose from operating cylinder.
4. Remove operating cylinder.

DISASSEMBLY

1. Remove push rod and dust cover.
2. Remove piston and piston cup as an assembly.

Note: Do not reuse piston cup and dust cover after removal.

3. Remove bleeder screw.



- | | |
|-----------------|----------------------|
| 1 Push rod | 5 Piston cup |
| 2 Dust cover | 6 Operating cylinder |
| 3 Piston spring | 7 Bleeder screw |
| 4 Piston | |

CL222

INSPECTION

Visually inspect all disassembled parts and replace parts which are worn or damaged too badly beyond specifications.

CAUTION:

To clean or wash all parts of operating cylinder, clean brake fluid must be used.

Never use mineral oils such as gasoline and kerosene. It will ruin the rubber parts of the hydraulic system.

1. Check cylinder bore and piston for score or rust and, if found, replace.
2. Check cylinder bore and piston for wear. If clearance between cylinder bore and piston is more than the specified value, replace piston or operating cylinder assembly.

Clearance between cylinder bore and piston:

Less than 0.15 mm (0.0059 in)

3. Check bleeder hole to be sure that it is clean.

ASSEMBLY

Assemble operating cylinder in the reverse order of disassembly. Observe the following:

1. Prior to assembly, dip a new piston cup in clean brake fluid. To install piston cup on piston, pay particular attention to its direction.

Note: Replace piston cup and dust cover with new ones.

2. Dip cylinder and piston in clean brake fluid before assembly.

INSTALLATION

Install operating cylinder in the reverse order of removal. Observe the following:

Bleed air thoroughly from clutch hydraulic system. Refer to Bleeding Clutch System for bleeding.

Note:

- a. Use new gasket.
- b. When operating cylinder is removed from, or installed on, clutch housing without disconnecting clutch hose from operating cylinder, loosen bleeder screw so that push rod moves lightly.
- c. Exercise care not to warp or twist clutch hose. Be sure to install clutch hose away from exhaust tube.
- d. When tightening flare nut, hold pipe by hand to prevent it from twisting.

CAUTION:

When connecting clutch tube, use Flare Nut Torque Wrench GG94310000.

Ⓣ : Bleeder screw

6.9 - 8.8 N·m
(0.7 - 0.9 kg·m,
5.1 - 6.5 ft·lb)

Operating cylinder to clutch housing securing bolts

30 - 40 N·m
(3.1 - 4.1 kg·m,
22 - 30 ft·lb)

Clutch hose to operating cylinder

16 - 21 N·m
(1.6 - 2.1 kg·m,
12 - 15 ft·lb)

Flare nut

15 - 18 N·m
(1.5 - 1.8 kg·m,
11 - 13 ft·lb)

CLUTCH LINE

INSPECTION

Check clutch lines (tube and hose) for evidence of cracks, deterioration or other damage. Replace if necessary.

If leakage occurs at or around joints, retighten and, if necessary, replace damaged parts.

REMOVAL

CAUTION:

When disconnecting clutch tube, use suitable flare nut wrench. Never use an open end wrench or adjustable wrench.

1. Disconnect clutch tube from clutch hose at bracket on side member.
2. Remove lock spring, then disengage hose from bracket.
3. Remove clutch hose from operating cylinder.
4. Disconnect clutch tube from master cylinder.
5. Remove clamp fixing clutch tube to dash panel.

INSTALLATION

Wipe the opening ends of hydraulic line to remove any foreign matter before making connections.

1.
 - (1) Connect clutch tube to master cylinder with flare nut.
 - (2) Fix clutch tube to dash panel with clamp.
 - (3) Then tighten flare nut.

Ⓙ : **Flare nut**

15 - 18 N·m
(1.5 - 1.8 kg·m,
11 - 13 ft·lb)

2. Install clutch hose on operating cylinder with a gasket in place.

Note: Use new gasket.

Ⓙ : **16 - 21 N·m**
(1.6 - 2.1 kg·m,
12 - 15 ft·lb)

3. Engage opposite end of hose with bracket. Install lock spring fixing hose to bracket.

Note:

- a. **When tightening flare nut, hold pipe by hand to prevent it from twisting.**
- b. **Exercise care not to warp or twist clutch hose.**

4. Connect clutch tube to hose with flare nut and tighten it.
5. Check distance between clutch line and adjacent parts (especially between hose and exhaust tube).
6. Bleed air out of hydraulic system. Refer to Bleeding Clutch System for bleeding.

CAUTION:

When tightening flare nut, use Flare Nut Wrench GG94310000.

BLEEDING CLUTCH SYSTEM

The hydraulic clutch system must be bled whenever clutch line has been disconnected or air has entered it.

When pedal action has a "spongy" feeling, it is an indication that air has entered the system.

Bleeding clutch system is an essential part of regular clutch service.

1. Remove cap of reservoir and top up with recommended brake fluid.
2. Thoroughly clean mud and dust from bleeder screw of operating cylinder so that outlet hole is free from any foreign material. Install bleeder hose (vinyl hose) on bleeder screw.

Place the other end of it in a container filled with brake fluid.

3. Have a co-worker depress clutch pedal two or three times. With clutch pedal depressed fully, loosen bleeder screw to bleed air out of clutch system.
4. Close bleeder screw quickly as clutch pedal is on down stroke.
5. Allow clutch pedal to return slowly with bleeder screw closed.
6. Repeat steps 3 through 5 until no air bubble shows in the vinyl hose.

Ⓙ : **Bleeder screw**

6.9 - 8.8 N·m
(0.7 - 0.9 kg·m,
5.1 - 6.5 ft·lb)

7. Depress and release clutch pedal several times; then, check for external hydraulic leaks at connections.

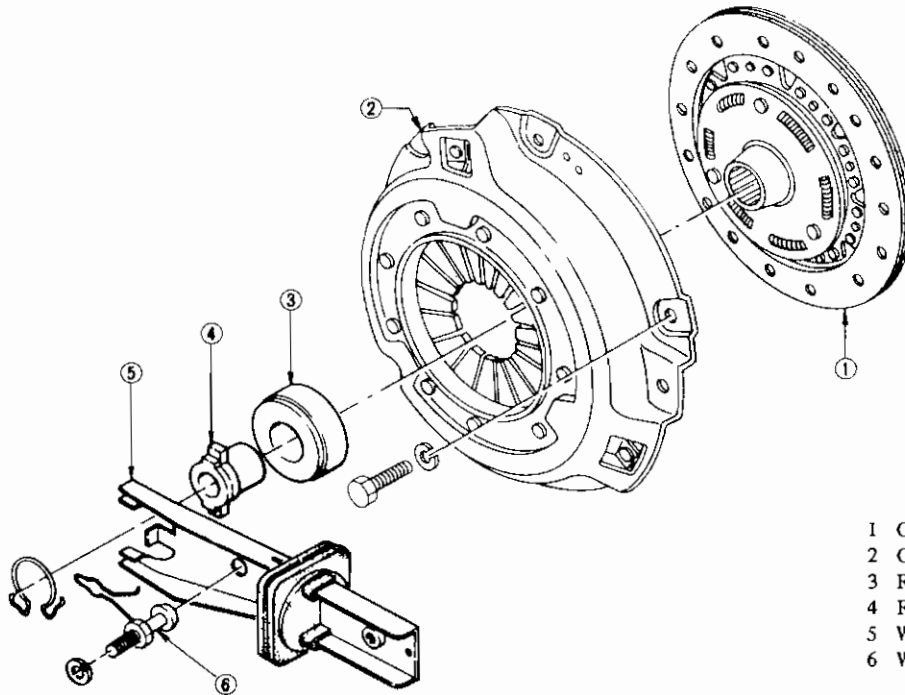
Note:

- a. **Brake fluid containing air is white and has visible air bubbles.**
- b. **Brake fluid containing no air runs out of bleeder screw in a solid stream without air bubbles.**
- c. **Pay close attention to clutch fluid level in reservoir during bleeding operation.**
- d. **Pour brake fluid into reservoir up to the specified level.**

CAUTION:

- a. **Do not reuse brake fluid drained during bleeding operation.**
- b. **Exercise care not to splash brake fluid on exterior finish as it will damage the paint.**
- c. **When tightening flare nut, use Flare Nut Torque Wrench GG94310000.**

CLUTCH UNIT



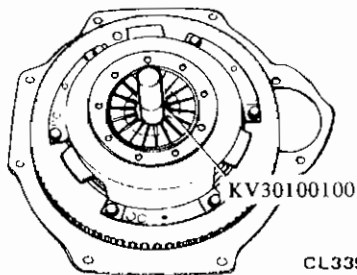
- 1 Clutch disc assembly
- 2 Clutch cover assembly
- 3 Release bearing
- 4 Release sleeve
- 5 Withdrawal lever
- 6 Withdrawal lever ball pin

CL319

CLUTCH DISC AND COVER

REMOVAL

1. Remove transmission from engine. Refer to Removal (Section MT).
2. Insert Clutch Aligning Bar KV30100100 into clutch disc hub until it will no longer go. It is important to support weight of clutch disc in the steps that follow.



CL339

3. Loosen bolts attaching clutch cover to flywheel, one turn each at a time, until spring pressure is released. Be sure to turn them out in a crisscross fashion.

4. Remove clutch disc and cover assembly.

INSPECTION

Wash all disassembled parts except disc assembly in suitable cleaning solvent to remove dirt and grease before making inspection and adjustment.

Flywheel and pressure plate

Check friction surface of flywheel and pressure plate for scoring or roughness. Slight roughness may be smoothed by using fine emery cloth. If surface is deeply scored or grooved, the part should be replaced.

Clutch disc assembly

Inspect clutch disc for worn or oily facings, loose rivets and broken or loose torsional springs.

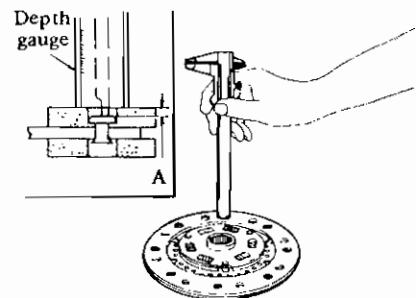
1. If facings are oily, disc should be replaced. In this case, inspect transmis-

sion front cover oil seal, pilot bushing, engine rear oil seals and other points for oil leakage.

2. The disc should also be replaced when facings are worn locally or worn down to the specified limit.

Wear limit of facing "A":

Less than 0.3 mm (0.012 in)



CL336

3. Check disc plate for runout whenever the old disc or a new one is installed.

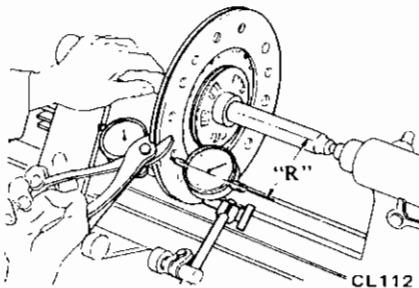
4. If runout exceeds the specified value at outer circumference of facing, replace or repair disc.

Clutch

Runout limit
(total indicator reading):
Less than 0.5 mm (0.020 in)
at "R"
225CBL model
108 mm (4.25 in)
240TBL model
115 mm (4.53 in)

CAUTION:

When repairing disc plate, never hold it forcibly with pliers or bend it excessively; otherwise facing will be damaged.



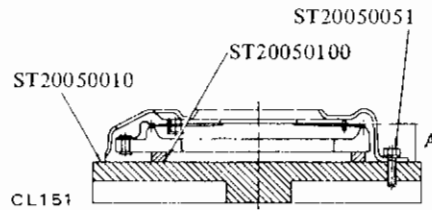
5. Check fit of disc hub on transmission main drive gear splines for smooth sliding. If splines are worn, clutch disc or main drive gear should be replaced; that is, backlash exceeds the specified value at outer edge of clutch disc.

Backlash:
Less than 0.4 mm (0.016 in)

Clutch cover assembly

1. Check the end surface of diaphragm spring for wear. If excessive wear is found, replace clutch cover assembly.
2. Measure height of diaphragm springs as outlined below:

(1) Place Distance Piece ST20050100 on Base Plate ST20050010 and then tighten clutch cover assembly on base plate by using Set Bolts ST20050051.



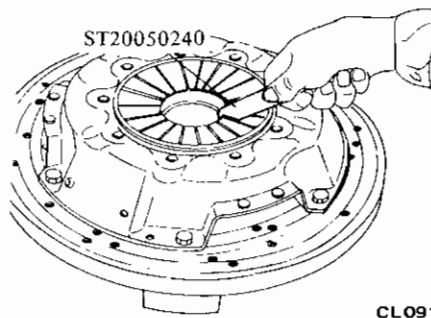
(2) Measure height "A" at several points with a vernier caliper depth gauge. If height "A" of spring end is beyond the specified value, adjust spring height with Diaphragm Adjusting Wrench ST20050240.

Diaphragm spring height "A":

C225S model
33.0 - 35.0 mm
(1.299 - 1.378 in)
C240S model
37.5 - 39.5 mm
(1.476 - 1.555 in)

If necessary, replace clutch cover assembly. Also, unevenness of diaphragm spring toe height should be within the specified limit.

Unevenness of diaphragm spring toe height:
Less than 0.5 mm (0.020 in)



3. Inspect thrust rings for wear or damage. As these parts are invisible from outside, shake cover assembly up and down to listen for chattering noise, or lightly hammer on rivets for a slightly cracked noise. Any of these noises indicates need of replacement as a complete assembly.

INSTALLATION

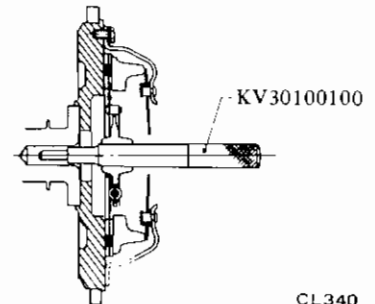
1. Apply a light coat of grease (including molybdenum disulphide) to transmission main drive gear splines.

Slide clutch disc on main drive gear several times. Remove clutch disc and wipe off excess lubricant pushed off by disc hub.

Note: Take special care to prevent grease or oil from getting on clutch facing.

2. Reinstall clutch disc and clutch cover assembly. Support clutch disc and cover assemblies with Clutch Aligning Bar KV30100100.

Note: Be sure to keep disc facings, flywheel and pressure plate clean and dry.



3. Install bolts to tighten clutch cover assembly to flywheel squarely. Each bolt should be tightened one turn at a time in a crisscross fashion.

When installing, apply locking agent to threaded portion of bolts.

⊕ : Clutch cover bolt
22 - 29 N·m
(2.2 - 3.0 kg·m,
16 - 22 ft·lb)

Note: Dowels are used to locate clutch cover on flywheel properly.

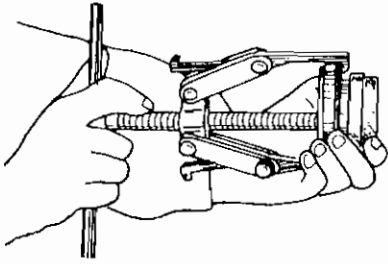
4. Remove clutch aligning bar.
5. Reinstall transmission. Refer to Installation (Section MT).

RELEASE BEARING

REMOVAL

1. Remove transmission from engine. Refer to Removal (Section MT).
2. Disconnect retainer spring from bearing sleeve.
3. Remove release bearing and sleeve as an assembly from transmission case front cover.

4. Take clutch release bearing out from bearing sleeve, using a universal puller and a suitable adapter.



CL145

INSPECTION

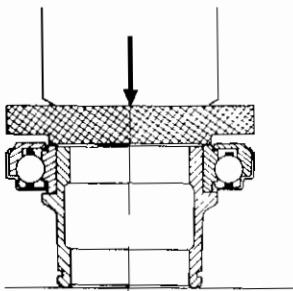
Check for abnormal wear on contact surface of withdrawal lever, ball pin and bearing sleeve.

Hold bearing inner race and rotate outer race while applying pressure to it. If the bearing rotation is rough or noisy, replace bearing.

INSTALLATION

1. Assemble release bearing on sleeve, using a press.

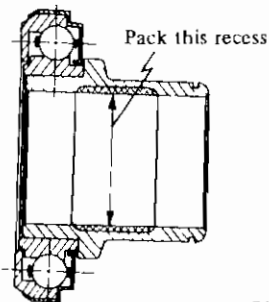
Note: Do not depress outer race.



CL117

2. Before or during assembly, lubricate the following points with a light coat of lithium-based grease including molybdenum disulphide.

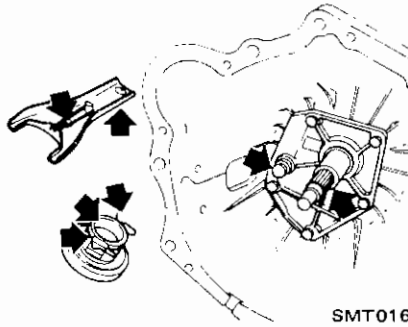
(1) Inner groove of release bearing sleeve.



CL093

(2) Contact surfaces of withdrawal lever, lever ball pin and bearing sleeve.

(3) Bearing sleeve, sliding surface of transmission case front cover.

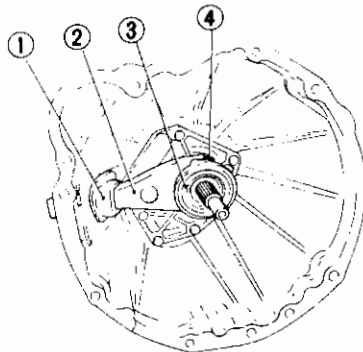


SMT016

(4) Transmission main drive gear splines.

Note: A small amount of grease should be coated to the above points. If too much lubricant is applied, it will run out on the friction plates when hot, resulting in damaged clutch disc facings.

3. After lubricating, install withdrawal lever, release bearing and sleeve assembly in position. Connect them with retainer spring.



CL311

- | | |
|--------------------|-------------------|
| 1 Dust cover | 3 Release bearing |
| 2 Withdrawal lever | 4 Retainer spring |

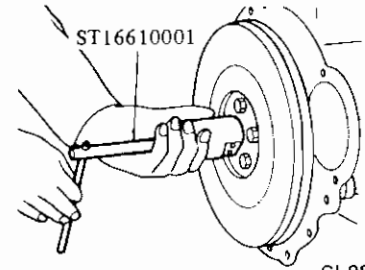
4. Reinstall transmission. Refer to Installation (Section MT).

PILOT BUSHING

REMOVAL

1. Remove transmission from engine. Refer to Removal (Section MT).
2. Remove clutch disc and cover assembly. Refer to Clutch Disc and Cover for removal.

3. Remove pilot bushing in crankshaft by Pilot Bushing Puller ST16610001.



CL088

INSPECTION

Check pilot bushing for fit in bore of crankshaft.

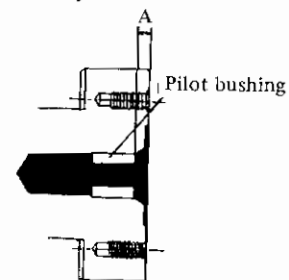
Check inner surface of pilot bushing for wear, roughness or bell-mouthed condition. If pilot bushing is worn or damaged, replace. When bushing is damaged, be sure to check transmission main drive gear at the same time.

INSTALLATION

1. Before installing a new bushing, thoroughly clean bushing hole.
2. Insert pilot bushing until distance between flange end and pilot bushing is the specified distance A. Bushing need not be oiled.

Distance "A":
4.0 mm (0.157 in)

Note: When installing pilot bushing, be careful not to damage edge of pilot bushing and not to insert excessively.



EM719

3. Install clutch disc and clutch cover assembly. Refer to Clutch Disc and Cover for installation.
4. Install transmission. Refer to Installation (Section MT).

SERVICE DATA AND SPECIFICATIONS (S.D.S.)

GENERAL SPECIFICATIONS

CLUTCH CONTROL SYSTEM

Type of clutch control	Hydraulic
------------------------	-----------

CLUTCH MASTER CYLINDER

Inner diameter	mm (in)	15.88 (5/8)
----------------	---------	-------------

CLUTCH COVER

L28E engine model

Item	Model	
	2 seater	2 + 2 seater
Type	C225S	C240S
Full load	N (kg, lb) 5,394 (550, 1,213)	4,904 (500, 1,103)

L28ET engine model

Type	C240S
Full load	N (kg, lb) 5,394 (550, 1,213)

CLUTCH OPERATING CYLINDER Unit: mm (in)

Type	Non-adjustable
Inner diameter	19.05 (3/4)

CLUTCH DISC

L28E engine model

Unit: mm (in)

Item	Model	
	2 seater	2 + 2 seater
Type	225CBL	240T8L
Facing size Outer dia. x Inner dia. x Thickness	225 x 150 x 3.5 (8.86 x 5.91 x 0.138)	240 x 150 x 3.5 (9.45 x 5.91 x 0.138)
Thickness of disc assembly	8.25 - 8.95 (0.3248 - 0.3524)	8.55 - 9.25 (0.3366 - 0.3642)
Free		
Installed	7.6 - 8.0 (0.299 - 0.315)	7.8 - 8.2 (0.307 - 0.323)
Number of torsion springs	6	6

L28ET engine model

Unit: mm (in)

Type	240TBL
Facing size Outer dia. x Inner dia. x Thickness	240 x 160 x 3.5 (9.45 x 6.30 x 0.138)
Thickness of disc assembly	8.55 - 9.25 (0.3366 - 0.3642)
Free	
Installed	7.8 - 8.2 (0.307 - 0.323)
Number of torsion springs	6

INSPECTION AND ADJUSTMENT

CLUTCH MASTER CYLINDER

Clearance between cylinder bore and piston	mm (in)	Less than 0.15 (0.0059)
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CLUTCH OPERATING CYLINDER

Clearance between cylinder bore and piston	mm (in)	Less than 0.15 (0.0059)
---	---------	-------------------------

CLUTCH DISC

Unit: mm (in)

Item	Model	
	C225S	C240S
Wear limit of facing surface to rivet head	0.3 (0.012)	
Runout limit	0.5 (0.020)	0.5 (0.020)
Distance of runout checking point (from the hub center)	108 (4.25)	115 (4.53)
Maximum backlash of spline (at outer edge of disc)	0.4 (0.016)	

CLUTCH COVER

Unit: mm (in)

Item	Model	
	C225S	C240S
Diaphragm spring height	33.0 - 35.0 (1.299 - 1.378)	37.5 - 39.5 (1.476 - 1.555)
Unevenness of diaphragm spring toe height	Less than 0.5 (0.020)	

PILOT BUSHING

Inserted distance of pilot bushing	4.0 (0.157)
------------------------------------	-------------

TIGHTENING TORQUE

Unit	N·m	kg·m	ft·lb
Pedal stopper (clutch switch) lock nut	9.1 - 11.8 (12 - 15)	0.93 - 1.2 (1.2 - 1.5)	6.7 - 8.7 (9 - 11)
Master cylinder push rod lock nut	7.8 - 11.8	0.8 - 1.2	5.8 - 8.7
Operating cylinder bleeder screw	6.9 - 8.8	0.7 - 0.9	5.1 - 6.5
Master cylinder to dash panel securing nut	7.8 - 10.8	0.8 - 1.1	5.8 - 8.0
Master cylinder reservoir band	2.5 - 3.9	0.25 - 0.4	1.8 - 2.9
Master cylinder supply valve stopper	1.5 - 2.9	0.15 - 0.3	1.1 - 2.2
Clutch tube flare nut	15 - 18	1.5 - 1.8	11 - 13
Operating cylinder to clutch housing securing bolt	30 - 40	3.1 - 4.1	22 - 30
Clutch hose to operating cylinder	16 - 21	1.6 - 2.1	12 - 15
Clutch cover bolt	22 - 29	2.2 - 3.0	16 - 22



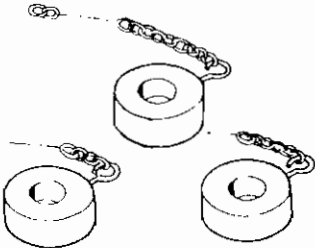
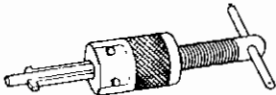
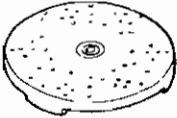
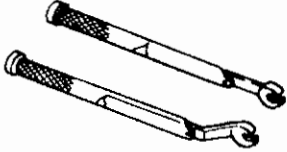

TROUBLE DIAGNOSES AND CORRECTIONS

Condition	Probable cause and testing	Corrective action
Clutch slips	<p>Slipping of clutch may be noticeable when any of the following symptoms is encountered during operation.</p> <p>(1) Car will not respond to engine speed during acceleration.</p> <p>(2) Insufficient car speed.</p> <p>(3) Lack of power during uphill driving.</p> <p>Some of the above conditions may also be attributable to engine problem. First determine whether engine or clutch is causing the problem.</p> <p>If slipping clutch is left unheeded, wear and/or overheating will occur on clutch facing to such an extent that it is no longer serviceable.</p> <p>TO TEST FOR SLIPPING CLUTCH, proceed as follows:</p> <p>During upgrade travelling, run engine at about 40 to 50 km/h (25 to 31 MPH) with gear shift lever in 3rd-speed position, shift into highest gear and at the same time rev up engine. If clutch is slipping, car will not readily respond to depression of accelerator pedal.</p>	
	<ul style="list-style-type: none"> ● Clutch facing worn excessively. ● Oil or grease on clutch facing. ● Warped clutch cover or pressure plate. 	<p>Replace.</p> <p>Replace.</p> <p>Repair or replace.</p>
Clutch drags	<p>Dragging clutch is particularly noticeable when shifting gears, especially into low gear.</p> <p>TO TEST FOR DRAGGING CLUTCH, proceed as follows:</p> <p>(1) Start engine. Disengage clutch. Shift into reverse gear, and then into Neutral. Gradually increase engine speed, and again shift into reverse gear. If clutch is dragging, gear "grating" is heard when shifting gears from Neutral into Reverse.</p> <p>(2) Stop engine and shift gears. (Conduct this test at each gear position.)</p> <p>(3) In step (2), gears are shifted smoothly except 1st speed position at idling.</p> <p style="padding-left: 20px;">a. If dragging is encountered at the end of shifting, check condition of synchro-mechanism in transmission.</p> <p style="padding-left: 20px;">b. If dragging is encountered at the beginning of shifting, proceed to step (4) below.</p> <p>(4) Push change lever toward Reverse side, depress pedal to check for free travel of pedal.</p> <p style="padding-left: 20px;">a. If pedal can be depressed further, check clutch for condition.</p> <p style="padding-left: 20px;">b. If pedal cannot be depressed further, proceed to step (5) below.</p> <p>(5) Check clutch control. (Pedal height, pedal free play, etc.)</p> <p>If any abnormal condition does not exist and if pedal cannot be depressed further, check clutch for condition.</p>	
	<ul style="list-style-type: none"> ● Clutch disc runout or warped. ● Wear or rust on hub splines in clutch disc. ● Diaphragm spring toe height out of adjustment or toe tip worn. ● Worn or improperly installed parts. 	<p>Replace.</p> <p>Clean and lubricate with grease, or replace.</p> <p>Adjust or replace.</p> <p>Repair or replace.</p>

Clutch

Condition	Probable cause and testing	Corrective action
Clutch chatters	Clutch chattering is usually noticeable when car is just rolled off with clutch partially engaged.	
	<ul style="list-style-type: none"> ● Weak or broken clutch disc torsion spring. 	Replace.
	<ul style="list-style-type: none"> ● Oil or grease on clutch facing. 	Replace.
	<ul style="list-style-type: none"> ● Clutch facing out of proper contact or clutch disc runout. 	Replace.
	<ul style="list-style-type: none"> ● Loose rivets. 	Replace.
	<ul style="list-style-type: none"> ● Warped pressure plate or clutch cover surface. 	Repair or replace.
	<ul style="list-style-type: none"> ● Unevenness of diaphragm spring toe height. 	Adjust or replace.
Noisy clutch	<ul style="list-style-type: none"> ● Loose engine mounting or deteriorated rubber. 	Retighten or replace.
	A noise is heard after clutch is disengaged.	
	<ul style="list-style-type: none"> ● Damaged release bearing. 	Replace.
	A noise is heard when clutch is disengaged.	
	<ul style="list-style-type: none"> ● Insufficient grease on the sliding surface of bearing sleeve. 	Apply grease.
Clutch grabs	<ul style="list-style-type: none"> ● Clutch cover and bearing are not installed correctly. 	Adjust.
	A noise is heard when car is suddenly rolled off with clutch partially engaged.	
	<ul style="list-style-type: none"> ● Damaged pilot bushing. 	Replace.
Clutch grabs	When grabbing of clutch occurs, car will not roll off smoothly from a standing start or clutch will be engaged before clutch pedal is fully depressed.	
	<ul style="list-style-type: none"> ● Oil or grease on clutch facing. 	Replace.
	<ul style="list-style-type: none"> ● Clutch facing worn or loose rivets. 	Replace.
	<ul style="list-style-type: none"> ● Wear or rust on splines in drive shaft and clutch disc. 	Clean or replace.
	<ul style="list-style-type: none"> ● Warped flywheel or pressure plate. 	Repair or replace.
	<ul style="list-style-type: none"> ● Loose mountings for engine or power train units. 	Retighten.

SPECIAL SERVICE TOOLS

Tool number & tool name	Kent-Moore No.	Tool number & tool name	Kent-Moore No.
	Reference page		Reference page
KV30100100 Clutch aligning bar 	—	ST20050240 Diaphragm spring adjusting wrench 	—
	CL-6		CL-7
ST20050100 Distance piece 	—	ST16610001 Pilot bushing puller 	J23907
	CL-7		CL-8
ST20050010 Base plate 	—	GG94310000 Flare nut torque wrench 	—
	CL-7		CL-3 CL-4 CL-5
ST20050051 Set bolts 	—		
	CL-7		

MANUAL TRANSMISSION

CONTENTS

REMOVAL AND INSTALLATION	MT- 2	Case cover	MT-20
Removal	MT- 2	Transmission case	MT-21
Installation	MT- 2	Gears and shafts	MT-24
5-SPEED TRANSMISSION		Replacement of oil seals	MT-25
(Model: FS5W71B)	MT- 3	Replacement of bearings	MT-26
Rear extension	MT- 6	SERVICE DATA AND	
Transmission case	MT- 7	SPECIFICATIONS (S.D.S.)	MT-27
Forks and fork rods	MT- 8	General specifications	MT-27
Gears and shafts	MT- 9	Inspection and adjustment	MT-28
Replacement of oil seals	MT-14	Tightening torque	MT-29
Replacement of bearings	MT-15	TROUBLE DIAGNOSES AND	
5-SPEED TRANSMISSION		CORRECTIONS	MT-30
(Model: FS5R90A)	MT-17	SPECIAL SERVICE TOOLS	MT-34
Rear extension	MT-20		

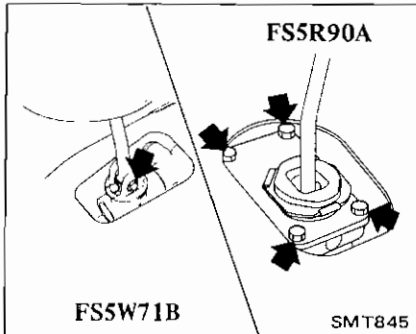
MT

REMOVAL AND INSTALLATION

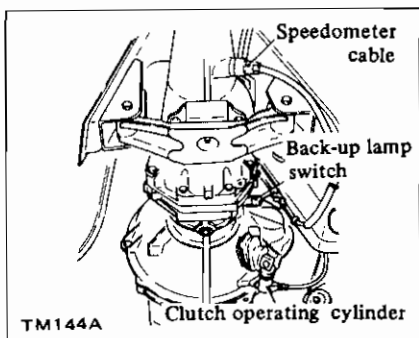
REMOVAL

In dismantling transmission from the car, proceed as follows:

1. Disconnect battery ground cable from terminal.
2. Disconnect accelerator linkage.
3. Remove console.
Refer to Console (Section BF) for removal and installation.
4. Remove control lever boots.
5. Remove control lever.



6. Jack up the car and support its weight on safety stands. Use a hydraulic hoist or open pit, if available.
Confirm that safety is insured.
7. Disconnect exhaust front tube from exhaust manifold.
8. Remove front tube bracket from rear extension housing. Refer to Section FE for removal.
Hold front tube end up with a thread or wire to prevent tube from falling.
9. Disconnect wires from back-up lamp switch.



10. Remove clutch operating cylinder from transmission case.

11. Disconnect speedometer cable from rear extension.
12. Remove heat shield plate. Refer to Section FE for removal.
13. Remove propeller shaft. Refer to Section PD.

CAUTION:

Remove propeller shaft carefully so as not to damage spline, sleeve yoke and rear oil seal.

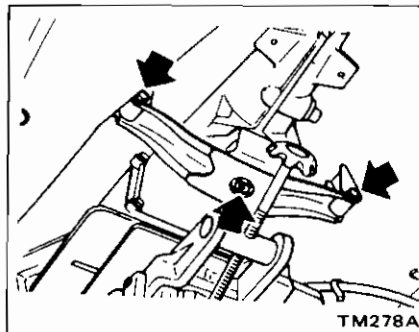
Plug up the opening in the rear extension housing to prevent oil from flowing out.

14. Support the engine by placing a jack under oil pan with a wooden block used between oil pan and jack.

CAUTION:

Do not place the jack under the oil pan drain plug.

15. Support transmission with a transmission jack.
16. Loosen rear engine mount securing nut temporarily and then remove rear engine mounting bracket from body.



17. Remove starting motor.
18. Remove bolts securing transmission to engine.
Then, support engine and transmission with jack, and slide transmission rearward away from engine and remove from car.

CAUTION:

Take care in dismantling the transmission not to strike any adjacent parts and main drive shaft.

INSTALLATION

Install transmission in the reverse order of removal, paying attention to the following points.

1. Before installing, clean mating surfaces of engine rear plate and transmission case.
2. Before installing, lightly apply grease to spline parts of clutch disc and main drive gear. And also apply grease to moving surfaces of control lever and striking rod.
3. Remove filler plug and fill transmission with recommended gear oil to the level of the plug hole.

Oil capacity:

FS5W71B

2.0 liters
(4-1/4 US pt,
3-1/2 Imp pt)

FS5R90A

1.9 liter
(4 US pt, 3-3/8 Imp pt)

Plug up opening in rear extension to prevent oil from flowing out.

4. Apply sealant to threads of filler plug, and install filler plug to transmission case.

⊕: Filler plug

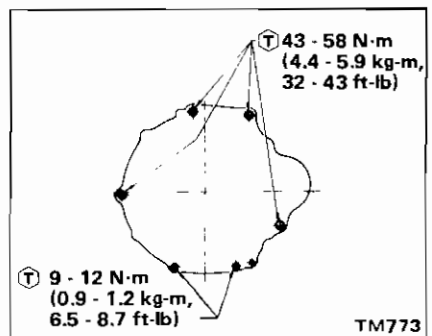
FS5W71B

25 - 34 N·m
(2.5 - 3.5 kg·m,
18 - 25 ft·lb)

FS5R90A

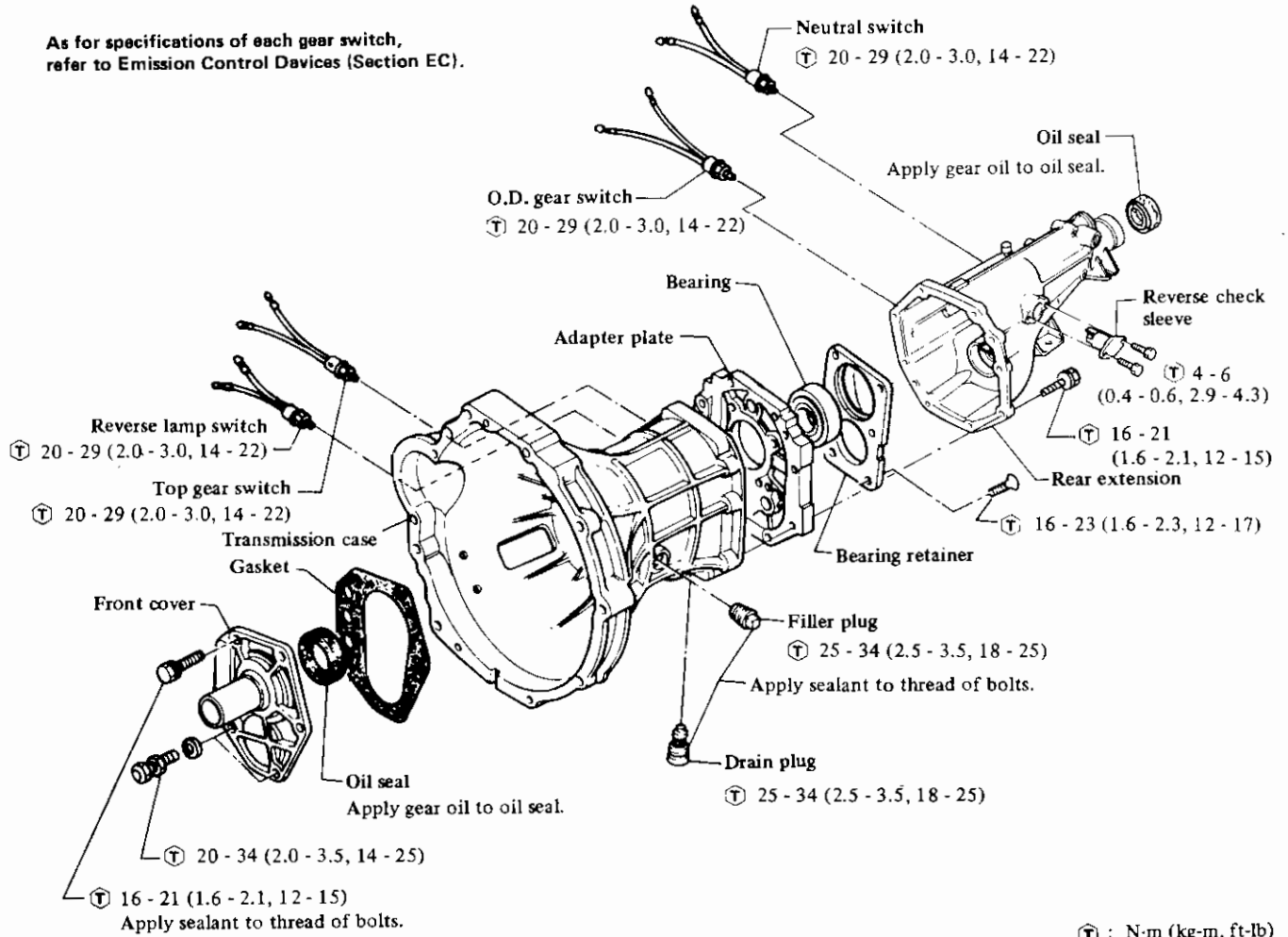
20 - 34 N·m
(2.0 - 3.5 kg·m,
14 - 25 ft·lb)

5. Tighten bolts securing transmission to engine to specifications.



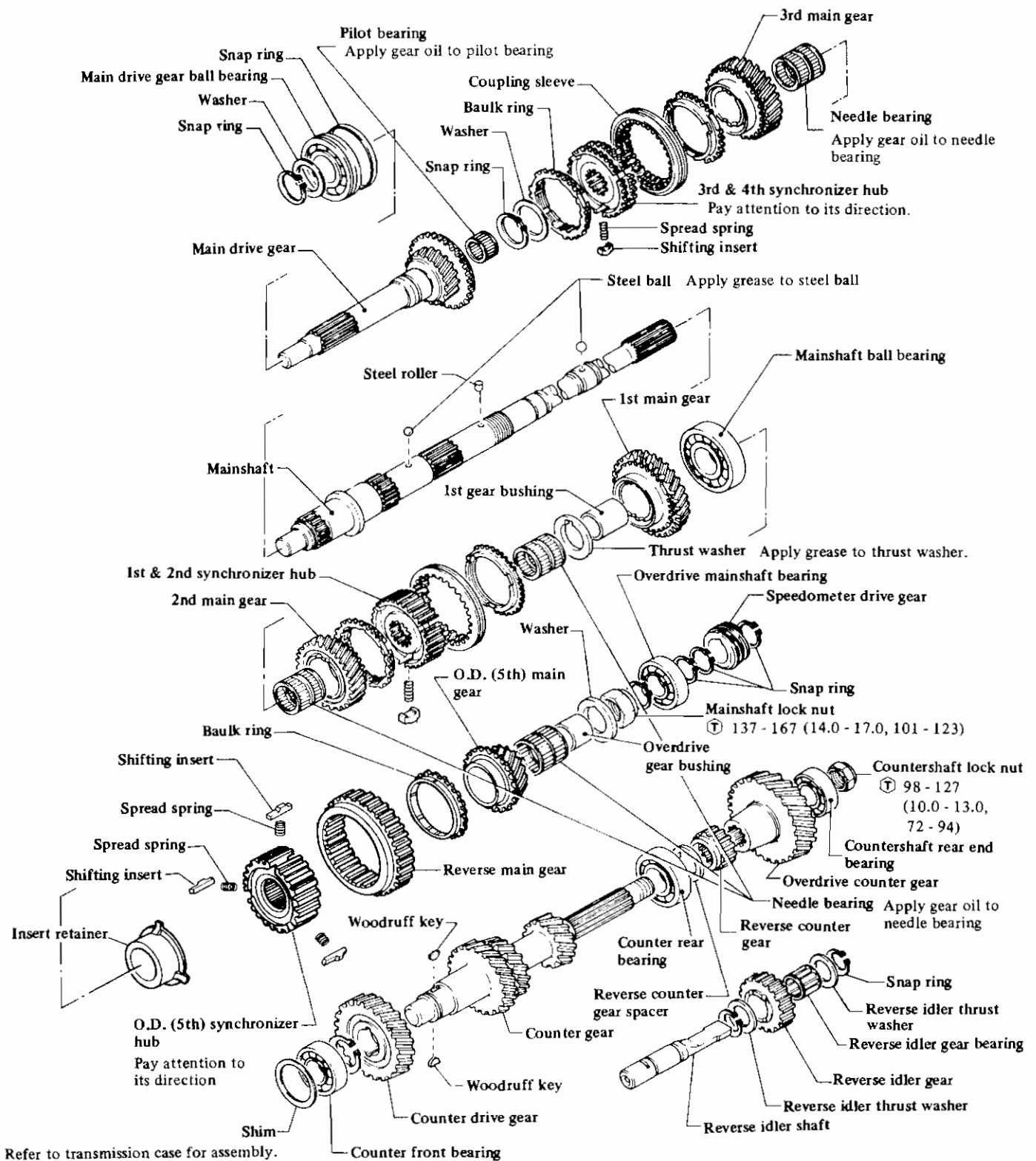
5-SPEED TRANSMISSION (Model : FS5W71B)

As for specifications of each gear switch, refer to Emission Control Devices (Section EC).



SMT358

5-SPEED TRANSMISSION (Model: FS5W71B)

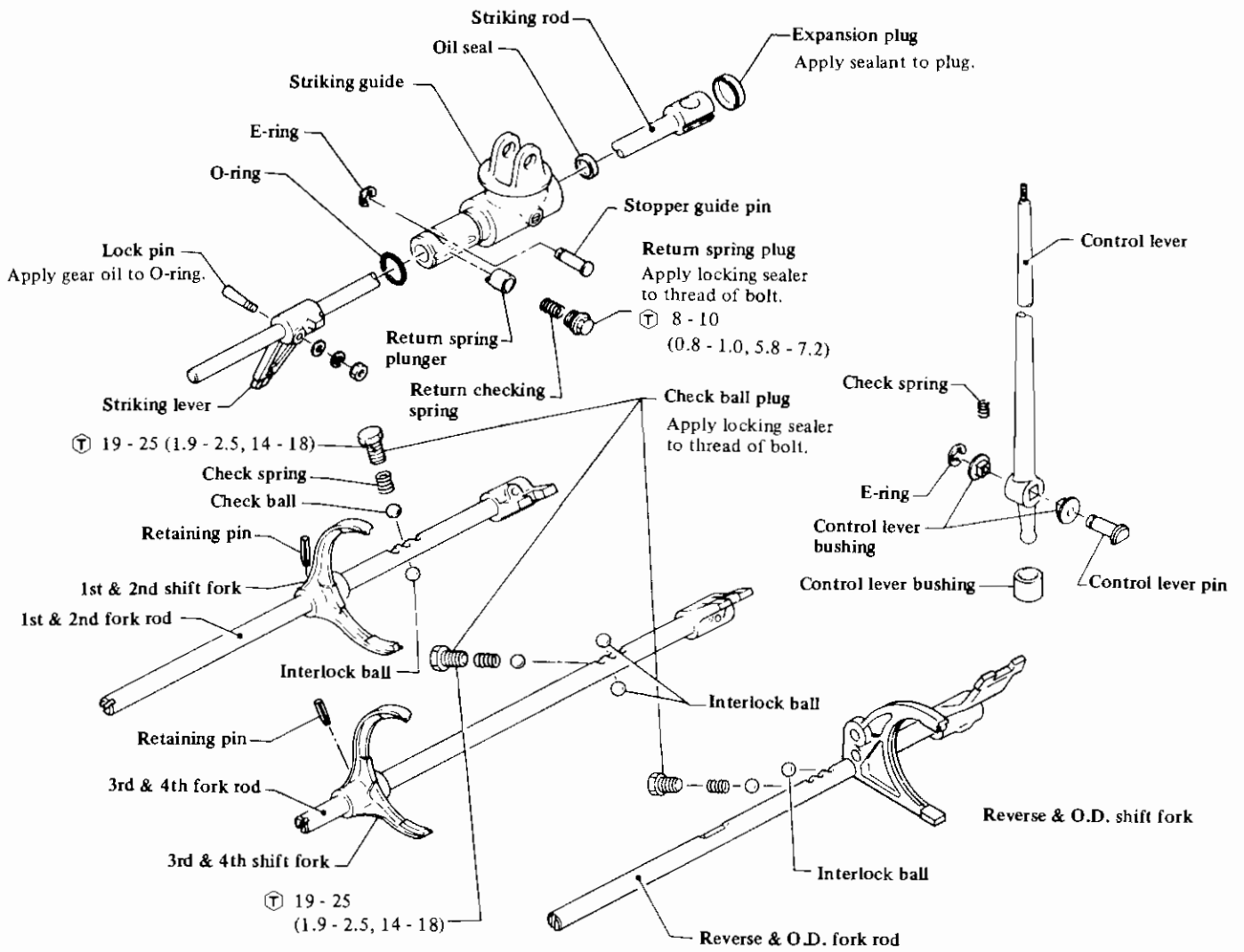


Ⓜ : N·m (kg·m, ft·lb)

SMT738

MT-4

5-SPEED TRANSMISSION (Model: FS5W71B)



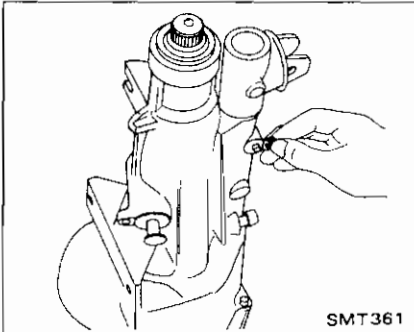
⊕ : N·m (kg-m, ft-lb)

SMT360

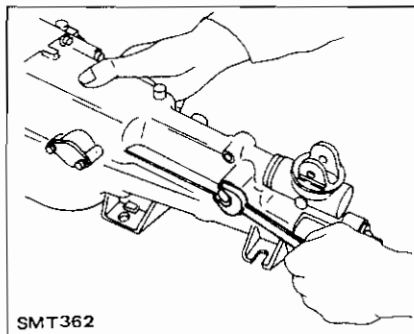
REAR EXTENSION

DISASSEMBLY

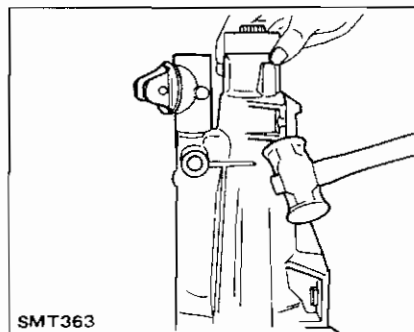
1. Wipe off dirt and grease.
2. Drain oil.
3. Remove E-ring and stopper guide pin.



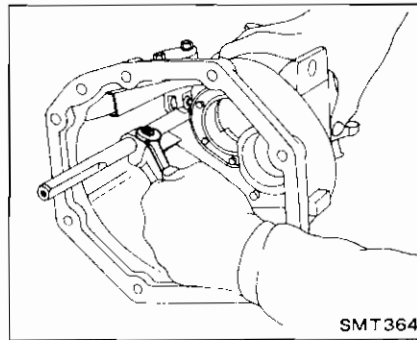
4. Remove return spring plug, return spring, and plunger from rear extension.



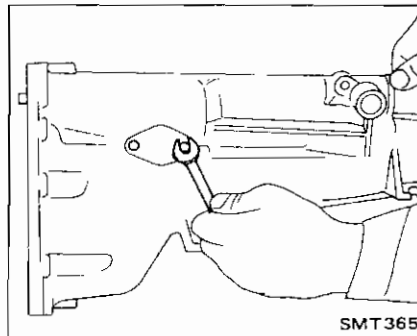
5. Remove rear extension by lightly tapping it.



6. Remove lock pin and then remove striking rod.



7. Remove Rev. check sleeve.



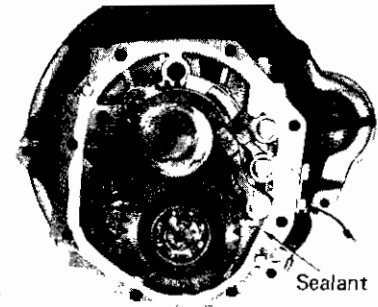
INSPECTION

1. Clean with solvent and check for cracks or cavities by means of dyeing test.
2. Check mating surface of rear extension for small nicks, projection or sealant.

If rear extension bushing is worn or cracked, replace it as an assembly of bushing and rear extension housing.

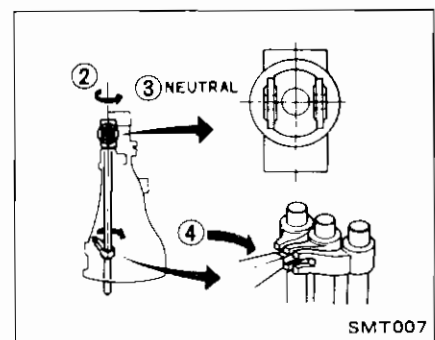
ASSEMBLY

1. Assemble lock pin and striking rod.
 Ⓣ : 9 - 12 N·m
 (0.9 - 1.2 kg-m,
 6.5 - 8.7 ft-lb)
2. Stand transmission case assembly on wooden plates of more than 20 mm (0.79 in) thick.
3. Clean mating surfaces of adapter plate and rear extension.
4. Apply sealant to mating surface of adapter plate.

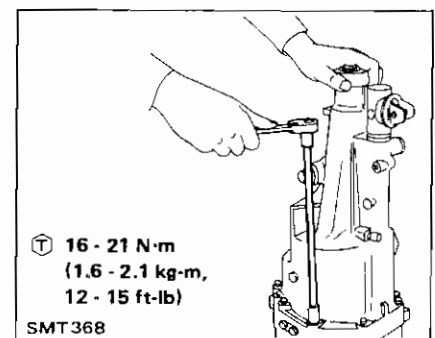


5. Install rear extension as follows:

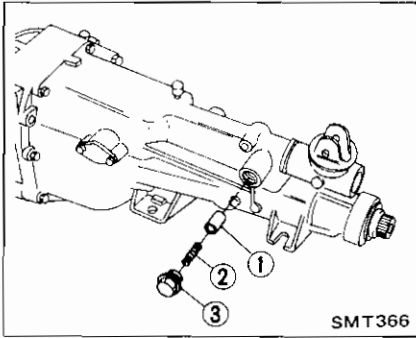
- (1) Set gears at Neutral.
- (2) Turn striking guide counterclockwise.
- (3) Set striking guide at Neutral.
- (4) Align end of striking lever with cutout portion of fork rod.



- (5) Apply sealant to threads of through-bolts and tighten them to transmission case.



6. Install plunger, return spring, and return spring plug.



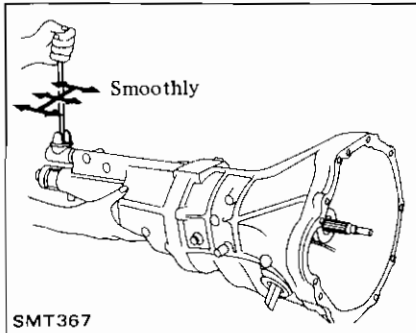
- 1 Plunger
- 2 Return spring
- 3 Return spring plug

7. Apply sealant to stopper guide pin, then install stopper guide pin and E-ring.

8. Install Rev. check sleeve.

⊖ : 4 - 6 N·m
(0.4 - 0.6 kg·m,
2.9 - 4.3 ft·lb)

9. Make sure that gears operate smoothly.



10. Install drain plug.

⊖ : 25 - 34 N·m
(2.5 - 3.5 kg·m,
18 - 25 ft·lb)

TRANSMISSION CASE

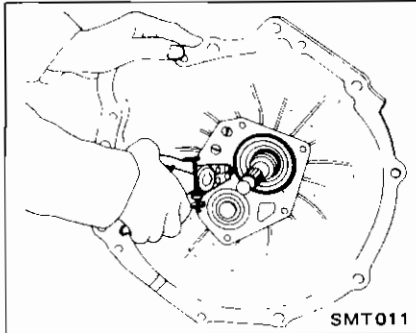
DISASSEMBLY

1. Remove rear extension. Refer to Rear Extension for disassembly.

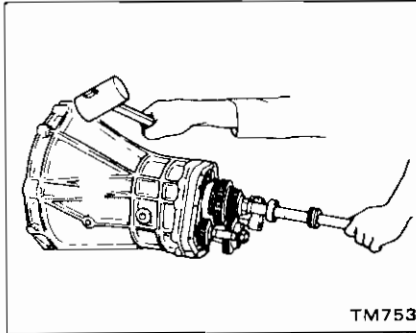
2. Remove dust cover, release bearing and withdrawal lever. Refer to Release Bearing (Section CL) for removal.

3. Remove front cover and gasket. Detach countershaft front bearing shim.

4. Remove main drive bearing snap ring.



5. Separate transmission case from adapter plate.

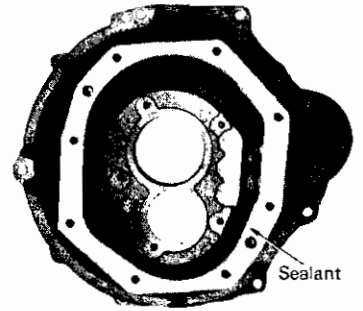


INSPECTION

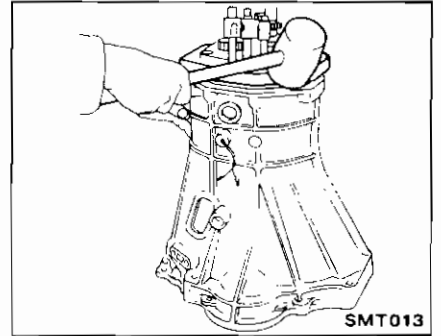
1. Clean with solvent and check for cracks or pits by means of dyeing test.
2. Check mating surface of transmission case for small nicks, projection or sealant.

ASSEMBLY

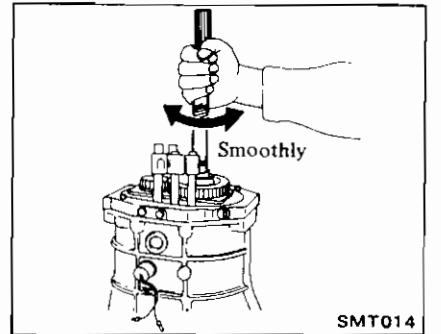
1. Clean mating surfaces of adapter plate and transmission case.
2. Stand transmission case on wooden plates of more than 20 mm (0.79 in) thick.
3. Apply sealant to mating surface of transmission case.



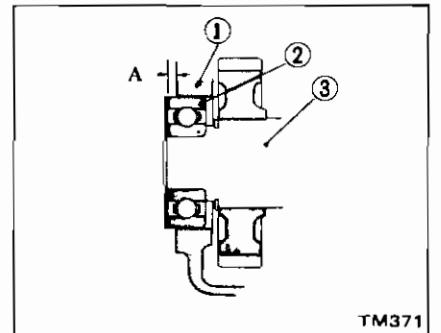
4. Slide gear assembly onto adapter plate by lightly tapping with a soft hammer.



5. Make certain that mainshaft rotates smoothly.



6. Fit main drive bearing snap ring.
7. Select countershaft front bearing shim as follows:
(1) Measure height "A".

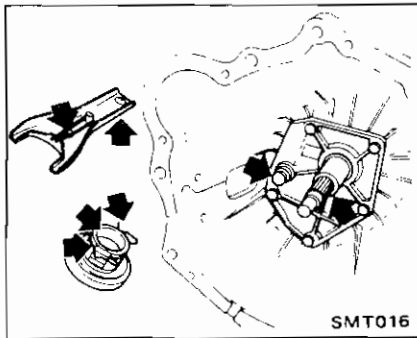


- 1 Transmission case
- 2 Counter gear front bearing
- 3 Counter gear

(2) Select a shim of thickness "A" measured.

Counter gear front bearing shim:
Refer to S.D.S.

8. Clean mating surfaces of front cover and transmission case.
9. Apply grease to shim selected to retain it on front cover.
10. Lubricate seal lip and main drive shaft with gear oil, then install new gasket and front cover.
11. Install rear extension. Refer to Rear Extension for assembly.
12. Apply a light coat of lithium-based grease including molybdenum disulphide.

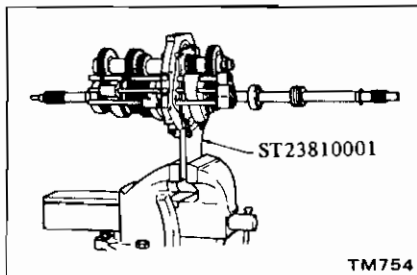


13. Install dust cover, release bearing and withdrawal lever.
14. Assemble Rear Extension. Refer to Rear Extension for assembly.

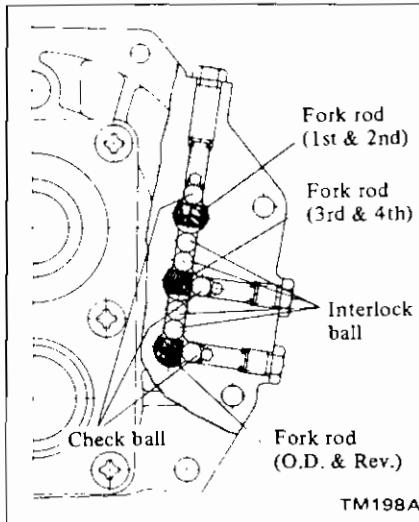
FORKS AND FORK RODS

DISASSEMBLY

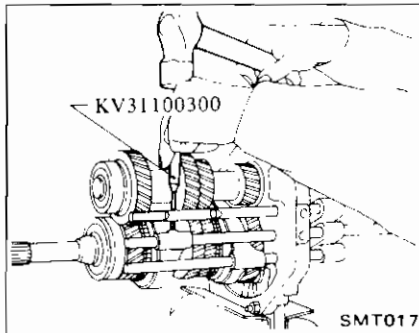
1. Remove rear extension. Refer to Rear Extension for disassembly.
2. Remove transmission case. Refer to Transmission Case for disassembly.
3. Set up Tool on adapter plate.
4. Place above assembly in a vise.



5. Remove check ball plugs and check springs.



6. Drive out retaining pins.

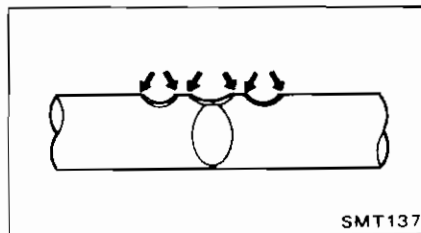


7. Drive out fork rods and remove interlock balls and check balls.

Be careful not to lose three check balls and four interlock balls.

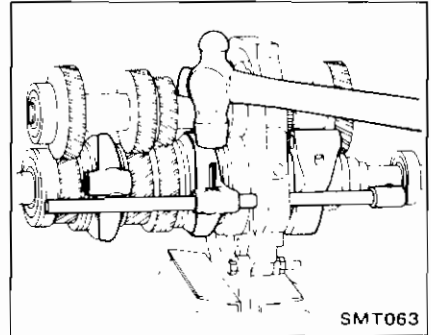
INSPECTION

Clean with solvent and check for wear, scratches, projection, damage or other faulty conditions. Replace any part which is worn or damaged.

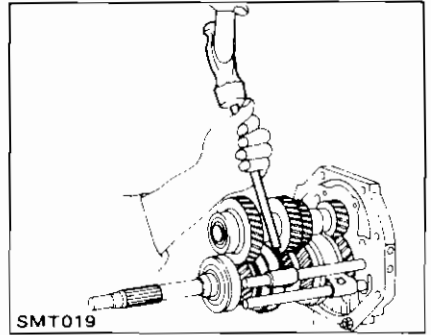


ASSEMBLY

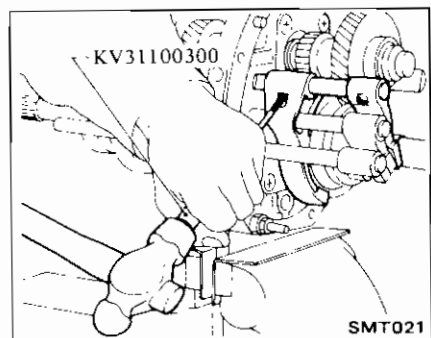
1. Install 1st & 2nd, 3rd & 4th and O.D. & Rev. shift forks and 1st & 2nd fork rod, then secure with retaining pin.



2. Install two (2) interlock balls.
3. Install 3rd & 4th fork rod, then secure with retaining pin.



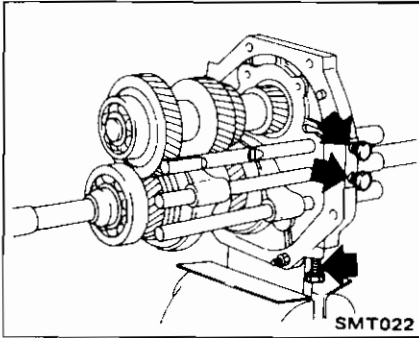
4. Install two (2) interlock balls.
5. Install O.D. & Rev. shift fork and fork rod, then secure with retaining pin.



6. Install check balls and check springs.

7. Apply locking sealer to check ball plugs and install them.

⊕ : 19 - 25 N·m
(1.9 - 2.5 kg·m,
14 - 18 ft·lb)



- a. Check ball plug for 1st & 2nd fork rod is longer than that for Rev. shift fork rod and 3rd & 4th fork rod.
- b. To insure that interlock plunger is installed properly, slide 3rd & 4th fork rod and operate the other fork rod. Make sure that the gear except 3rd or 4th gear does not mesh.

8. Apply gear oil to all sliding surfaces and check to see that shift rods operate correctly and gears are engaged smoothly.

9. Install transmission case. Refer to Transmission Case for assembly.

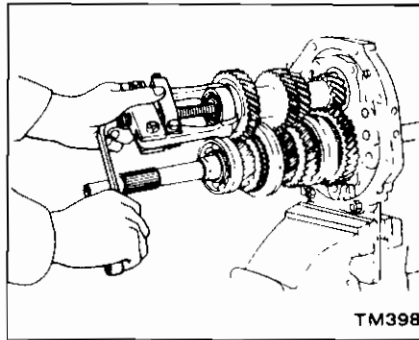
10. Install rear extension. Refer to Rear Extension for assembly.

GEARS AND SHAFTS

DISASSEMBLY

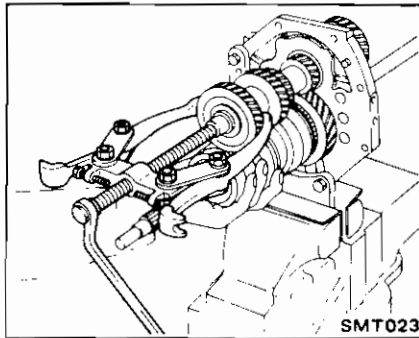
Main drive and counter drive gear

1. Remove rear extension. Refer to Rear Extension for disassembly.
2. Remove transmission case. Refer to Transmission Case for disassembly.
3. Remove forks and fork rods. Refer to Forks and Fork rods for disassembly.
4. **Measure gear end play.** Refer to Gears and Shafts for inspection.
5. Mesh 2nd and reverse gear, then draw out counter front bearing.



6. Remove counter drive gear snap ring.

7. Draw out counter drive gear with main drive gear.



When drawing out main drive gear assembly, be careful not to drop pilot needle bearing and baulk ring.

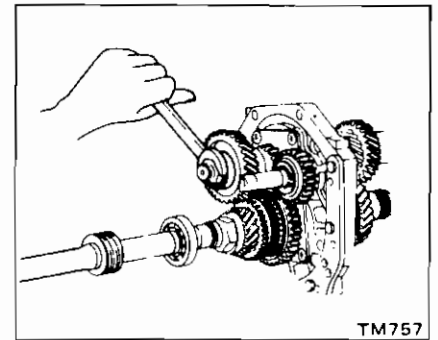
3rd main gear

1. Remove snap ring and thrust washer.
2. Draw out 3rd & 4th synchronizer and 3rd gear.

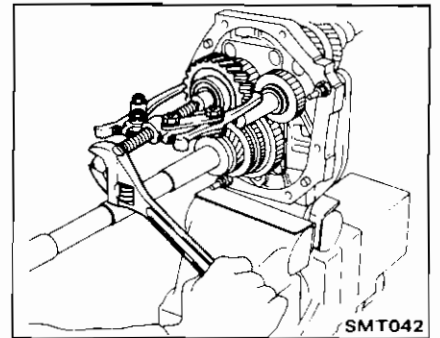
O.D. gear and reverse gear

1. Mesh 2nd and reverse gears. Release staking on counter gear nut and mainshaft nut and loosen these nuts. Remove counter gear nut.

Removed nuts should be discarded and should not be reused.



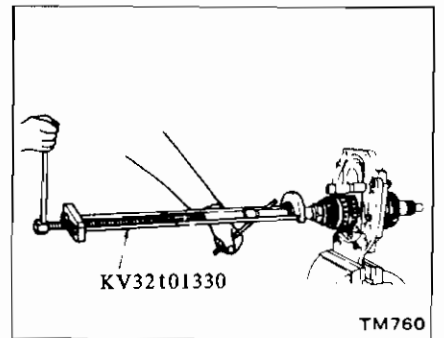
2. Drive out counter O.D. gear and bearing.



3. Remove reverse counter gear and spacer.

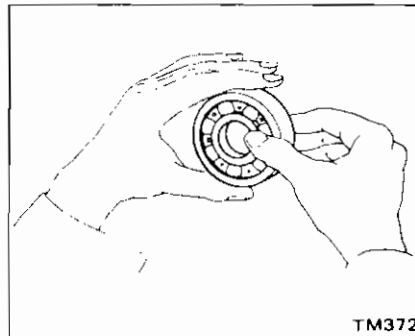
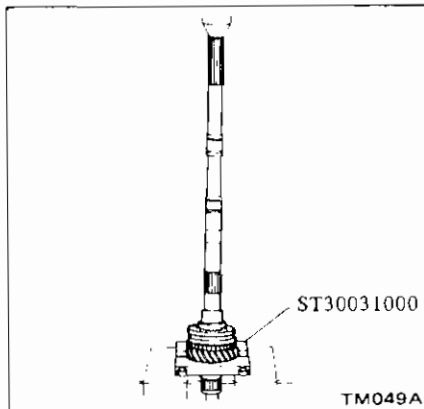
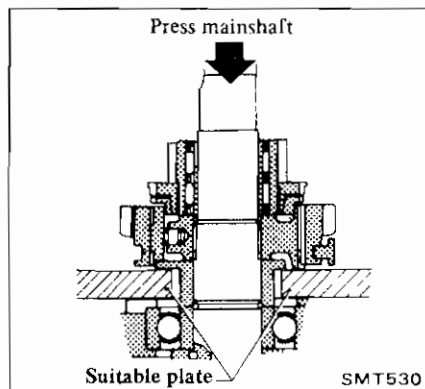
Remove snap ring from reverse idler shaft, and remove reverse idler gear.

4. Remove snap rings, steel ball, speedometer gear and bearing.



5. Remove mainshaft nut, thrust washer, speedometer drive gear, steel ball, steel roller, needle bearing, O.D. gear and baulk ring.

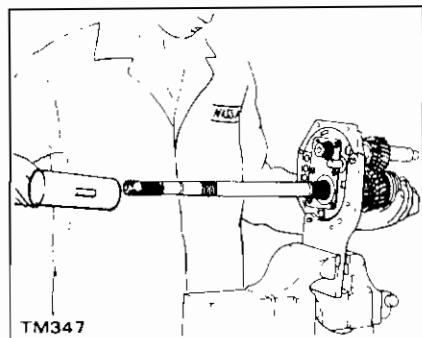
6. Remove O.D. gear bushing, insert retainer and O.D. synchronizer.



1st and 2nd main gear and counter gear

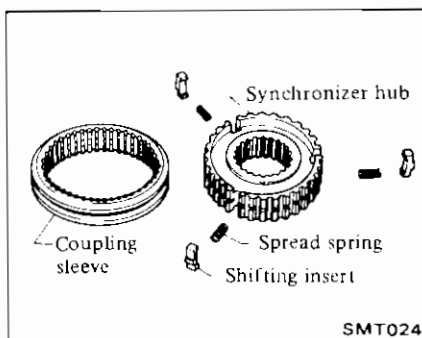
1. Draw out mainshaft assembly together with counter gear, by tapping rear end of mainshaft and counter gear.

Hold front of mainshaft assembly by hand, being careful not to drop counter gear.



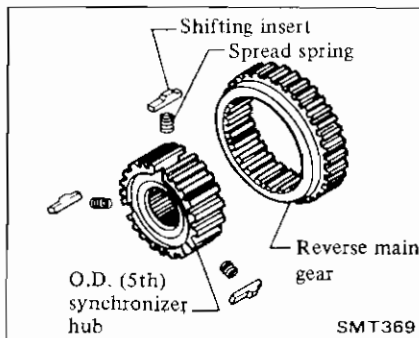
Synchronizer (1st & 2nd and 3rd & 4th)

Disassemble synchronizer.



Synchronizer (O.D.)

Disassemble synchronizer.



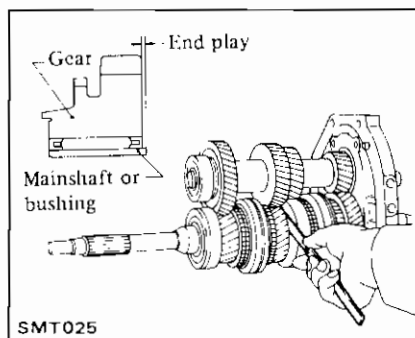
- When race and ball surfaces are worn or rough, or when balls are out-of-round or rough, replace bearing with a new one.
- Replace needle bearing if worn or damaged.

Gears and shafts

- Check all gears for excessive wear, chips or cracks; replace as required.
- Check shaft for bending, crack, wear, and worn spline; if necessary, replace.

3. Measure gear end play:

- It is necessary to measure end play before disassembling mainshaft and after reassembling mainshaft.
- Tighten mainshaft lock nut to specified limit and measure end play to insure that it is within specified limit.
- If end play is not within specified limit, disassemble and check parts for condition.
- Replace any part which is worn or damaged.



2. Remove thrust washer, steel ball, 1st gear and needle bearing.

Be careful not to lose steel ball retaining thrust washer.

3. Press out 1st gear mainshaft bushing together with 2nd gear and 1st & 2nd synchronizer.

When pressing out bushing, hold mainshaft by hand so as not to drop it.

INSPECTION

Bearings

1. Thoroughly clean bearing and dry with compressed air.

CAUTION:

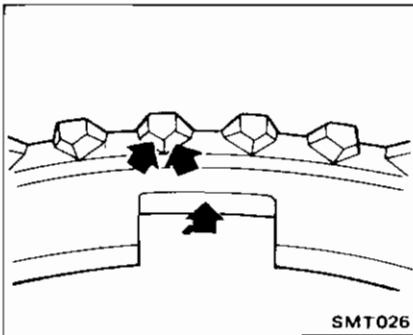
Do not allow the bearings to spin. Because it will damage the race and balls. Turn them slowly by hand.

Standard end play:

- 1st gear**
0.27 - 0.34 mm
(0.0106 - 0.0134 in)
- 2nd gear**
0.12 - 0.19 mm
(0.0047 - 0.0075 in)
- 3rd gear**
0.13 - 0.37 mm
(0.0051 - 0.0146 in)
- O.D. (5th) gear**
0.31 - 0.35 mm
(0.0122 - 0.0138 in)
- Reverse idler gear**
0.05 - 0.50 mm
(0.0020 - 0.0197 in)

Baulk ring

1. Replace baulk ring if found to be deformed, cracked or otherwise damaged excessively.



2. Place baulk ring in position on gear cone.

While holding baulk ring against gear as far as it will go, measure gap between baulk ring and outer gear.

If the clearance is smaller than wear limit, discard baulk ring.

Baulk ring to gear clearance:

Except O.D. (5th) gear

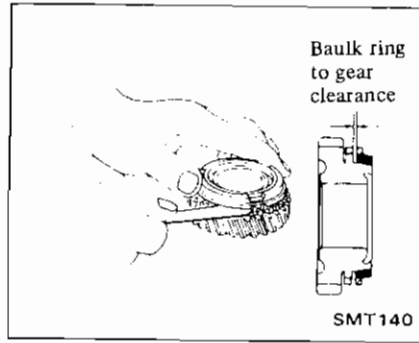
- Standard**
1.20 - 1.60 mm
(0.0472 - 0.0630 in)

- Wear limit**
Less than 0.8 mm
(0.031 in)

O.D. (5th) gear

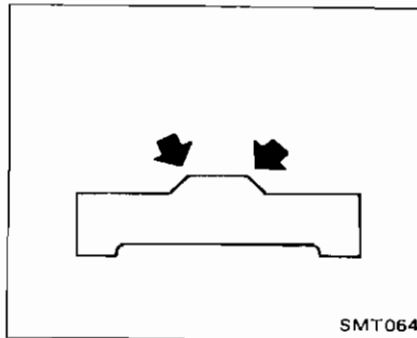
- Standard**
1.00 - 1.40 mm
(0.0394 - 0.0551 in)

- Wear limit**
Less than 0.5 mm
(0.020 in)



Shifting insert

Replace, if worn excessively, worn unevenly, deformed, or damaged.



Oil seals

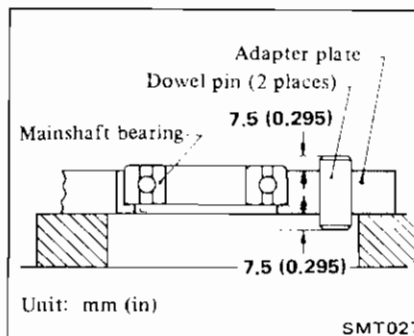
1. Replace oil seal if sealing lip is deformed or cracked. Also discard oil seal if spring is out of position. Refer to Replacement of Oil Seals.

2. Check the oil seal lip contacting with shaft; if necessary replace oil seal and shaft as a set.

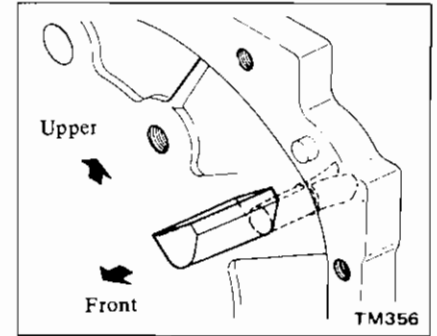
ASSEMBLY

Adapter plate

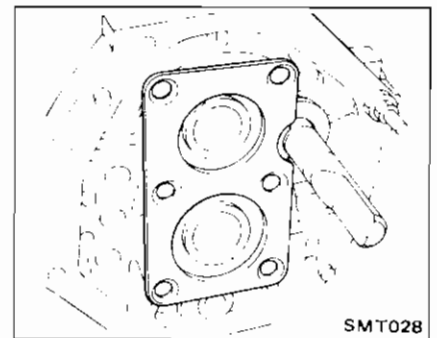
1. Place new dowel pin, mainshaft bearing on adapter plate and tap them.



2. Install oil gutter on adapter plate and bend it on front side and expand on rear side.



- 3. Insert reverse idler shaft.
- 4. Install bearing retainer.



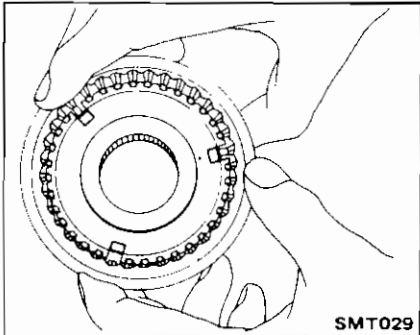
5. Tighten each screw, then stake it at two points.



6. Install counter rear bearing with a soft hammer.

Synchronizer

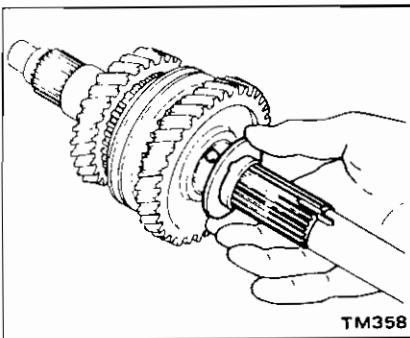
1. Assemble coupling sleeve, and hub.
2. Position spread springs and shifting inserts in three slots in synchronizer hub; put coupling sleeve (reverse main gear) on synchronizer hub.



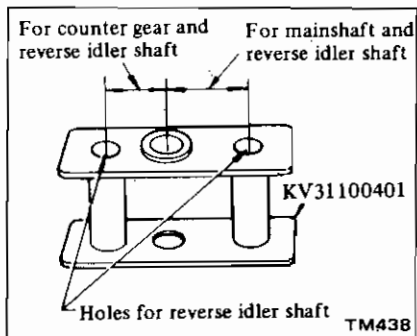
1st and 2nd main gear

1. Assemble 2nd gear needle bearing, 2nd gear, baulk ring, 1st & 2nd synchronizer assembly, 1st gear baulk ring, 1st gear bushing, needle bearing, 1st gear, steel ball, and thrust washer on mainshaft.

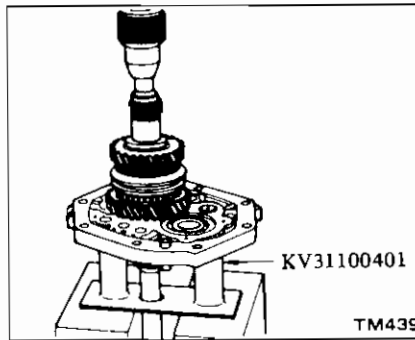
Before installing steel ball and thrust washer, apply grease to them.



2. Set Tool and place adapter plate assembly on it.

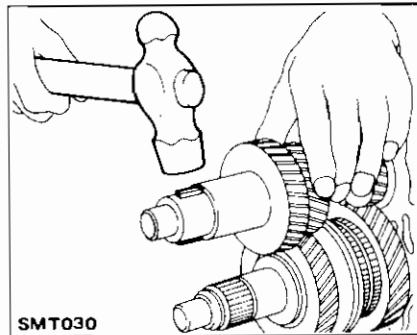


3. Press mainshaft assembly to adapter plate.

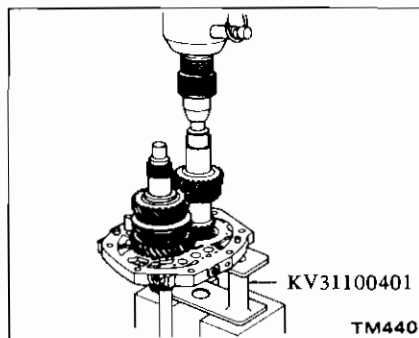


3rd main and counter gear

1. Tap new woodruff keys until they are seated securely.

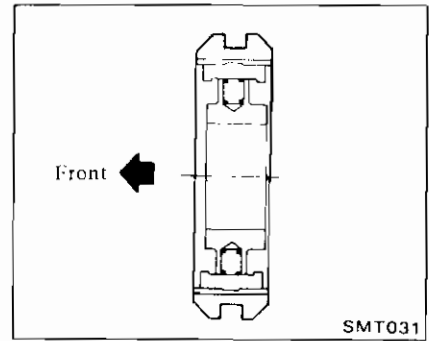


2. Press counter gear into adapter plate.



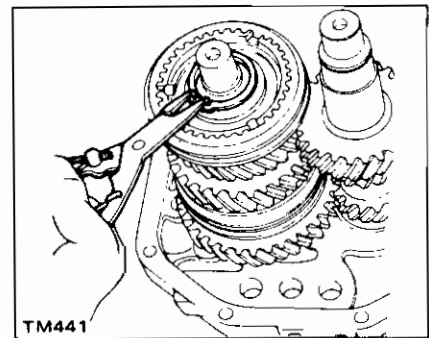
3. Position needle bearing, 3rd main gear, baulk ring and 3rd & 4th synchronizer assembly on the front of mainshaft.

Assemble 3rd & 4th synchronizer hub, paying attention to its direction.



4. Install thrust washer on mainshaft and secure it with snap ring of proper thickness that will minimize clearance of groove in mainshaft.

Mainshaft front snap ring:
Refer to S.D.S.

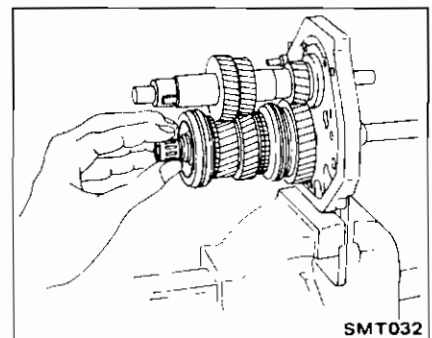


Main drive and counter drive gear

1. Install baulk ring on synchronizer.

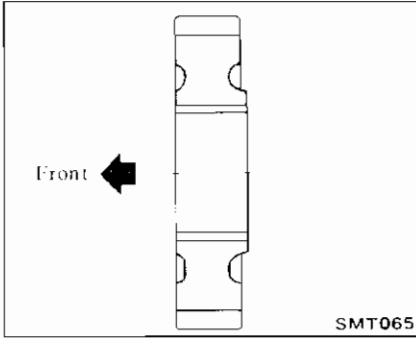
Be sure to align grooves of baulk ring with inserts.

2. Apply gear oil to mainshaft pilot bearing and install it on mainshaft.

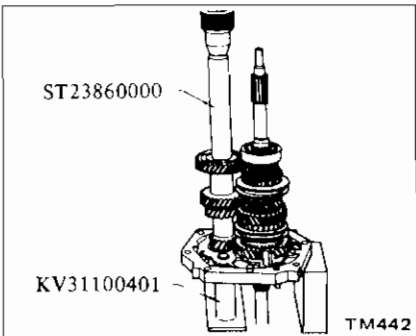


3. Install main drive gear with counter drive gear.

Assemble counter drive gear, paying attention to its direction.



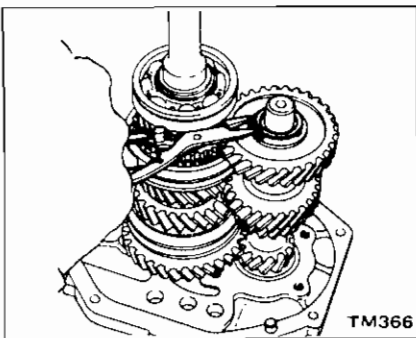
4. Press counter drive gear onto counter gear.



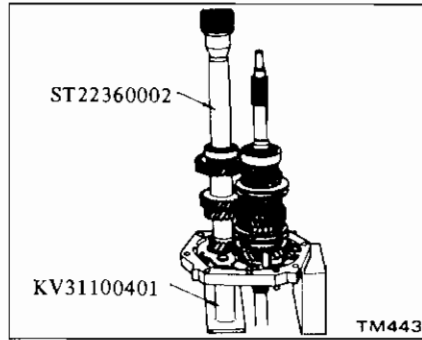
Main drive gear and counter drive gear should be handled as a matched set. When replacing main drive gear or counter drive gear, be sure to replace as a set of main drive gear and counter drive gear.

Counter drive gear snap ring:
Refer to S.D.S.

5. Secure counter drive gear with snap ring that will minimize clearance of groove in countershaft.

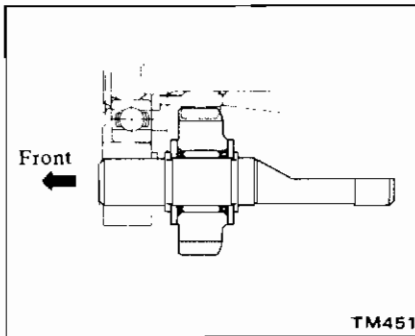


6. Press counter gear front bearing onto counter gear.

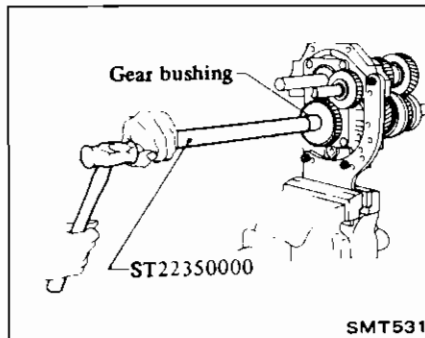


ASSEMBLY
O.D. gear and reverse gear

1. After front side is assembled, assemble reverse counter spacer, snap ring, spacer, needle bearing, reverse idler gear, spacer and snap ring.

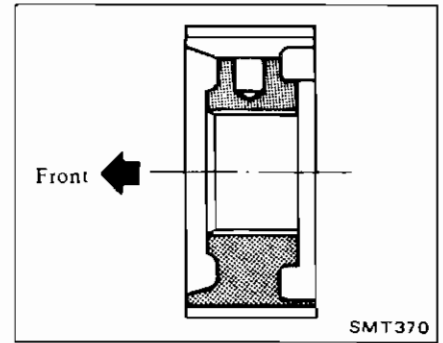


2. Assemble insert retainer and O.D. synchronizer.
3. Install O.D. gear bushing.



4. Apply gear oil to needle bearing, then install it in place.
5. Install O.D. gear assembly, steel roller and thrust washer. Before installing steel roller, apply grease to it.

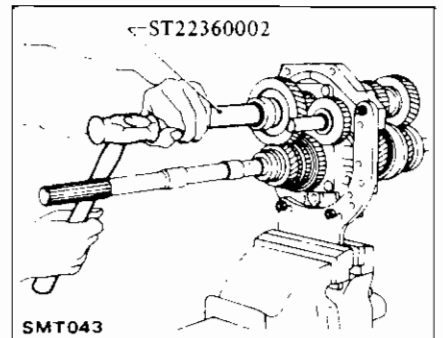
a. Assemble O.D.-reverse synchronizer hub, paying attention to its direction.



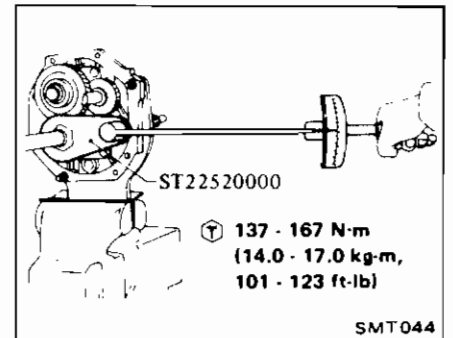
b. Main O.D. gear and counter O.D. gear should be handled as a matched set.

When replacing main O.D. gear and counter O.D. gear, be sure to replace as a set of main O.D. and counter O.D. gears.

6. Assemble reverse counter gear, overdrive counter gear.
7. Assemble speedometer drive gear, steel ball and new mainshaft nut, and tighten it temporarily.
8. Install bearing.



9. Mesh 2nd and reverse gears and tighten mainshaft lock nut and counter gear lock nut.

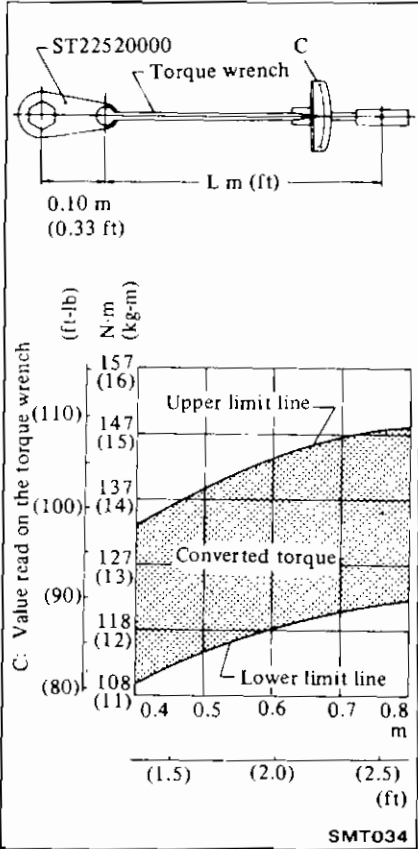


⊕ : Counter gear lock nut
98 - 127 N·m
(10.0 - 13.0 kg·m,
72 - 94 ft·lb)

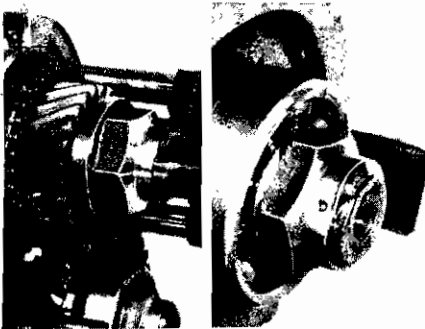
Conversion of torque

Mainshaft nut should be tightened to specified torque with Tool. When doing so, the amount of torque to be read on wrench needle should be modified according to the following chart.

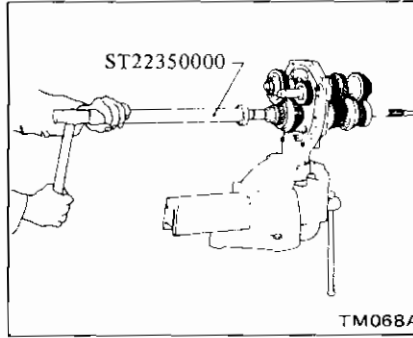
T : 137 - 167 N·m
(14 - 17 kg·m, 101 - 123 ft·lb)



10. Stake mainshaft lock nut and counter gear lock nut with a punch.



11. Measure gear end play. Refer to Gears and Shafts for inspection.
12. Fit snap ring, then assemble mainshaft rear bearing.



13. Fit thick snap ring to mainshaft rear bearing to eliminate end play.

Mainshaft rear bearing snap ring:
Refer to S.D.S.

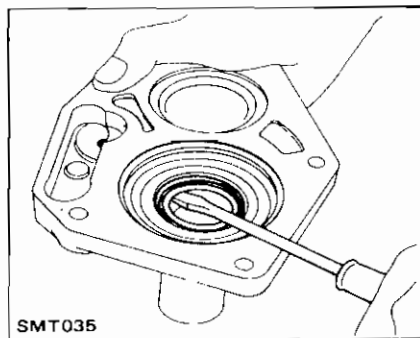
- 14. Assemble snap rings, steel ball and speedometer drive gear.
- 15. Install forks and fork rods. Refer to Forks and Fork Rods for assembly.
- 16. Install transmission case. Refer to Transmission Case for assembly.
- 17. Install rear extension. Refer to Rear Extension for assembly.

REPLACEMENT OF OIL SEALS

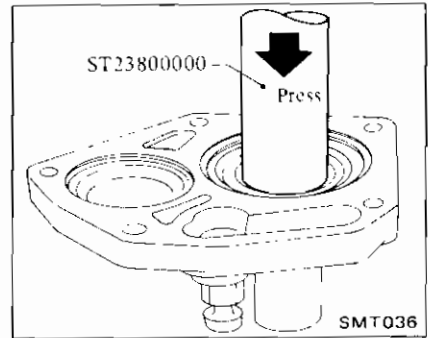
FRONT COVER OIL SEAL

It is necessary to remove transmission unit from car. Replace oil seal as follows:

1. Remove transmission. Refer to Removal.
2. Wipe off dirt and grease.
3. Drain oil.
4. Remove dust cover, release bearing and withdrawal lever. Refer to Release Bearing (Section CL) for removal.
5. Remove front cover.
6. Remove oil seal.



7. Apply coat of gear oil to oil seal surface, then drive new seal into place.

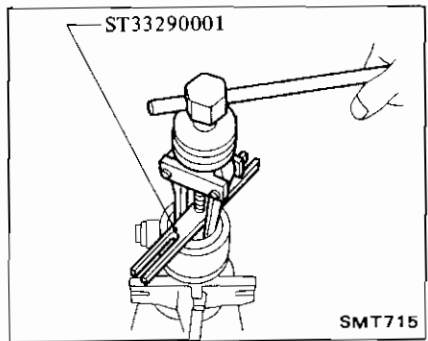


8. Lubricate seal lip and main drive shaft with gear oil.
9. Install front cover in reverse order of removal.

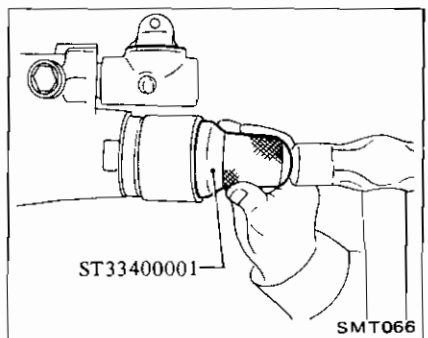
REAR EXTENSION OIL SEAL

Rear extension oil seal can be replaced without removing transmission. Replace oil seal as follows:

1. Remove propeller shaft. Refer to Propeller Shaft (Section PD) for removal.
2. Remove oil seal.



3. Apply coat of gear oil to oil seal surface, then drive new seal into place.

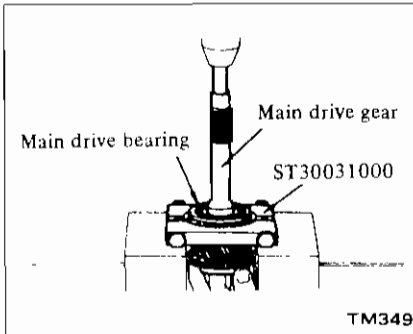


4. Install propeller shaft. Refer to Propeller Shaft (Section PD) for installation.

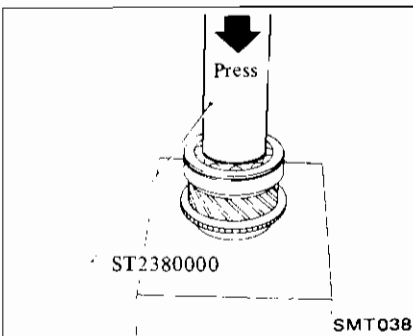
REPLACEMENT OF BEARINGS

MAIN DRIVE AND COUNTER FRONT

1. Remove main drive and counter drive gear. Refer to Gears and Shafts for disassembly.
2. Remove main drive gear snap ring and spacer.
3. Remove main drive bearing.



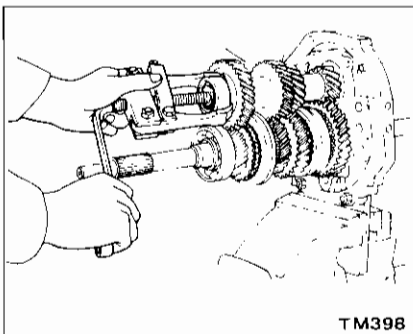
4. Press new main drive bearing.



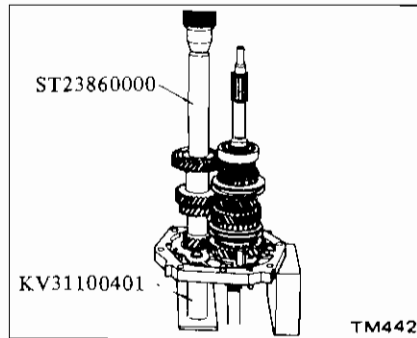
5. Place main drive bearing spacer on main drive bearing and secure main drive bearing with thicker snap ring that will eliminate end play.

Main drive gear snap ring:
Refer to S.D.S.

6. Mesh 2nd and reverse gear, then draw out counter front bearing.



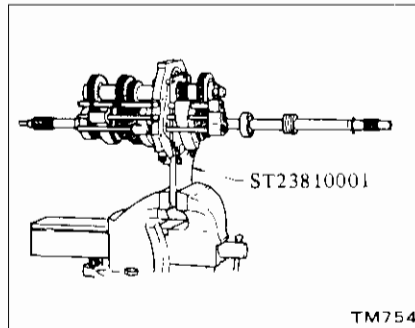
7. Press counter gear front bearing onto counter gear.



8. Install main drive and counter drive gear. Refer to Gears and Shafts for assembly.

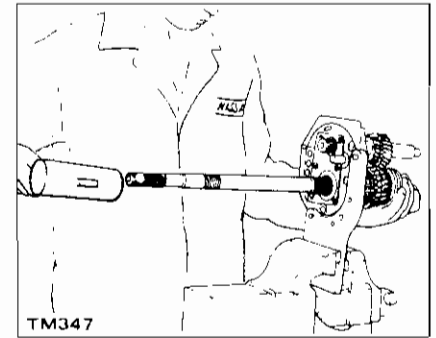
MAINSHAFT AND COUNTER GEAR

1. Remove rear extension. Refer to Rear Extension for disassembly.
2. Remove transmission case. Refer to Transmission Case for disassembly.
3. Set up Tool on adapter plate.
4. Place above assembly in a vise.

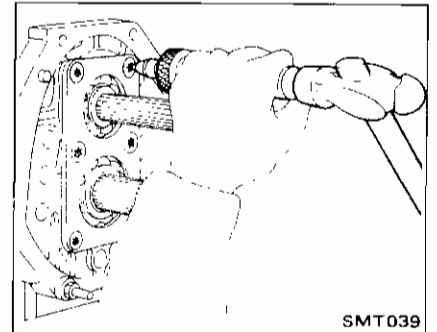


5. Remove main drive and counter drive gear. Refer to Gears and Shafts for disassembly.
6. Remove reverse main gear. Refer to Gears and Shafts for disassembly.
7. Draw out mainshaft assembly together with counter gear, by tapping rear end of mainshaft and counter gear.

Hold front of mainshaft assembly by hand, being careful not to drop counter gear.



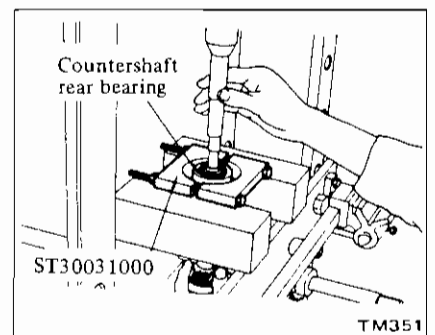
8. Remove bearing retainer.



9. Replace mainshaft bearing by new one.
10. Press out countershaft rear bearing.

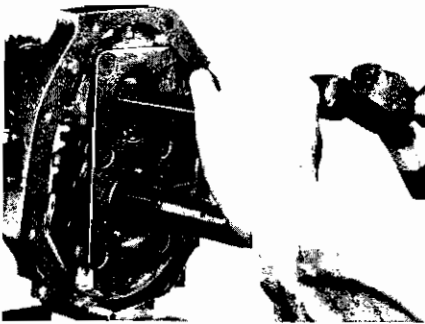
CAUTION:

When pressing out bearing gear, hold shaft by hand so as not to drop it.



11. Press counter rear bearing onto adapter plate.
12. Install mainshaft bearing onto adapter plate.
13. Install bearing retainer and align bearing retainer with reverse idler shaft at the cut-out portion of the shaft.

14. Tighten and stake each screw at two points.



15. Install main drive and counter drive gear. Refer to Gears and Shafts for assembly.

16. Install reverse main gear. Refer to Gears and Shafts for assembly.

17. Install transmission case. Refer to Transmission Case for assembly.

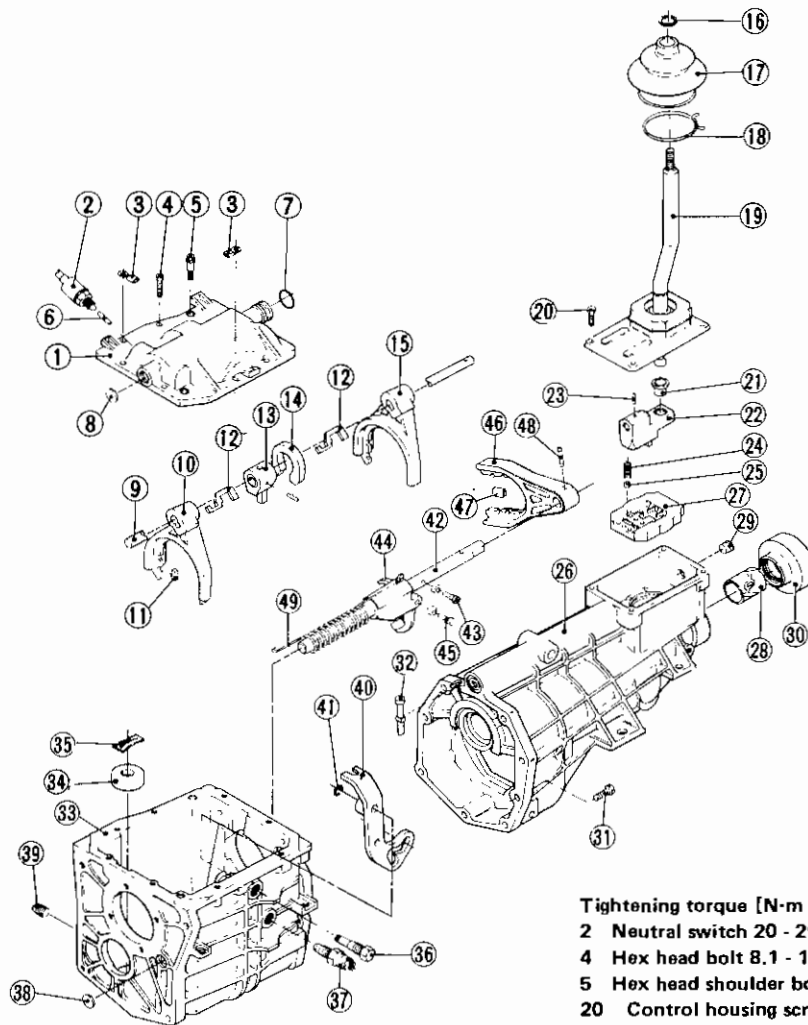
18. Install rear extension. Refer to Rear Extension for assembly.

MAINSHAFT REAR AND COUNTER REAR END

Refer to Gears and Shafts for disassembly and assembly.

5-SPEED TRANSMISSION (Model : FS5R90A)

Case, shift cover, extension housing



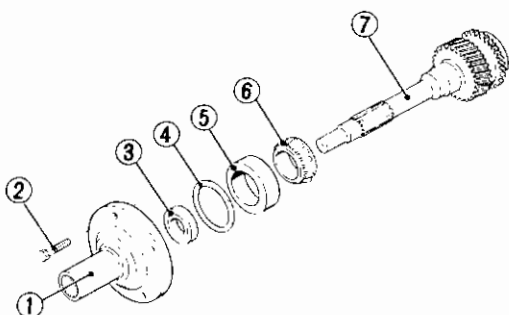
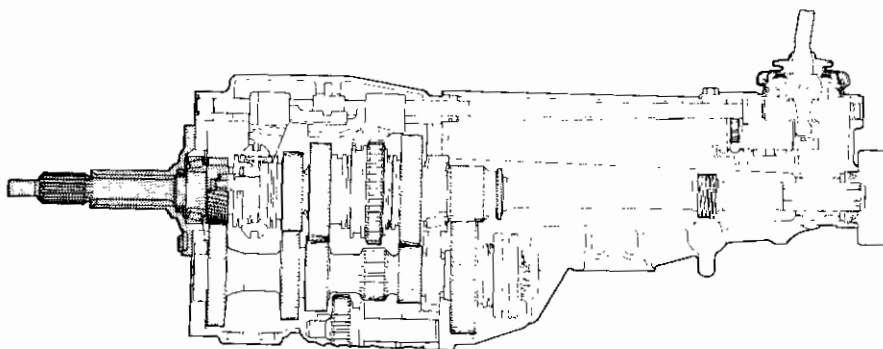
Tightening torque [N·m (kg·m, ft·lb)]
2 Neutral switch 20 - 29 (2.0 - 3.0, 14 - 22)
4 Hex head bolt 8.1 - 14.7 (0.83 - 1.5, 6.0 - 10.8)
5 Hex head shoulder bolt 8.1 - 14.7 (0.83 - 1.5, 6.0 - 10.8)
20 Control housing screw 15 - 27 (1.5 - 2.8, 11 - 20)
31 Hex head flanged bolt 27 - 62 (2.8 - 6.3, 20 - 46)
36 Pivot pin 21 - 33 (2.1 - 3.4, 15 - 25)
37 Back-up lamp switch 17 - 24 (1.7 - 2.4, 12 - 17)
Drain plug 20 - 34 (2.0 - 3.5, 14 - 25)

SMT846

- | | | |
|--------------------------|-----------------------------------|--------------------------------|
| 1 Case cover | 17 Boot | 33 Case |
| 2 Neutral switch | 18 Boot retainer | 34 Magnet |
| 3 Wiring clip | 19 Control lever/housing assembly | 35 Clip |
| 4 Hex head bolt | 20 Control housing screw | 36 Pivot pin |
| 5 Hex head shoulder bolt | 21 Damper sleeve | 37 Back-up lamp switch |
| 6 Pin | 22 Offset lever | 38 Welsh plug |
| 7 O-ring | 23 Spring-pin | 39 Pipe plug |
| 8 Welsh plug | 24 Detent spring | 40 5th and reverse relay lever |
| 9 Shifter shaft | 25 Ball | 41 Retaining ring |
| 10 3-4 shift fork | 26 Extension housing | 42 5th and reverse shift rail |
| 11 Shift fork insert | 27 Detent & guide plate | 43 Roller cam and pin |
| 12 Selector plate | | 44 Reverse shift fork |
| 13 Control selector arm | | 45 Roller cam and pin |
| 14 Interlock plate | | 46 5th gear shift fork |
| 15 1-2 shift fork | | 47 Insert |
| 16 Boot retainer | | 48 Spring-pin |
| | | 49 Spring |
- } Not serviced separately
- } Not serviced separately
- } Not serviced separately

5-SPEED TRANSMISSION (Model: FS5R90A)

Input shaft assembly

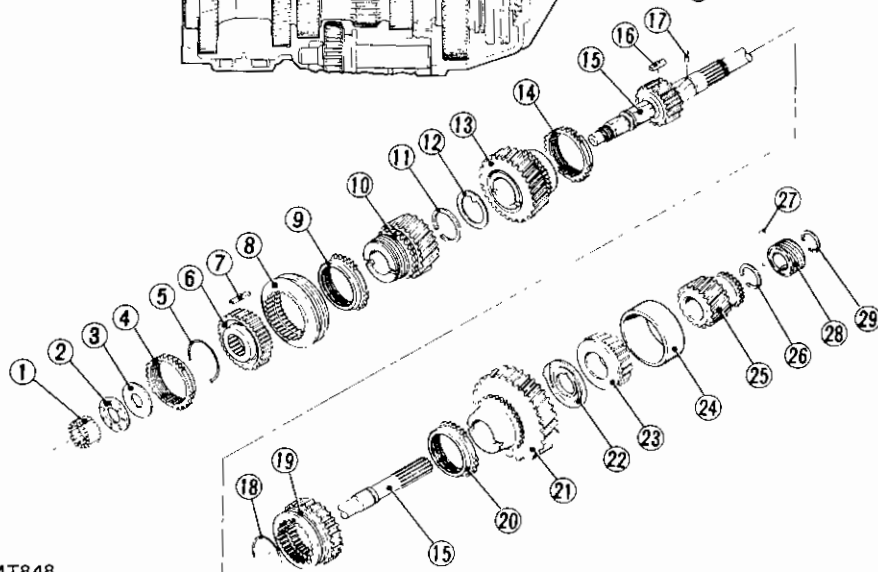
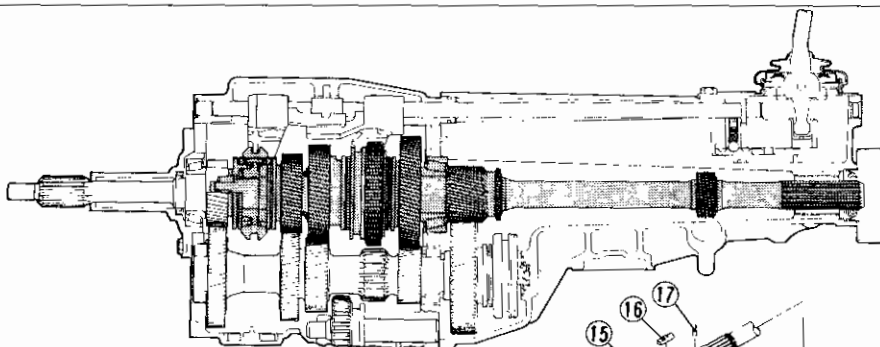


- 1 Input shaft bearing retainer
- 2 Hex head bolt
- 3 Seal
- 4 Shim
- 5 Bearing cup
- 6 Bearing cone
- 7 Input shaft (main drive gear)

SMT847

ⓘ : 2 (Hex head bolt) 15 - 27 N·m (1.5 - 2.8 kg·m, 11 - 20 ft·lb)

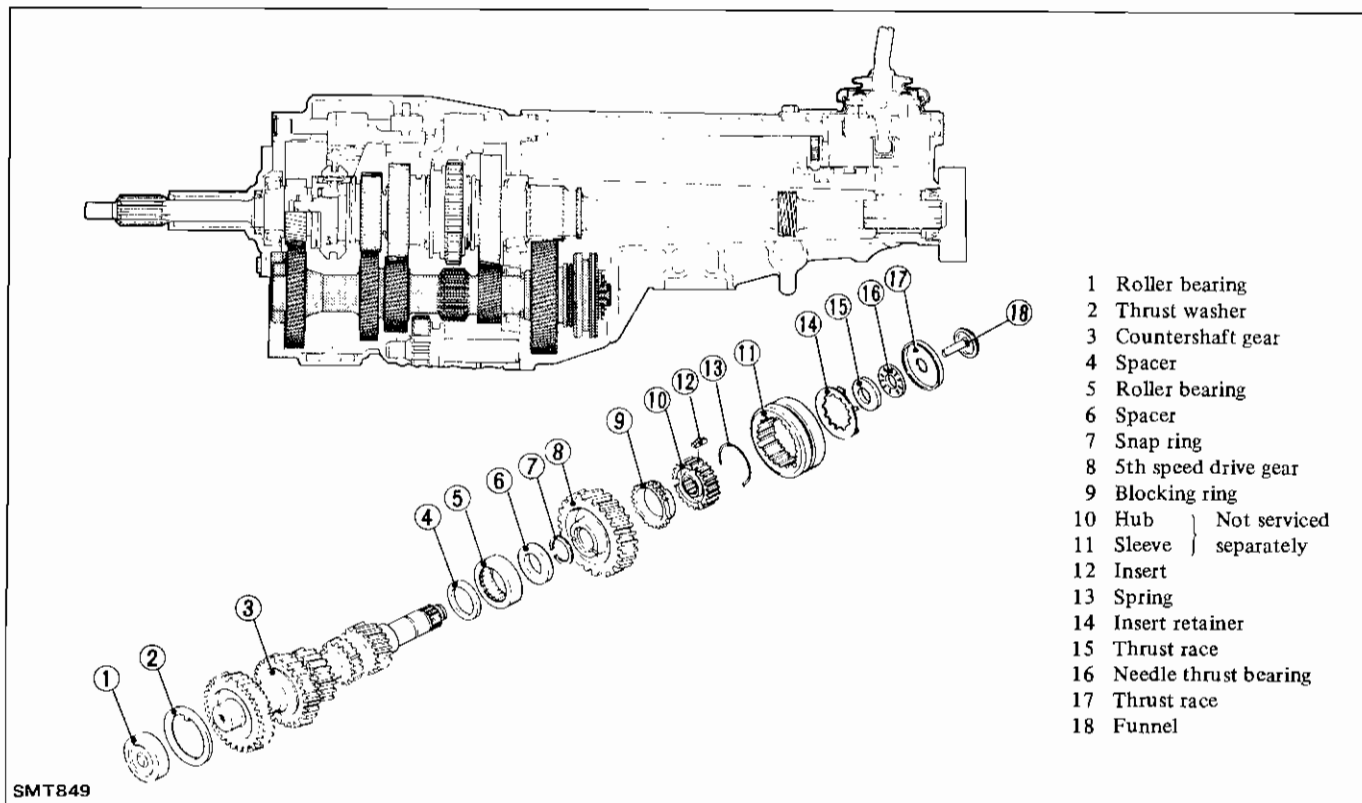
Output shaft assembly



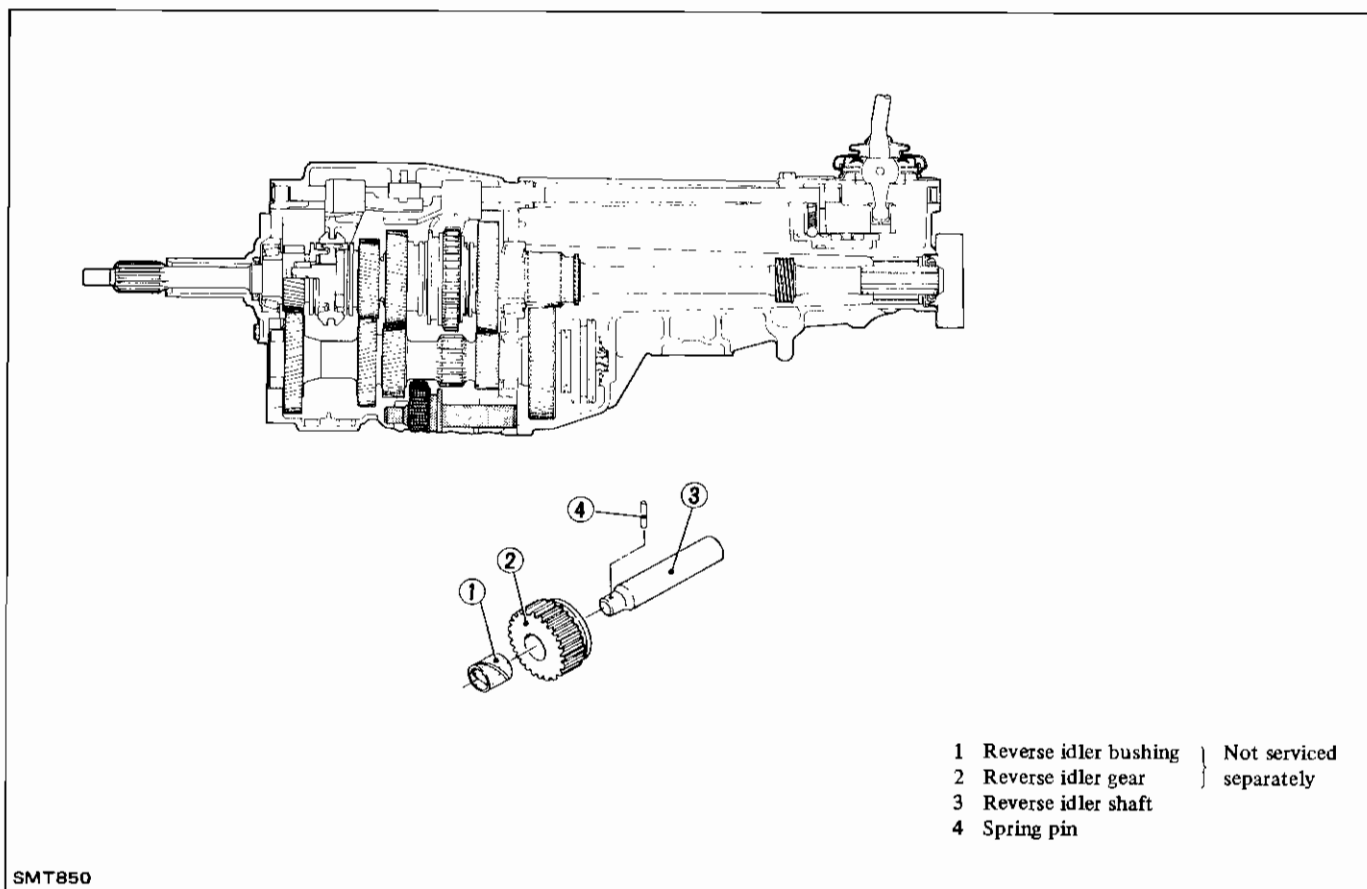
- 1 Needle rollers
- 2 Needle thrust bearing
- 3 Thrust bearing race
- 4 Blocking ring
- 5 Spring
- 6 Hub
- 7 Insert
- 8 Sleeve
- 9 Blocking ring
- 10 3rd speed gear
- 11 Snap ring
- 12 2nd speed thrust washer
- 13 2nd speed gear
- 14 Blocking ring
- 15 Output shaft and hub assembly
- 16 Insert
- 17 Pin
- 18 Spring
- 19 Reverse sliding gear
- 20 Blocking ring
- 21 1st speed gear
- 22 Thrust washer
- 23 Bearing cone
- 24 Bearing cup
- 25 5th speed driven gear
- 26 Snap ring
- 27 Ball
- 28 Speedometer gear
- 29 Snap ring

SMT848

Countershaft assembly



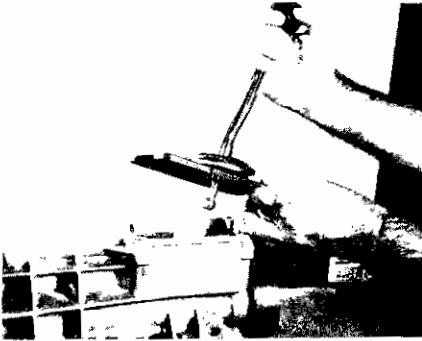
Reverse idler assembly



REAR EXTENSION

DISASSEMBLY

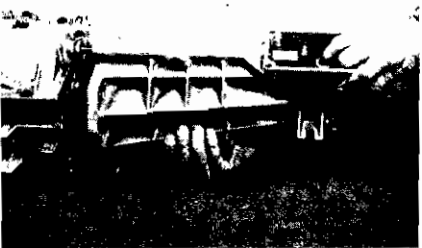
1. Wipe off dirt and grease.
2. Drain oil.
3. Remove shift lever assembly and damper sleeve.



4. Remove pin from offset lever.



5. Remove rear extension, offset lever, detent spring and ball by tapping it.



When disassembling rear extension, be careful not to lose thrust race and funnel.

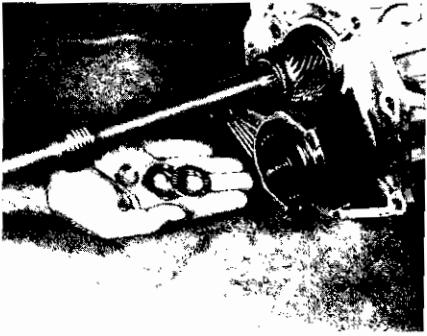
INSPECTION

1. Clean with solvent and check for cracks.
2. Check mating surface of rear extension for small nicks, projections or sealant.

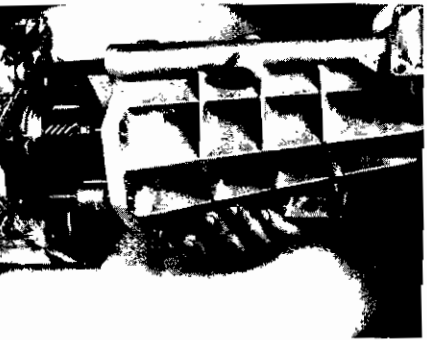
If the rear extension bushing or guide plate are worn, cracked or broken, replace them as an assembly of bushing, guide plate and rear extension housing.

ASSEMBLY

1. Clean mating surfaces of case and rear extension.
2. Apply a continuous bead of sealant to the mating surface of the case.
3. Retain the needle thrust bearing, race and funnel to the rear of the countershaft with Petroleum jelly.



4. Place detent ball, spring and offset lever into position on guide plate and install extension housing to the transmission case.



5. Align the hole in the shifter shaft with the hole in the offset lever and install the retaining pin.

6. Install rear extension bolts to transmission case.

Ⓣ : 27 - 62 N-m
(2.8 - 6.3 kg-m,
20 - 46 ft-lb)

7. Apply a continuous bead of sealant to shift cover opening of rear extension.

8. Assemble damper sleeve into offset lever and install shift lever.

Ⓣ : 20 - 34 N-m
(2.0 - 3.5 kg-m,
14 - 25 ft-lb)

9. Make sure that gears operate smoothly.

10. Apply sealant to thread and install drain plug.

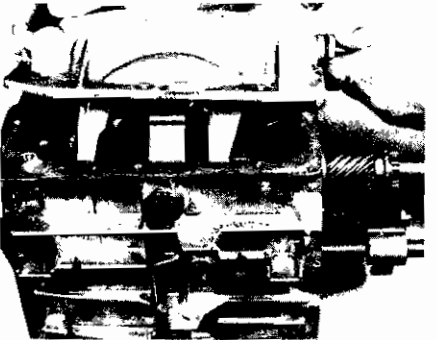
Ⓣ : 20 - 34 N-m
(2.0 - 3.5 kg-m,
14 - 25 ft-lb)

CASE COVER

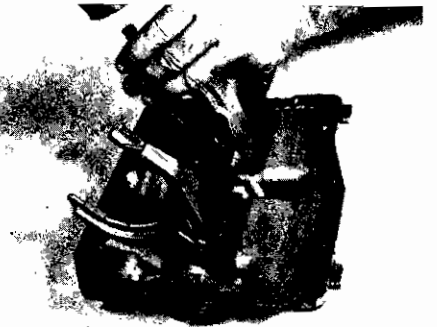
DISASSEMBLY

1. Remove rear extension. Refer to rear extension for disassembly.

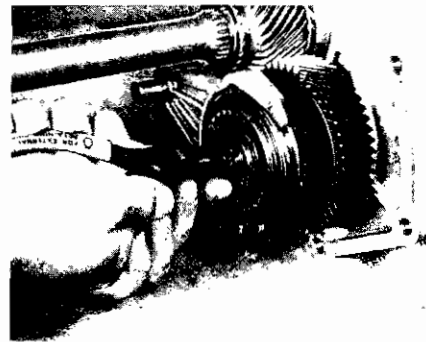
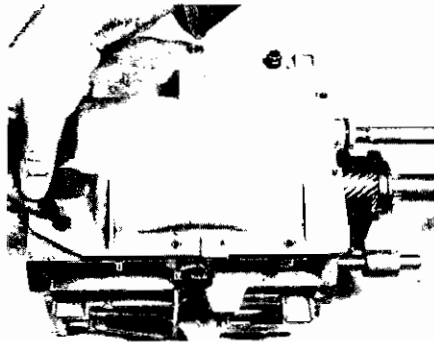
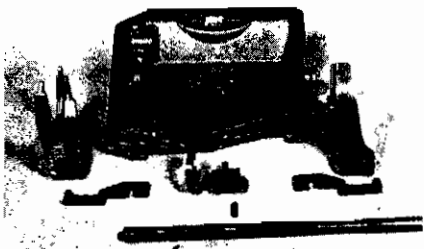
2. Remove cover bolts and cover by tapping it with driver. Slide cover to right side of case and lift.



3. Pull shifter shaft to rear and remove striking lever to shifter shaft roll pin.



4. Remove shifter shaft through rear of case cover.
5. Slide selector plates from shift fork assemblies.



6. Apply sealant to threads and install case cover bolts.

⊕ : 8.1 - 14.7 N·m
(0.83 - 1.5 kg-m,
6.0 - 10.8 ft-lb)

7. Remove pin from 5th speed shift fork.

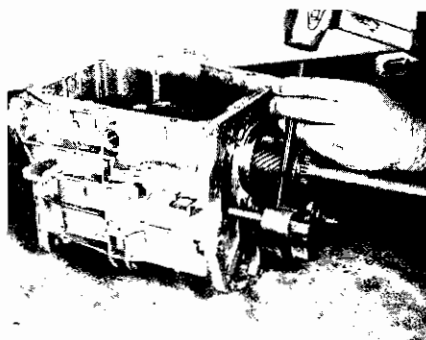
8. Remove 5th speed shift fork, synchronizer and counter gear.

INSPECTION

1. Clean with solvent and check for wear, scratches, projections, damage, breakage or other faulty conditions. Replace any part which is worn or damaged.
2. Inspect shift fork inserts for wear or damage. Replace if necessary.



7. Install rear extension. Refer to rear extension for assembly.



TRANSMISSION CASE

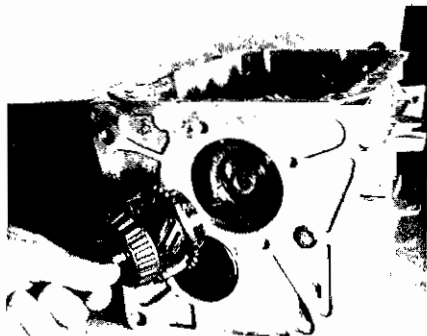
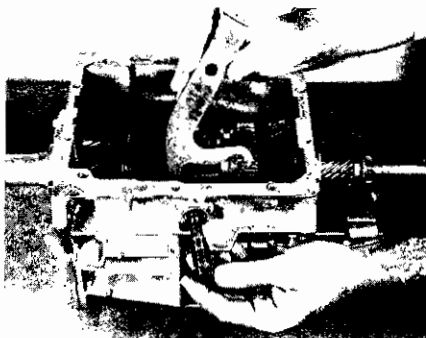
DISASSEMBLY

1. Remove rear extension. Refer to rear extension for disassembly.
2. Remove case cover. Refer to case cover for disassembly.
3. Remove back-up light switch.
4. Remove retainer ring and pivot pin.

9. Remove front bearing retainer.
10. Remove input shaft and main drive gear assembly. Position flat area of main drive gear toward the counter gear and remove through the front of the case.

ASSEMBLY

1. Assemble selector plates to shift fork assemblies.
2. Install shifter shaft through opening in rear of case cover and assemble to 1-2 shift fork, interlock plate, striking lever and 3-4 shift fork. Install shifter shaft roll pin to striking lever.
3. Apply a continuous bead of sealant to case cover mating surface.
4. Install cover to case.
5. Apply sealant to threads and install two alignment dowels into cover.

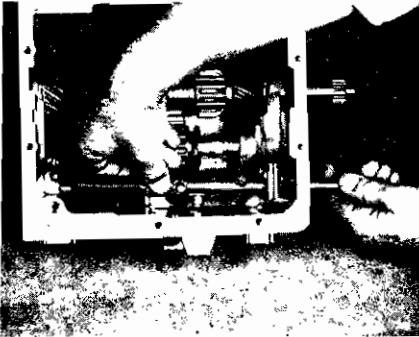


5. Remove funnel, thrust race, and needle thrust bearing.
6. Remove snap ring and thrust race from rear of 5th speed synchronizer hub.

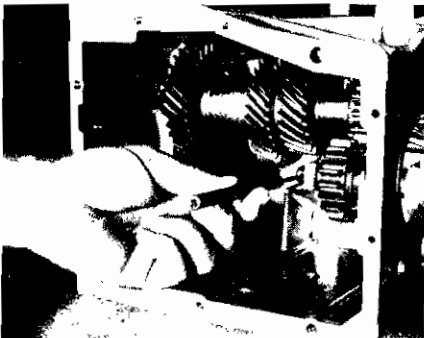
11. Remove mainshaft rear bearing race and remove mainshaft assembly through top of case.



12. Remove 5th speed shift rail, reverse fork with 5th and reverse relay lever, and spring.



13. Remove pin from reverse idler shaft. Remove reverse idler shaft and gear.

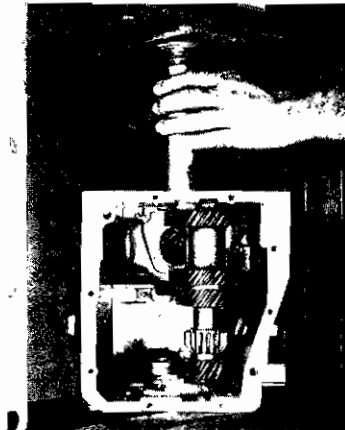


14. Remove snap ring and spacer from rear of counter gear bearing.

15. Remove counter gear rear bearing by pressing counter gear toward rear of case until bearing is free. Remove bearing and spacer from rear of counter gear.

CAUTION:

When pressing out bearing, hold hand under counter gear so bearing does not drop.



16. Remove counter gear and front thrust washer through top of case.

17. Press front counter gear bearing from case.

This bearing should not be removed unless replacement is necessary.

INSPECTION

1. Clean with solvent and check for cracks or pits.
2. Check mating surfaces of transmission case for small nicks, projections or sealant.

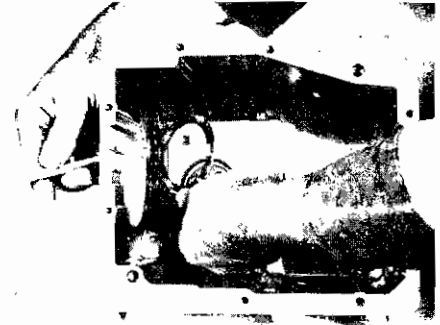
The magnet at the bottom of the case is held in place by a clip and a special glue. It should not be removed from the case.

ASSEMBLY

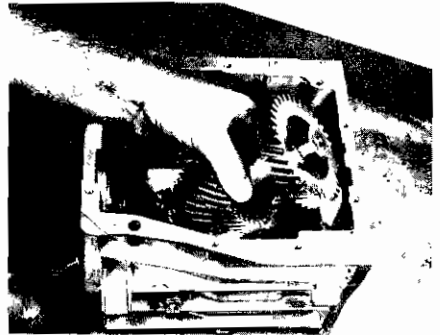
1. Install front counter gear bearing as follows:

- (1) Apply a small bead of adhesive agent to outside diameter of bearing.
- (2) Press bearing into case until the front edge is flush with the front edge of the case.

2. Install the counter gear thrust washer into the case being sure to align the tang with the notch in the case. Retain the washer in the case with a light coat of petroleum jelly.



3. Install the counter gear into the case and engage its front journal into the front bearing.

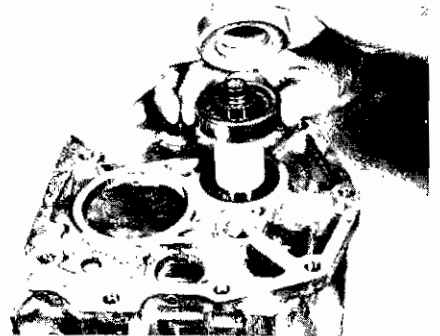


4. Install the rear counter gear bearing as follows:

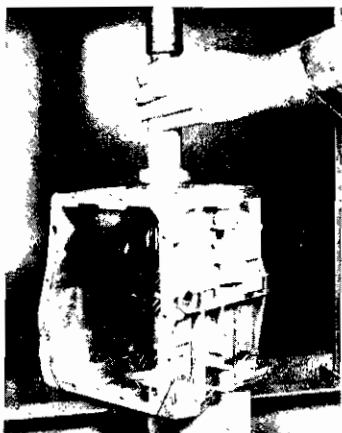
(1) Install spacer to the rear of counter gear.



(2) Install bearing protector J-33032 on the counter gear.



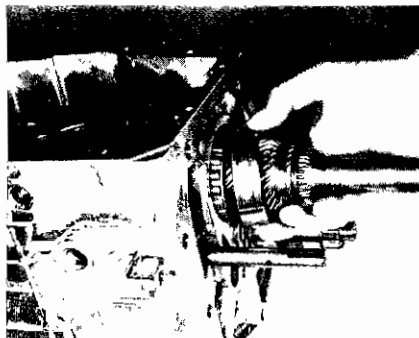
(3) Install bearing over protector and press into case using bearing installer J-29895. When properly installed, the bearing race will protrude from the case 3.12 to 3.22 mm (0.1228 to 0.1268 in).



(4) Install spacer and snap ring at rear of bearing.



5. Install reverse idler gear into case with shift fork groove toward the rear. Install reverse idler shaft, O-ring and retaining pin.
 6. Install reverse fork with 5th and reverse relay lever, 5th speed shift rail and spring. Install backup light switch.
 7. Install mainshaft assembly into the case and install mainshaft rear bearing race.



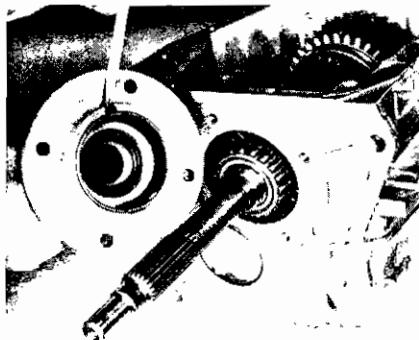
8. Install roller bearings into the main drive gear. Retain with petroleum jelly.
 9. Install input shaft and main drive gear assembly, needle thrust bearing, thrust bearing race and blocking ring into case.

Be sure to align the flat area of the main drive gear with the countergear and install carefully so as not to dislodge the roller bearings.

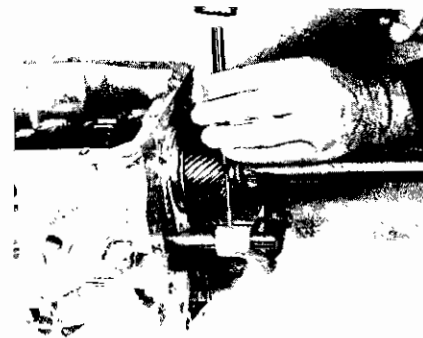
10. Remove at least 0.15 mm (0.0059 in) from under front bearing race in bearing retainer. Install remaining shims and race into retainer.

11. Install front bearing retainer to case. Be sure to position it so that the oil collector groove is up.

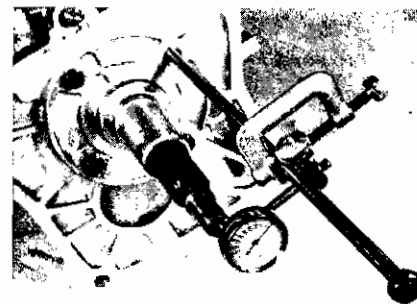
Ⓣ : 15 - 27 N-m
 (1.5 - 2.8 kg-m,
 11 - 20 ft-lb)



12. Install 5th speed shift fork, 5th speed counter gear and synchronizer as a unit. Align pin holes in shift fork and shift rail and install retaining pin.



13. Install thrust race and snap ring to rear of 5th speed synchronizer hub.
 14. Install case cover. Refer to case cover for assembly.
 15. Install rear extension. Refer to rear extension for assembly.
 16. Push input shaft to rear and mount dial indicator so that its stem rests against the front end of the input shaft. Zero indicator.
 17. Push output shaft forward and read indicator. Record reading for calculation. Remove indicator.



18. Remove bearing retainer and bearing race. Select proper thickness shim to provide 0.13 to 0.25 mm (0.0051 to 0.0098 in) preload.

Calculation Example:

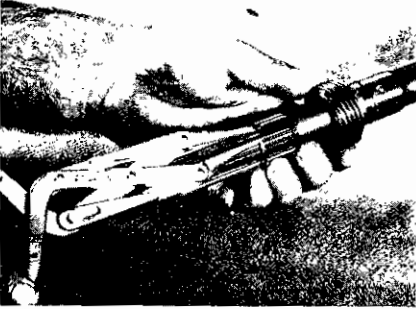
A + B = Shim size
 (A) Indicator reading 0.10 mm
 (clearance)
 (B) Desired preload 0.20 mm
 Additional shim 0.30 mm
 required

19. Apply a continuous bead of sealant to bearing retainer mating surface and threads of bolts.
 20. Install shims and bearing race into bearing retainer and install the bearing retainer as in Step 11.

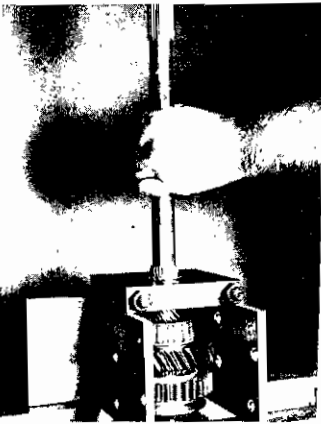
GEARS & SHAFTS

DISASSEMBLY

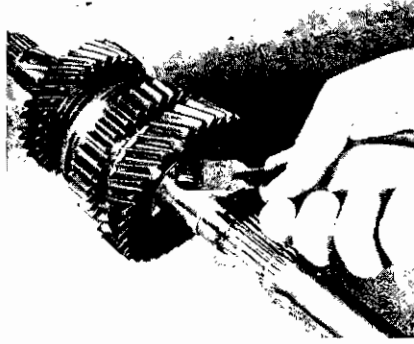
1. Remove rear extension. Refer to rear extension for disassembly.
2. Remove case cover. Refer to case cover for disassembly.
3. Remove transmission case. Refer to transmission case for disassembly.
4. Remove speedometer gear and drive ball from mainshaft.



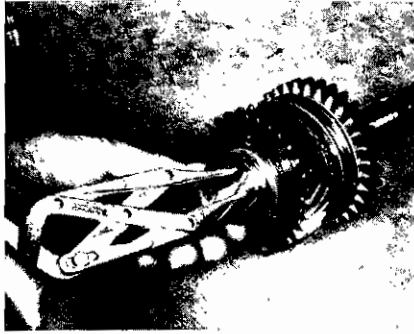
5. Press 3rd and 4th synchronizer from front of mainshaft. Remove 3rd speed gear.
6. Press 5th speed gear from mainshaft.



7. Slip rear bearing off shaft. Remove thrust washer.
8. Remove pin from mainshaft and remove 1st speed gear.



9. Remove snap ring, thrust washer, and second speed gear.



10. Remove 1st and 2nd synchronizer sleeve, inserts and springs.

INSPECTION

Bearings

1. Thoroughly clean and dry with compressed air.

CAUTION:

Do not allow bearing to spin as it will damage the race and rollers.

2. When race or rollers are worn or rough, replace bearing.
3. Replace needle rollers if worn or damaged.

Gears and shafts

1. Check all gears for excessive wear, chips or cracks; replace as required.
2. Check shafts for bending, cracks, wear and worn splines; replace if necessary.

3. Measure gear end play.

- It is necessary to measure end play before disassembling mainshaft and also after reassembling it.



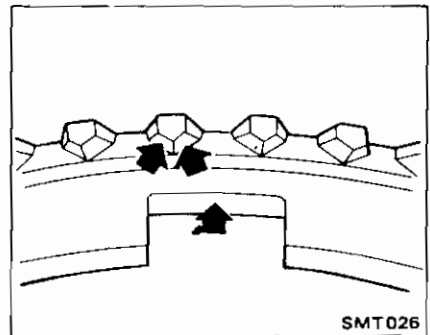
- If end play is not within specified limits, disassemble and check parts for condition.
- Replace any part which is worn or damaged.

Standard End Play:

- 1st main gear**
0.10 - 0.25 mm
(0.0039 - 0.0098 in)
- 2nd main gear**
0.10 - 0.25 mm
(0.0039 - 0.0098 in)
- 3rd main gear**
0.15 - 0.40 mm
(0.0059 - 0.0157 in)
- 5th counter gear**
0.10 - 0.48 mm
(0.0039 - 0.0189 in)
- Counter gear**
0.25 - 0.50 mm
(0.0098 - 0.0197 in)

Baulk rings

1. Replace baulk ring if found to be deformed, cracked or otherwise damaged.
2. Check teeth and insert notches for wear.



SMT026

3. Inspect cone surface for excessive wear.

Shifting insert

Replace if worn excessively, worn unevenly, or damaged.

Oil seals

1. Replace oil seal if sealing lip is deformed or cracked. Also discard oil seal if spring is out of position. Refer to replacement of oil seals.
2. Check contact between oil seal lip and shaft; if necessary, replace oil seal and shaft as a set.

ASSEMBLY

Synchronizers

1. Assemble coupling sleeve to synchronizer hub. Make sure that the sleeve slides freely on the hub.



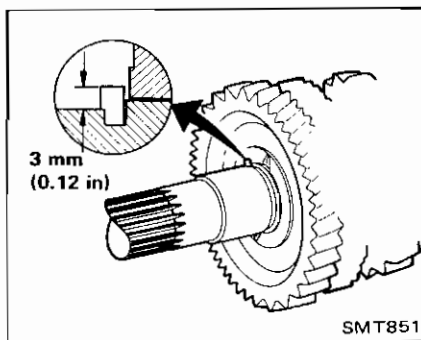
2. Position shifting inserts into 3 slots in synchronizer hub with raised portion facing outward.
3. Install first insert spring with hooked end engaged to one of the shift inserts.



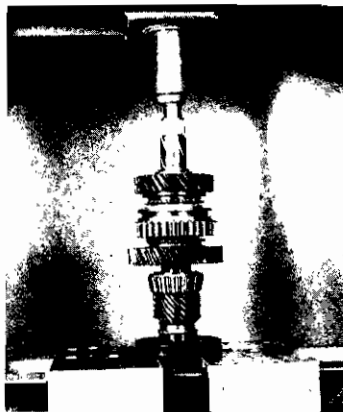
4. Install the second insert spring on the opposite side of the synchronizer with the hooked end engaged to the same insert but turned in the opposite direction of the first spring.

Mainshaft

1. Assemble the 1st and 2nd synchronizer sleeve, inserts and springs to the synchronizer hub.
2. Install 2nd speed gear, thrust washer and snap ring.
3. Install 1st speed gear.
4. Install thrust washer positioning pin into mainshaft so that it projects 3 mm (0.12 in) from the bearing surface.

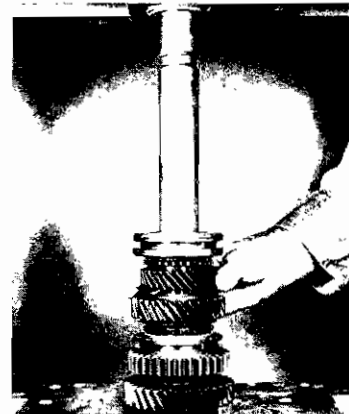


5. Install thrust washer against 1st speed gear, being certain that the slot in the washer aligns with the pin.
6. Install rear bearing and press 5th speed gear onto mainshaft using special tool J-26010-01.



MT-25

7. Install 3rd speed gear. Press 3rd and 4th synchronizer onto front of mainshaft using special tool J-25863-01. Be sure that the portion of the hub with the extended hose is toward the front.



8. Install speedometer drive ball, speedometer gear, and snap ring.
9. Install transmission case. Refer to transmission case for assembly.
10. Install case cover. Refer to case cover for assembly.
11. Install rear extension. Refer to rear extension for assembly.

REPLACEMENT OF OIL SEALS

FRONT BEARING RETAINER SEAL

It is necessary to remove transmission unit from car. Replace oil seal as follows:

1. Remove transmission. Refer to removal.
2. Wipe off dirt and grease.
3. Drain oil.
4. Remove front bearing retainer.



5. Remove oil seal.



6. Clean bearing retainer and case mating surface.
 7. Check bearing retainer and mating surface for cracks, nicks, projections or sealant.
 8. Apply a coat of transmission fluid to oil seal surface and install seal using seal installer J-23096.



9. Install front bearing retainer to case. Be sure to position it so that the oil collector groove is up.

Ⓣ : 15 - 27 N·m
 (1.5 - 2.8 kg·m,
 11 - 20 ft·lb)

10. Install transmission. Refer to installation.

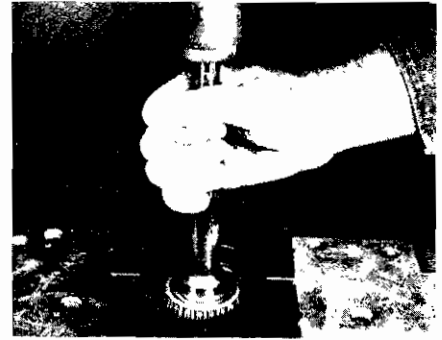
REAR EXTENSION OIL SEAL

The rear extension oil seal can be replaced without removing transmission from car.

1. Remove propeller shaft. Refer to propeller shaft (section PD) for removal.
2. Remove oil seal.
3. Apply a coat of transmission fluid to oil seal surface and drive new seal into place using seal installer J-28894.



4. Install propeller shaft. Refer to propeller shaft (section PD) for installation.



5. Press new main drive bearing to input shaft using special tool J-26010-01.
6. Replace rear bearing. Refer to gears and shafts for disassembly and assembly.
7. Install front and rear counter-gear bearings. Refer to transmission case for assembly.
8. Install transmission case. Refer to transmission case for assembly.
9. Install case cover. Refer to case cover for assembly.
10. Install rear extension. Refer to rear extension for assembly.

REPLACEMENT OF BEARINGS

1. Remove rear extension. Refer to rear extension for disassembly.
2. Remove case cover. Refer to case cover for disassembly.
3. Remove input shaft, mainshaft, counter gear and counter gear front bearing. Refer to transmission case for disassembly.
4. Press main drive bearing from input shaft.

SERVICE DATA AND SPECIFICATIONS (S.D.S.)

GENERAL SPECIFICATIONS

Transmission model	FS5W71B	
Shift pattern		
Synchromesh type	1st to 4th Warner, 5th Servo	
Gear ratio		
1st	3.062	
2nd	1.858	
3rd	1.308	
4th	1.000	
5th	0.745	
Reverse	3.026	
Number of teeth		
Main drive gear	23	
Main gear		
1st	34	
2nd	28	
3rd	28	
5th	26	
Reverse	36	
Counter drive gear	29	
Counter gear		
1st	14	
2nd	19	
3rd	27	
5th	44	
Reverse	15	
Reverse idler gear	23	
Oil capacity	liter (US pt, Imp pt)	2.0 (4-1/4, 3-1/2)

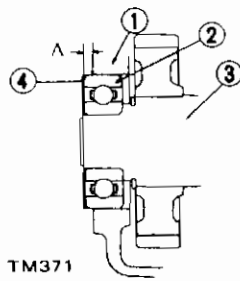
Transmission model	FS5R90A	
Shift pattern		
Synchromesh type	Warner	
Gear ratio		
1st	3.500	
2nd	2.144	
3rd	1.357	
4th	1.000	
5th	0.780	
Reverse	3.394	
Number of teeth		
Main drive gear	22	
Main gear		
1st	33	
2nd	31	
3rd	29	
5th	25	
Reverse	32	
Counter drive gear	35	
Counter gear		
1st	15	
2nd	23	
3rd	34	
5th	51	
Reverse	15	
Reverse idler gear	20	
Oil capacity	liter (US pt, Imp pt)	1.9 (4, 3-3/8)

INSPECTION AND ADJUSTMENT

Unit: mm (in)

Unit: mm (in)

Transmission model	FS5W71B
Gear backlash	
Main drive gear	0.05 - 0.10 (0.0020 - 0.0039)
1st gear	0.05 - 0.20 (0.0020 - 0.0079)
2nd gear	0.05 - 0.20 (0.0020 - 0.0079)
3rd gear	0.05 - 0.20 (0.0020 - 0.0079)
5th gear	0.05 - 0.20 (0.0020 - 0.0079)
Reverse idler gear	0.05 - 0.20 (0.0020 - 0.0079)
Gear end play	
1st gear	0.27 - 0.34 (0.0106 - 0.0134)
2nd gear	0.12 - 0.19 (0.0047 - 0.0075)
3rd gear	0.13 - 0.37 (0.0051 - 0.0146)
5th gear	0.31 - 0.35 (0.0122 - 0.0138)
Reverse idler gear	0.05 - 0.50 (0.0020 - 0.0197)
Baulk ring to cone clearance	
Standard	1.20 - 1.60 (0.0472 - 0.0630)
Allowable limit	0.8 (0.031)
Main drive gear snap ring	1.73 (0.0681) 1.80 (0.0709) 1.87 (0.0736) 1.94 (0.0764) 2.01 (0.0791) 2.08 (0.0819)
Mainshaft front snap ring	1.4 (0.055) 1.5 (0.059) 1.6 (0.063)
Mainshaft rear bearing snap ring	1.1 (0.043) 1.2 (0.047) 1.3 (0.051) 1.4 (0.055)
Counter drive gear snap ring	1.4 (0.055) 1.5 (0.059) 1.6 (0.063)

Transmission model	FS5W71B	
Counter gear front bearing shim	"A"	Counter gear front bearing shim
 <p>TM371</p> <p>1 Transmission case 2 Counter gear front bearing 3 Counter gear 4 Shim</p>	3.42 - 3.51 (0.1346 - 0.1382)	0.1 (0.004)
	3.32 - 3.41 (0.1307 - 0.1343)	0.2 (0.008)
	3.22 - 3.31 (0.1268 - 0.1303)	0.3 (0.012)
	3.12 - 3.21 (0.1228 - 0.1264)	0.4 (0.016)
	3.02 - 3.11 (0.1189 - 0.1224)	0.5 (0.020)
	2.92 - 3.01 (0.1150 - 0.1185)	0.6 (0.024)

Unit: mm (in)

Transmission model	FS5R90A	
Gear backlash		
Main drive gear	0.05 - 0.15 (0.0020 - 0.0059)	
1st gear	0.05 - 0.15 (0.0020 - 0.0059)	
2nd gear	0.05 - 0.15 (0.0020 - 0.0059)	
3rd gear	0.05 - 0.15 (0.0020 - 0.0059)	
5th gear	0.05 - 0.15 (0.0020 - 0.0059)	
Reverse idler gear	0.10 - 0.20 (0.0039 - 0.0079)	
Gear end play		
1st main gear	0.10 - 0.25 (0.0039 - 0.0098)	
2nd main gear	0.10 - 0.25 (0.0039 - 0.0098)	
3rd main gear	0.15 - 0.40 (0.0059 - 0.0157)	
5th counter gear	0.10 - 0.48 (0.0039 - 0.0189)	
Counter gear	0.25 - 0.50 (0.0098 - 0.0197)	
Main drive gear bearing adjusting shim		
Preload	0.13 - 0.25 (0.0051 - 0.0098)	

TIGHTENING TORQUE

TRANSMISSION INSTALLATION

Unit	N·m	kg·m	ft·lb
Clutch operating cylinder	30 - 40	3.1 - 4.1	22 - 30
Transmission to engine	43 - 58	4.4 - 5.9	32 - 43
Engine rear plate to transmission	9 - 12	0.9 - 1.2	6.5 - 8.7
Crossmember to body	31 - 42	3.2 - 4.3	23 - 31
Rear mounting insulator to crossmember	31 - 42	3.2 - 4.3	23 - 31
Rear mounting insulator to rear extension	31 - 42	3.2 - 4.3	23 - 31
Transmission case to rear extension	16 - 21	1.6 - 2.1	12 - 15
Starter motor to transmission	29 - 39	3.0 - 4.0	22 - 29

Model : FS5R90A

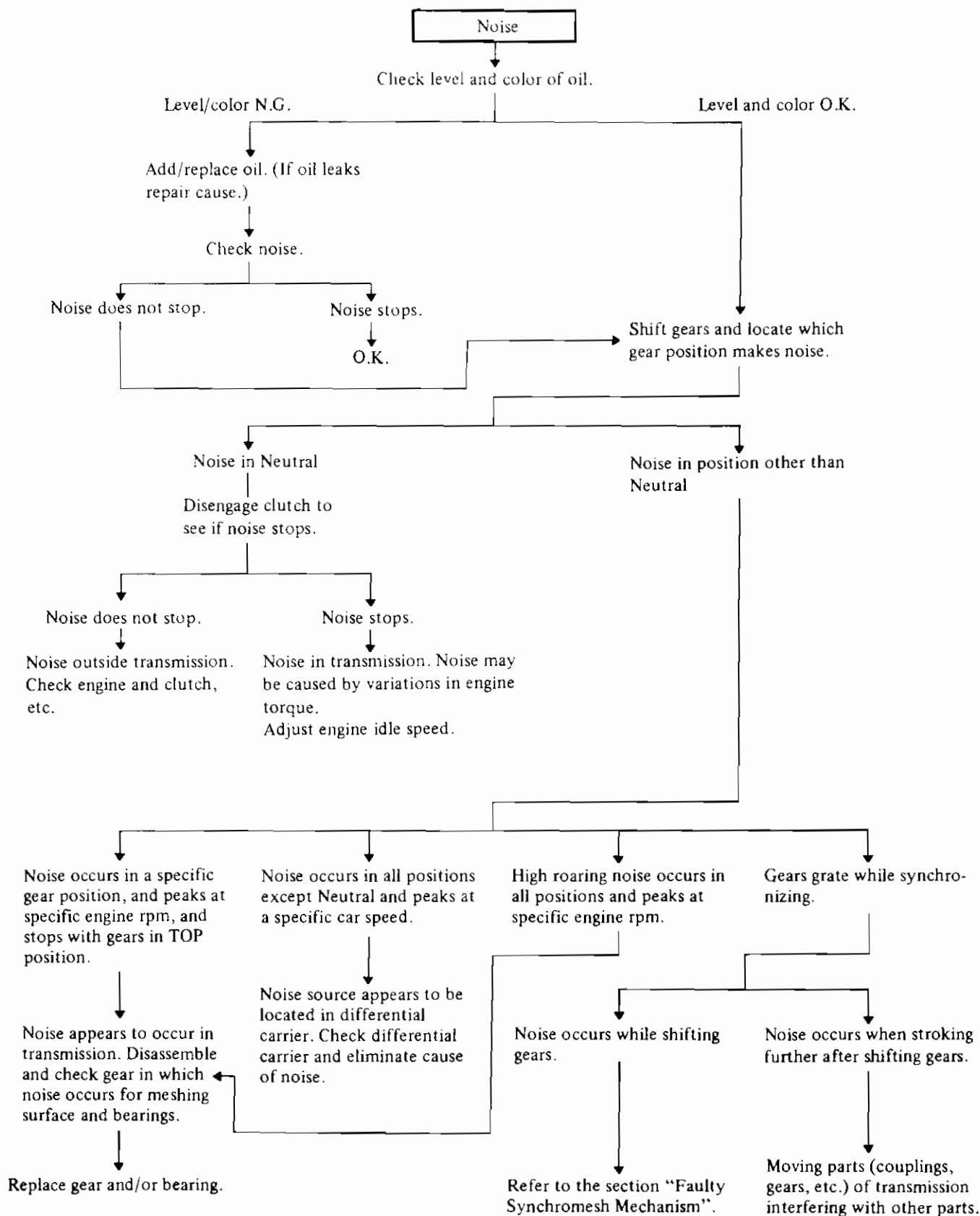
Unit	N·m	kg·m	ft·lb
Clutch housing to case	41 - 69	4.2 - 7.0	30 - 51
Cover to case	8.1 - 14.7	0.83 - 1.5	6.0 - 10.8
Front retainer to case	15 - 27	1.5 - 2.8	11 - 20
Filler plug	20 - 34	2.0 - 3.5	14 - 25
Drain plug	20 - 34	2.0 - 3.5	14 - 25
Speedometer sleeve	4 - 5	0.4 - 0.5	2.9 - 3.6
Back-up lamp switch	17 - 24	1.7 - 2.4	12 - 17
Reverse pivot pin	21 - 33	2.1 - 3.4	15 - 25
Neutral switch	20 - 29	2.0 - 3.0	14 - 22
Extension to case	27 - 62	2.8 - 6.3	20 - 46
Control lever housing to extension	15 - 27	1.5 - 2.8	11 - 20

GEAR ASSEMBLY

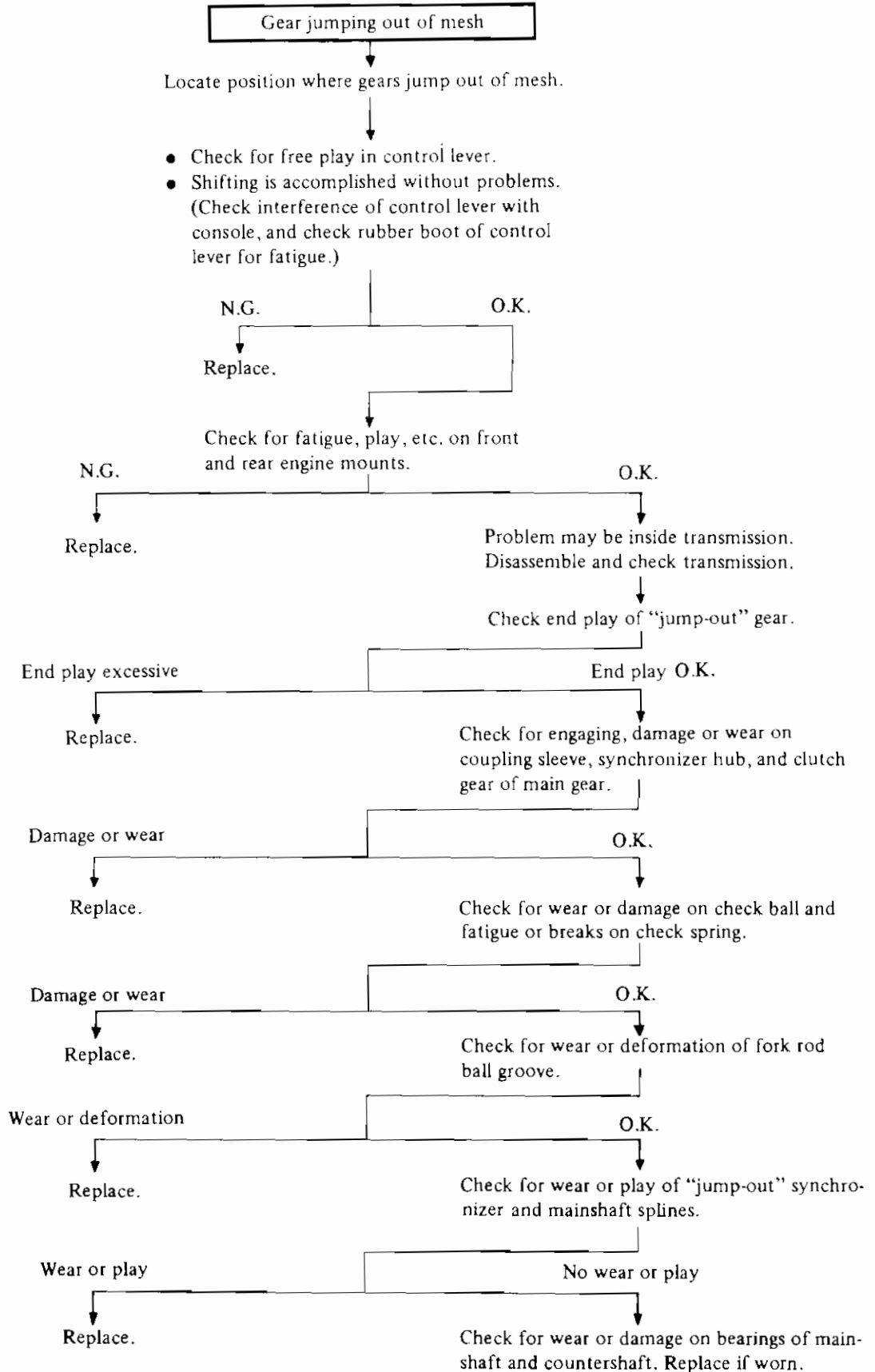
Model : FS5W71B

Unit	N·m	kg·m	ft·lb
Bearing retainer to adapter plate	16 - 23	1.6 - 2.3	12 - 17
Mainshaft lock nut	137 - 167	14.0 - 17.0	101 - 123
Counter gear lock nut	98 - 127	10.0 - 13.0	72 - 94
Rear extension to transmission case	16 - 21	1.6 - 2.1	12 - 15
Front cover to transmission case	16 - 21	1.6 - 2.1	12 - 15
Filler plug	25 - 34	2.5 - 3.5	18 - 25
Drain plug	25 - 34	2.5 - 3.5	18 - 25
Ball pin	20 - 34	2.0 - 3.5	14 - 25
Striking lever lock nut	9 - 12	0.9 - 1.2	6.5 - 8.7
Check ball plug	19 - 25	1.9 - 2.5	14 - 18
Speedometer sleeve installation	4 - 5	0.4 - 0.5	2.9 - 3.6
Back-up lamp switch	20 - 29	2.0 - 3.0	14 - 22
Return spring plug	8 - 10	0.8 - 1.0	5.8 - 7.2

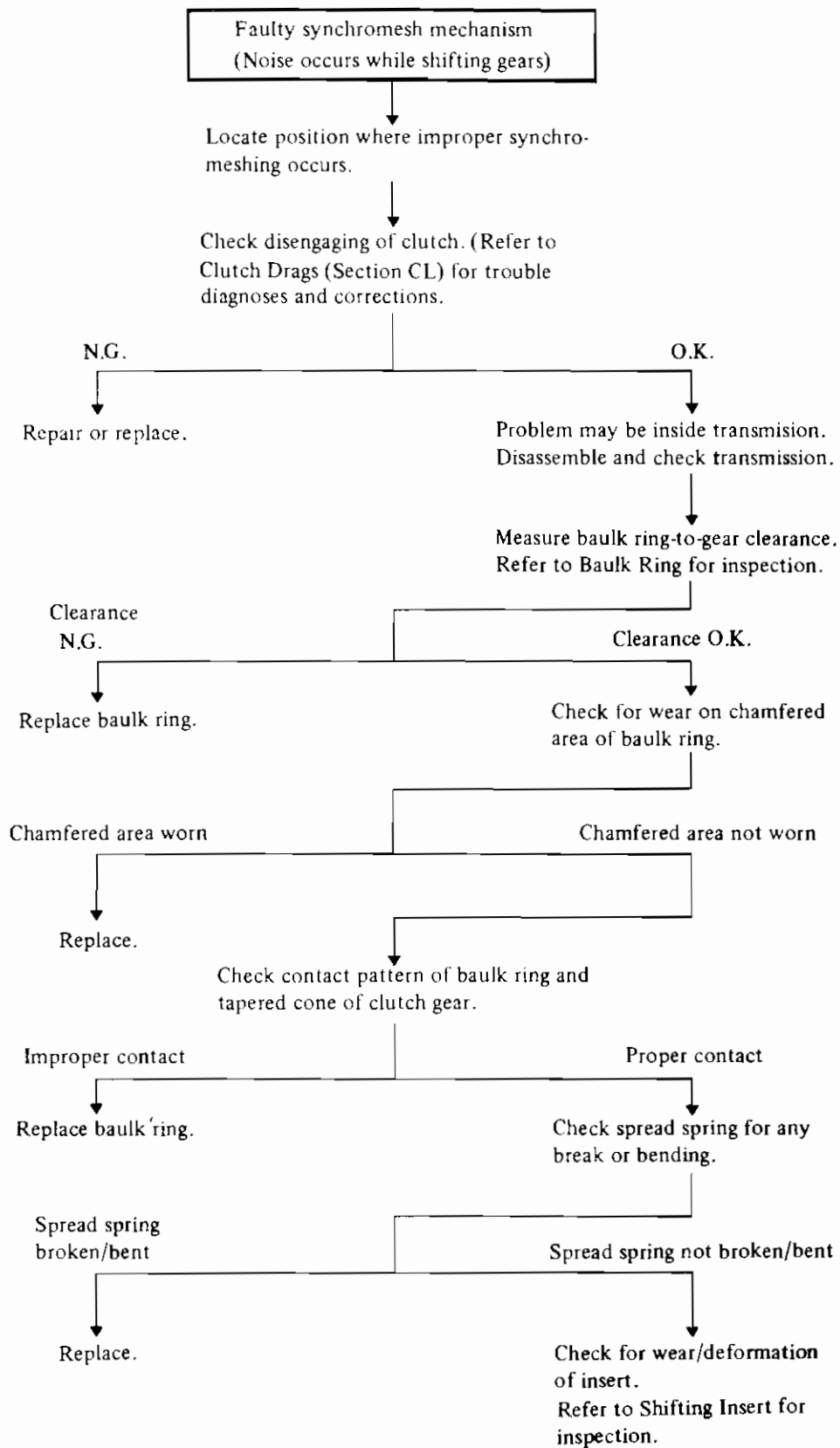
TROUBLE DIAGNOSES AND CORRECTIONS



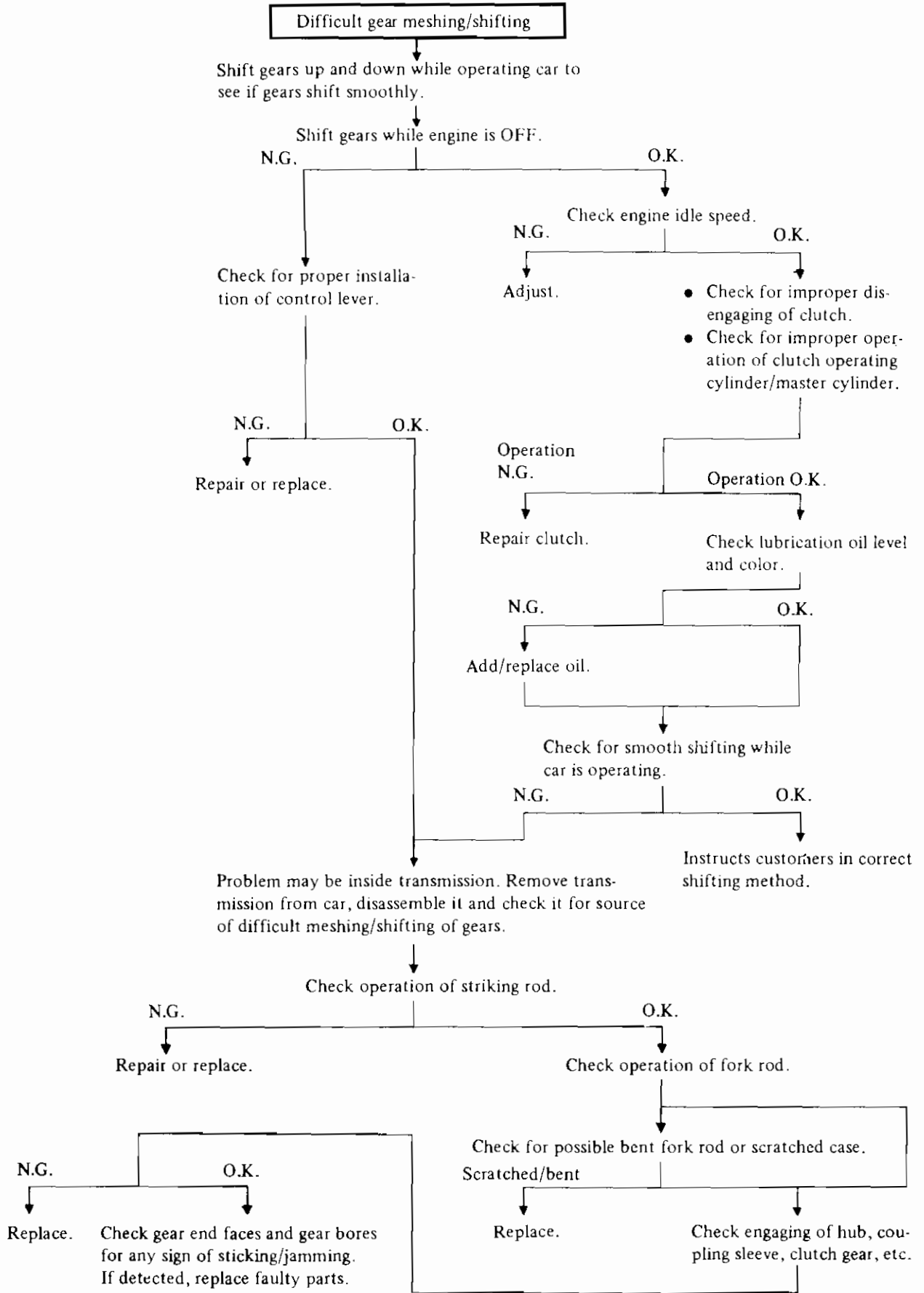
TROUBLE DIAGNOSES AND CORRECTIONS



TROUBLE DIAGNOSES AND CORRECTIONS



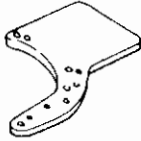

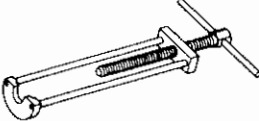
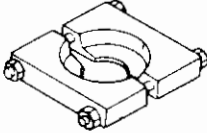
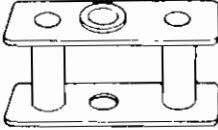
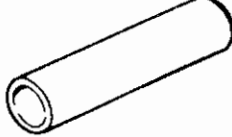
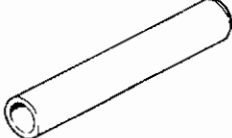
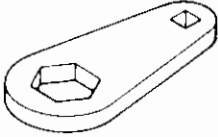

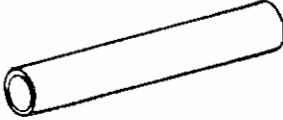
TROUBLE DIAGNOSES AND CORRECTIONS



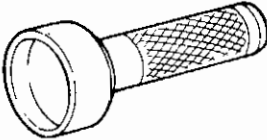

SPECIAL SERVICE TOOLS

SPECIAL SERVICE TOOLS

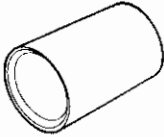
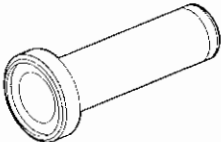
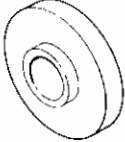
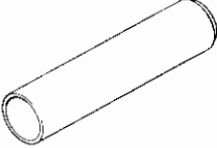
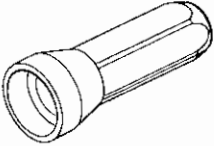
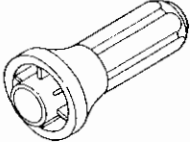
Model: FS5W71B

Tool number (Kent-Moore No.)	Tool name	
ST23810001 (J25693)	Adapter setting plate	
KV31100300 (J25689-A)	Fork rod pin punch	
KV32101330 (See J26349)	Bearing puller	
ST30031000 (J25733-1)	Bearing puller	
KV31100401 (-)	Transmission press stand	
ST23860000 (-)	Counter gear drift	
ST22360002 (J25679-91)	Bearing drift	
ST22520000 (J26348)	Wrench	
ST22350000 (J25678-01)	Mainshaft bearing drift	
ST23800000 (J25691-01)	Transmission adapter	

SPECIAL SERVICE TOOLS

Tool number (Kent-Moore No.)	Tool name
ST33400001 (J26082)	Oil seal drift 
ST33290001 (J25810)	Bearing puller 

Model: FS5R90A

J-33032*		Tapered sleeve – for installing countershaft rear bearing.
J-29895*		Countershaft rear bearing installer – for pressing bearing to correct depth.
J-26060-01*		Press tool – for installing 5th speed gear on output shaft and for installing roller bearing on main drive gear.
J-25863-01*		Press tool – for installing 3rd and 4th synchro on output shaft
J-23096*		Front bearing retainer seal installer.
J-28894*		Extension housing seal installer.

*: Kent-Moore No.

AUTOMATIC TRANSMISSION



CONTENTS

DESCRIPTION	AT- 2	Final assembly	AT-27
HYDRAULIC CONTROL UNIT AND VALVES	AT- 3	TROUBLE-SHOOTING AND DIAGNOSES	AT-34
HYDRAULIC CONTROL CIRCUIT	AT- 6	Preliminary checks (Prior to road testing)	AT-34
LOCK-UP INDICATOR LAMP CIRCUIT	AT- 7	Diagnostic road test	AT-35
MINOR ADJUSTMENTS	AT- 8	Pressure testing	AT-38
REMOVAL AND INSTALLATION	AT-11	Stall testing	AT-38
Transmission assembly	AT-11	Road test symptom chart	AT-44
MAJOR OVERHAUL OPERATIONS	AT-13	SERVICE DATA AND SPECIFICATIONS (S.D.S.)	AT-47
Service notes for disassembly	AT-14	SPECIAL SERVICE TOOLS	AT-48
Disassembly	AT-14		
Component parts	AT-17		

DESCRIPTION

The L3N71B transmission is a fully automatic unit consisting primarily of a 3 element hydraulic lock-up torque converter and two planetary gear sets. Two multiple-disc clutches, a multiple-disc brake, brake band, and one-way clutch provide the friction elements necessary to obtain the desired function of the two planetary gear-sets.

A hydraulic control system is used to operate the friction elements and automatic shift controls.

LOCK-UP TORQUE CONVERTER

The lock-up torque converter is attached to the crankshaft through a flexible drive plate and serves to directly couple the turbine runner and pump impeller through the lock-up piston which is controlled by the speed cut valve and lock-up control valve. Heat generated in the torque converter is dissipated by circulating the transmission fluid through an oil-to-water type cooler in the radiator lower tank.

The welded construction of the torque converter prohibits disassembly or service unless highly specialized equipment is available.

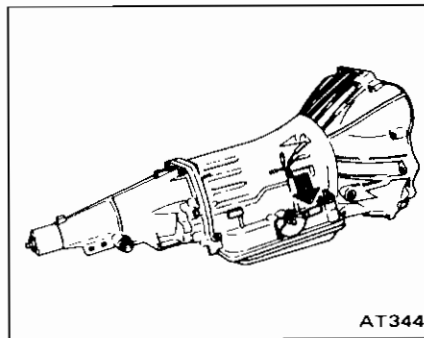
FLUID RECOMMENDATION

Use "DEXRON" type automatic transmission fluid only.

IDENTIFICATION NUMBER

Stamped position :

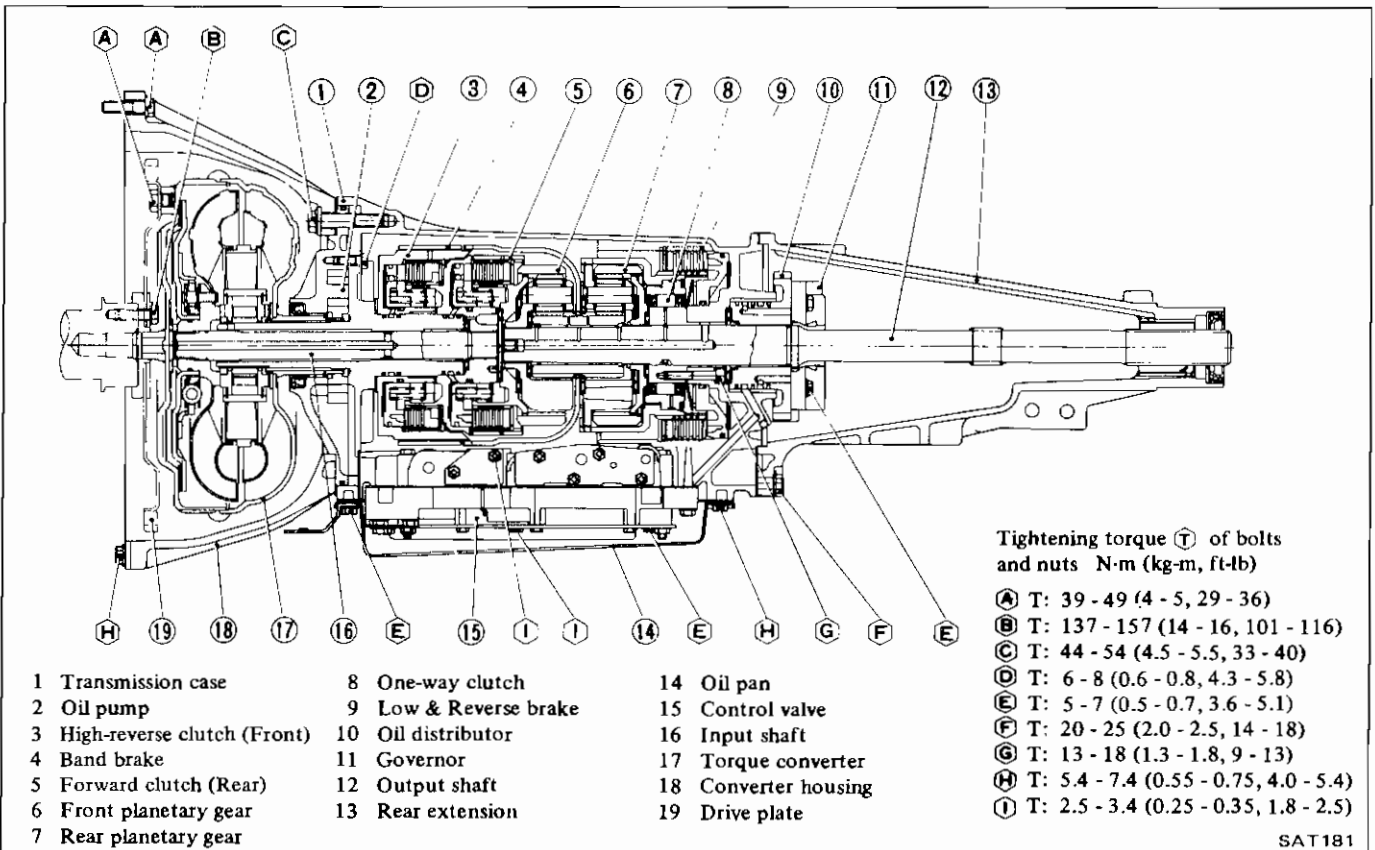
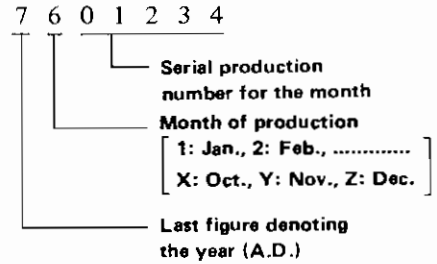
The plate is attached to the right hand side of transmission case.



Identification of number arrangements :

JAPAN AUTOMATIC TRANSMISSION CO., LTD
MODEL X 0 1 2 3
NO. 7 6 0 1 2 3 4

Number designation



SAT181

HYDRAULIC CONTROL UNIT AND VALVES

The hydraulic, or automatic control system is comprised of four (4) basic groups: the pressure supply system, the pressure regulating system, the flow control valves, and the friction elements.

PRESSURE SUPPLY SYSTEM

The pressure supply system consists of a gear type oil pump driven by the engine through the torque converter. The pump provides pressure for all hydraulic and lubrication needs.

PRESSURE REGULATOR VALVES

The pressure regulating valves control the output pressure of the oil pump.

Pressure regulator valve

The pressure regulator valve controls mainline pressure, based on throttle opening, for the operation of the band, clutches and brake.

Governor valve

The governor valve transmits regulated pressure, based on car speed, to the shift valves to control upshifts and downshifts.

Vacuum throttle valve

The vacuum throttle valve transmits regulated pressure, based on engine load (vacuum). This pressure controls the pressure regulator valve. Also this pressure is applied to one end of the shift valves in opposition to governor pressure, which acts on the other end of the shift valves, controlling upshift and downshift speeds.

FLOW CONTROL VALVES

Manual valve

The manual valve is moved manually by the car operator to select the different drive ranges.

1-2 Shift valve

The 1-2 shift valve automatically shifts the transmission from first to second or from second to first depending upon governor and throttle pressure along with accelerator position (solenoid downshift valve). See Hydraulic Control Circuits, "Drive 2".

2-3 Shift valve

The 2-3 shift valve automatically shifts the transmission from second to top gear or from top to second depending upon governor and throttle pressure, or accelerator position (solenoid downshift valve). See Hydraulic Control Circuits "Drive 3" Range.

Solenoid downshift valve

The solenoid downshift valve is activated electrically when the accelerator is "floored", causing a forced downshift from top to second, top to first, or second to first gear depending upon car speed (governor pressure).

Pressure modified valve

The pressure modifier valve assists the mainline pressure regulator valve in lowering mainline pressure during high speed light load conditions, such as steady speed cruise. Governor pressure, working against a spring, opens the valve which allows modified throttle pressure to work against the pressure regulator valve spring, lowering mainline pressure. Lower operating pressure under light load reduces oil temperature, and increases transmission life.

Throttle back-up valve

The throttle back-up valve assists the vacuum throttle valve to increase line pressure when the manual valve is shifted either to "2" or "1" range.

Second lock valve

The second lock valve is used to bypass the 1-2 shift valve to maintain the band apply pressure in "2" position. The valve is also used as an oil passage for the 1-2 shift valve band apply pressure in "D₂", "D₃" and "1₂" Range.

Speed cut valve

The speed cut valve controls opening and closing of line pressure passage to the high-reverse clutch (Front) in response to governor pressure which is generated in proportion to car speed.

Lock-up control valve

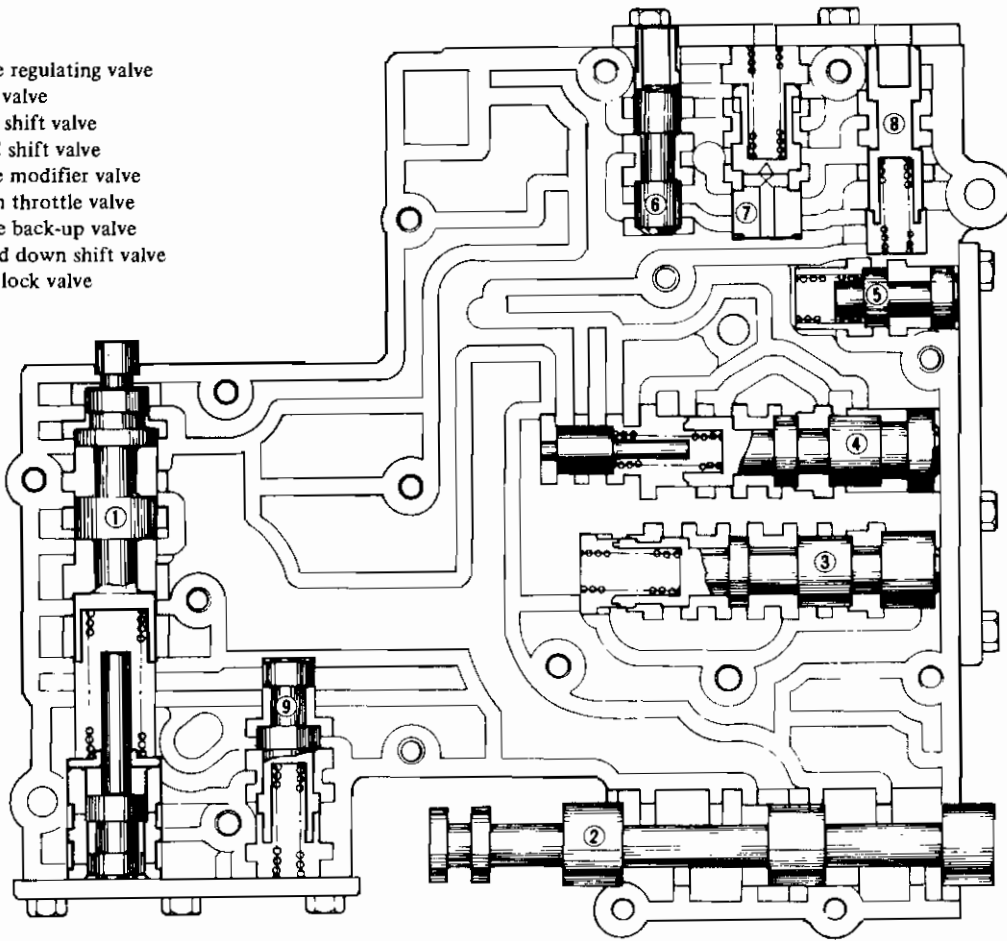
In response to line pressure controlled by the speed cut valve, the lock-up control valve drains oil from the front of the lock-up piston which is used in the lock-up torque converter. This causes the turbine runner to be directly coupled with the pump impeller through the lock-up position.

CLUTCHES, BAND SERVOS AND LOCK-UP PISTON

The servo pistons of the clutches, low reverse brake, band and lock-up piston are moved hydraulically to engage the clutches, brake, apply the band and connect torque converter directly. The clutch and brake pistons are released by spring tension, and band piston is released by spring tension and hydraulic pressure and lock-up piston is released by hydraulic pressure.

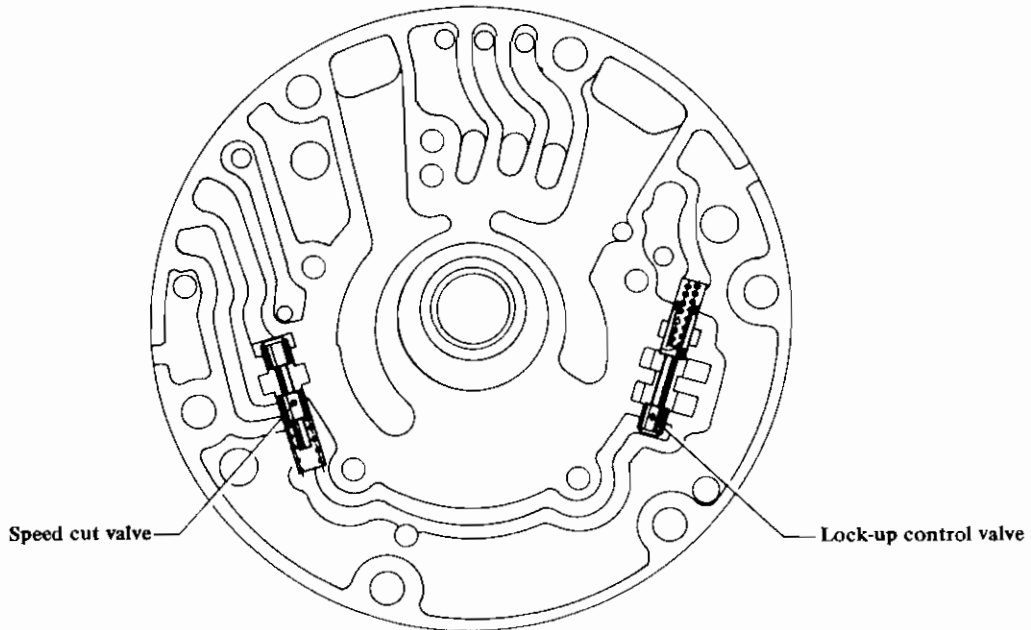
Control valve

- 1 Pressure regulating valve
- 2 Manual valve
- 3 1st-2nd shift valve
- 4 2nd-3rd shift valve
- 5 Pressure modifier valve
- 6 Vacuum throttle valve
- 7 Throttle back-up valve
- 8 Solenoid down shift valve
- 9 Second lock valve



SAT163

Speed cut valve and lock-up control valve (In oil pump cover)



SAT182

OIL CHANNEL IDENTIFICATION

The circuit numbers shown in each Hydraulic Control Circuit are classified as follows according to the function.

Pressure source of the line: 7

Operating line pressure for friction elements:

1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 12.

Auxiliary line pressure: 13

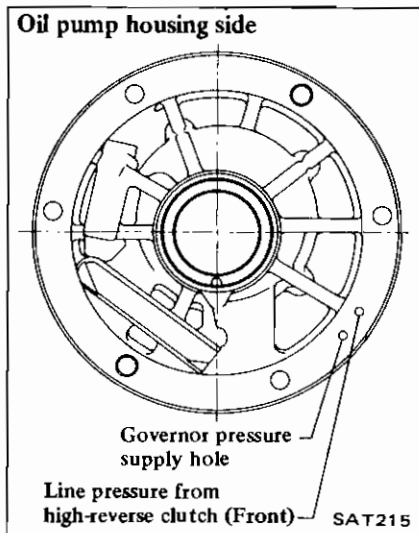
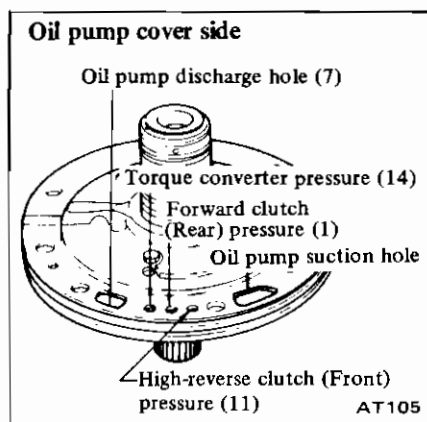
Torque converter pressure: 14

Governor pressure: 15

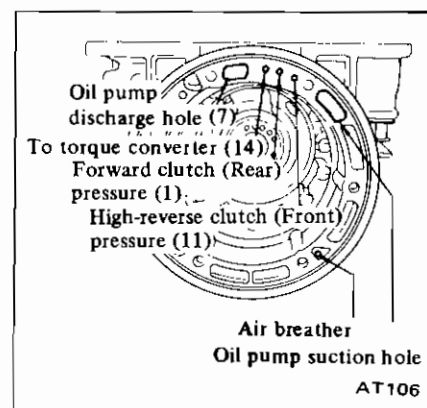
Throttle system pressure:

16, 17, 18, 19.

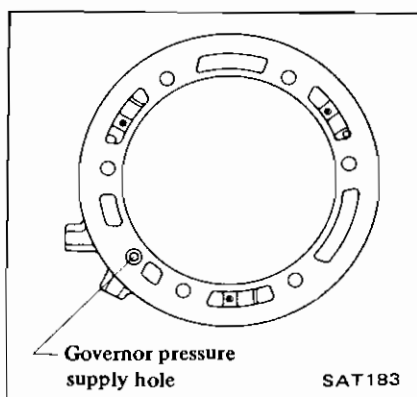
Oil Channels in Oil Pump



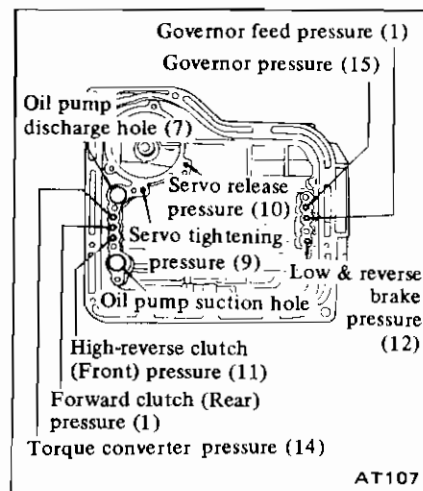
Oil Channels in Case Front Face



Oil channels in converter housing



Oil Channels in Case Face



MECHANICAL OPERATION

In the L3N71B automatic transmission, each part operates as shown in the following table at each gear select position.

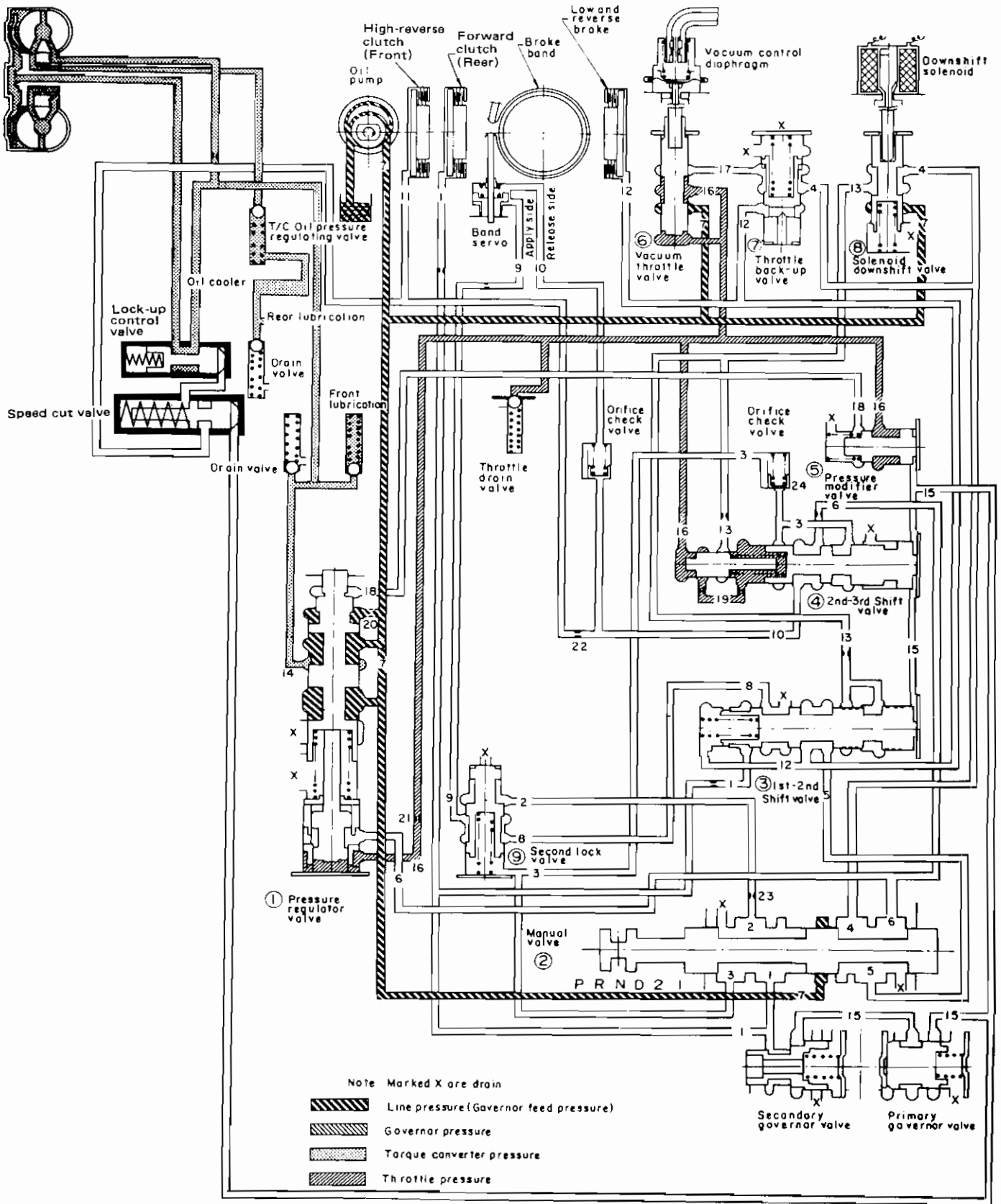
Range	Gear ratio	Clutch		Low & reverse brake	Lock-up	Band servo		One way clutch	Parking pawl
		High-reverse (Front)	Forward (Rear)			Operation	Release		
Park				on					on
Reverse	2.182	on		on			on		
Neutral									
Drive	D1 Low	2.458	on					on	
	D2 Second	1.458		on		on			
	D3 Top	1.000	on	on	on	(on)	on		
2	Second	1.458	on			on			
1	1 ₂ Second	1.458	on			on			
	1 ₁ Low	2.458	on	on					

The low & reverse brake is applied in "1₁" range to prevent free wheeling when coasting and allows engine braking.

HYDRAULIC CONTROL CIRCUIT

Oil Pressure Circuit Diagram – “N” range (Neutral)

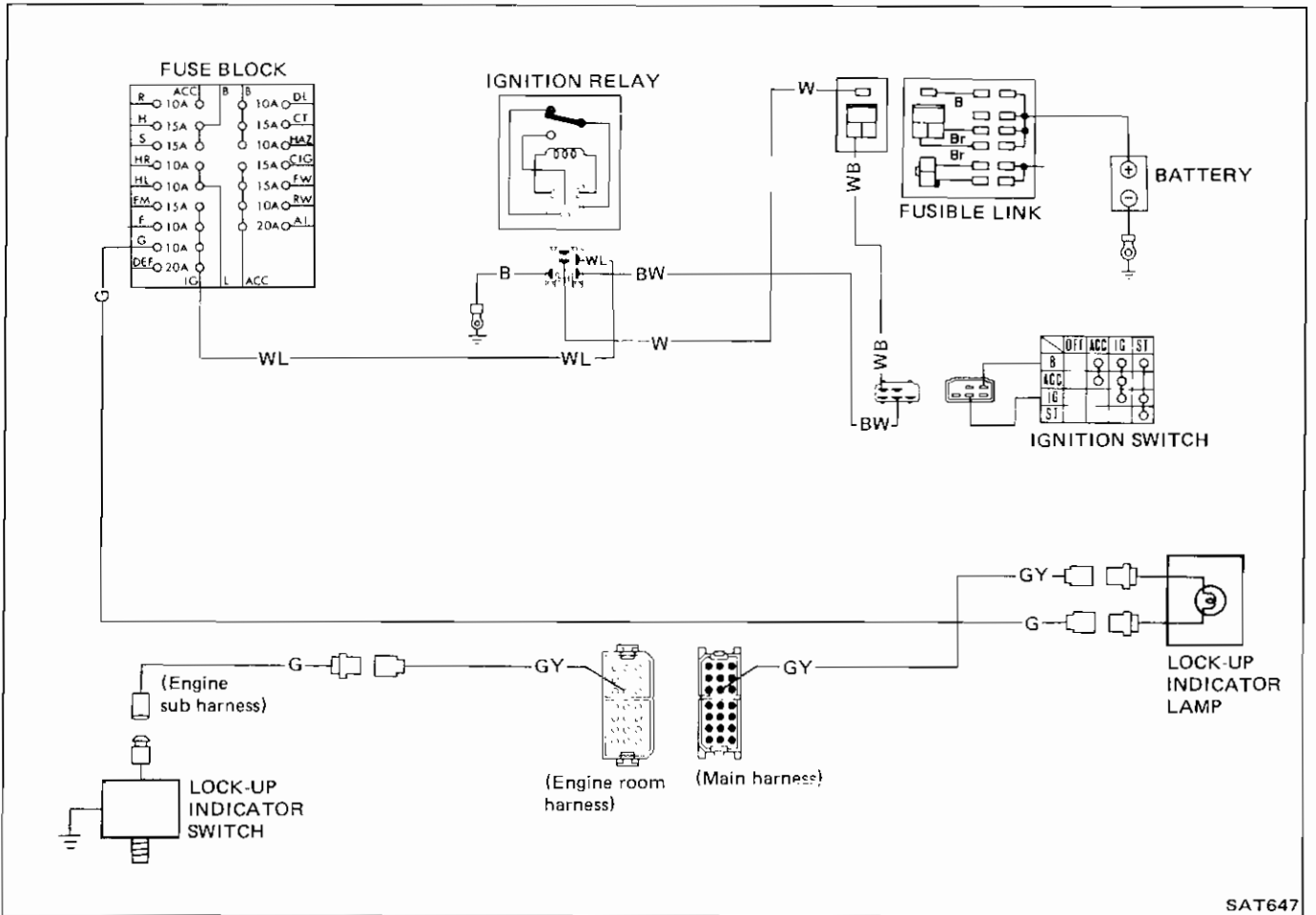
Torque converter



SAT187

AT-6

LOCK-UP INDICATOR LAMP CIRCUIT



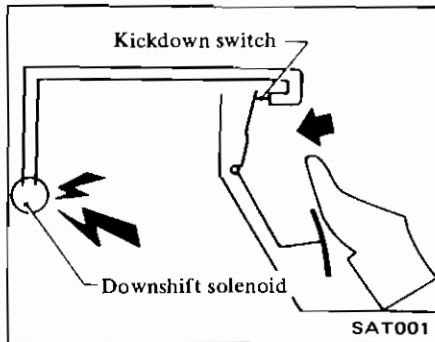
SAT647

MINOR ADJUSTMENTS

KICKDOWN SWITCH ADJUSTMENT

The kickdown switch is located at the upper post of the accelerator pedal, inside the car.

When the pedal is fully depressed, a click can be heard just before the pedal bottoms out. If the click is not heard, loosen the locknut and extend the switch until the pedal lever makes contact with the switch and the switch clicks.



the transmission to downshift on part throttle.

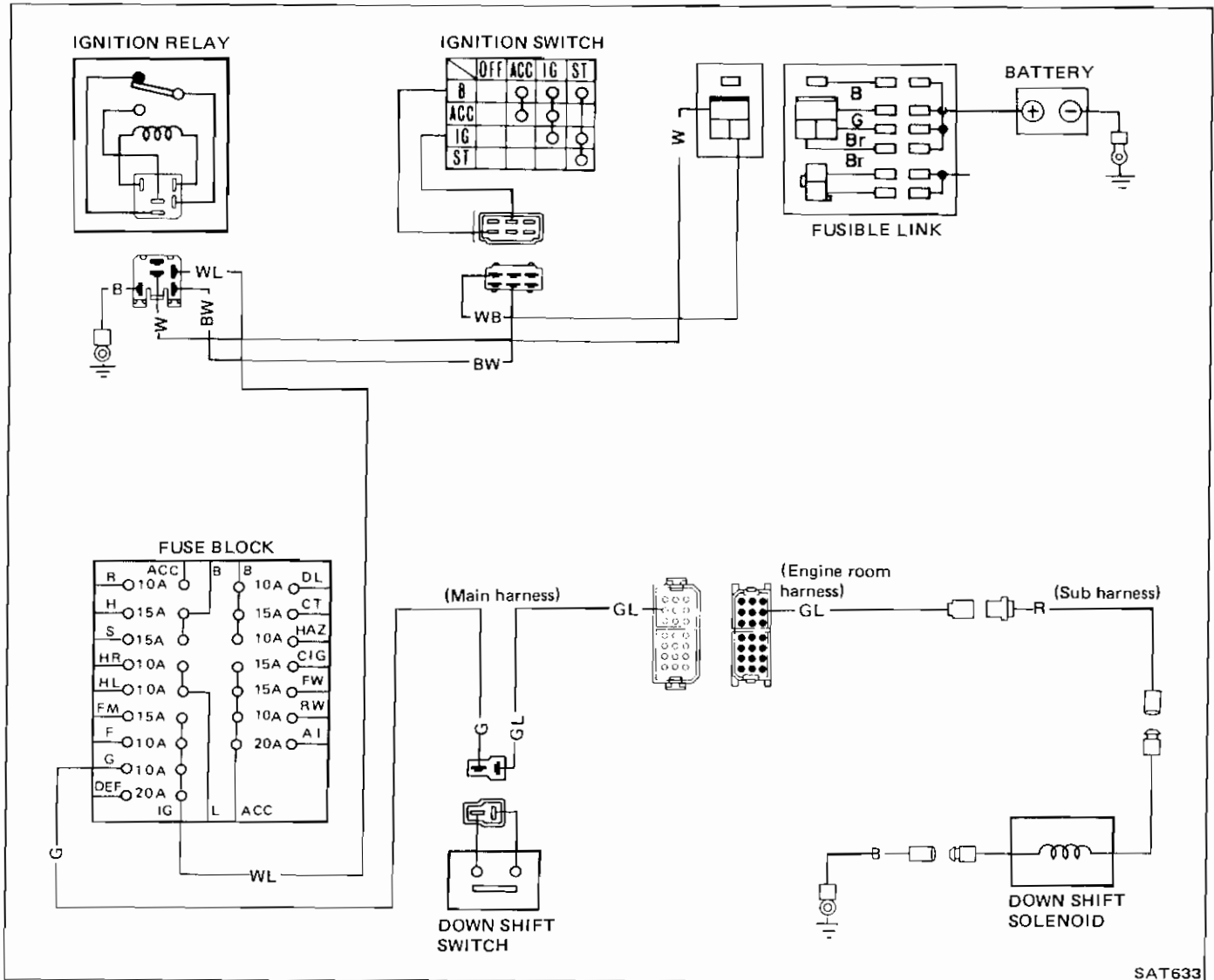
DIAGNOSIS:

Switch can be heard clicking, and the transmission still does not kickdown: Check the continuity of the switch using a continuity tester. Also check for available current.

The car upshifts at approximately 65 and 110 km/h (40 and 68 MPH) only: The kickdown switch may be internally shorted. (When the switch is shorted, there is continuity through the switch in any position).

Do not allow the switch to make contact too soon. This would cause

Wiring Diagram



MINOR ADJUSTMENTS

INHIBITOR SWITCH ADJUSTMENT

The inhibitor switch has two major functions. It allows the back-up lights to illuminate when the shift lever is placed in the reverse range. It also acts as a neutral safety switch allowing

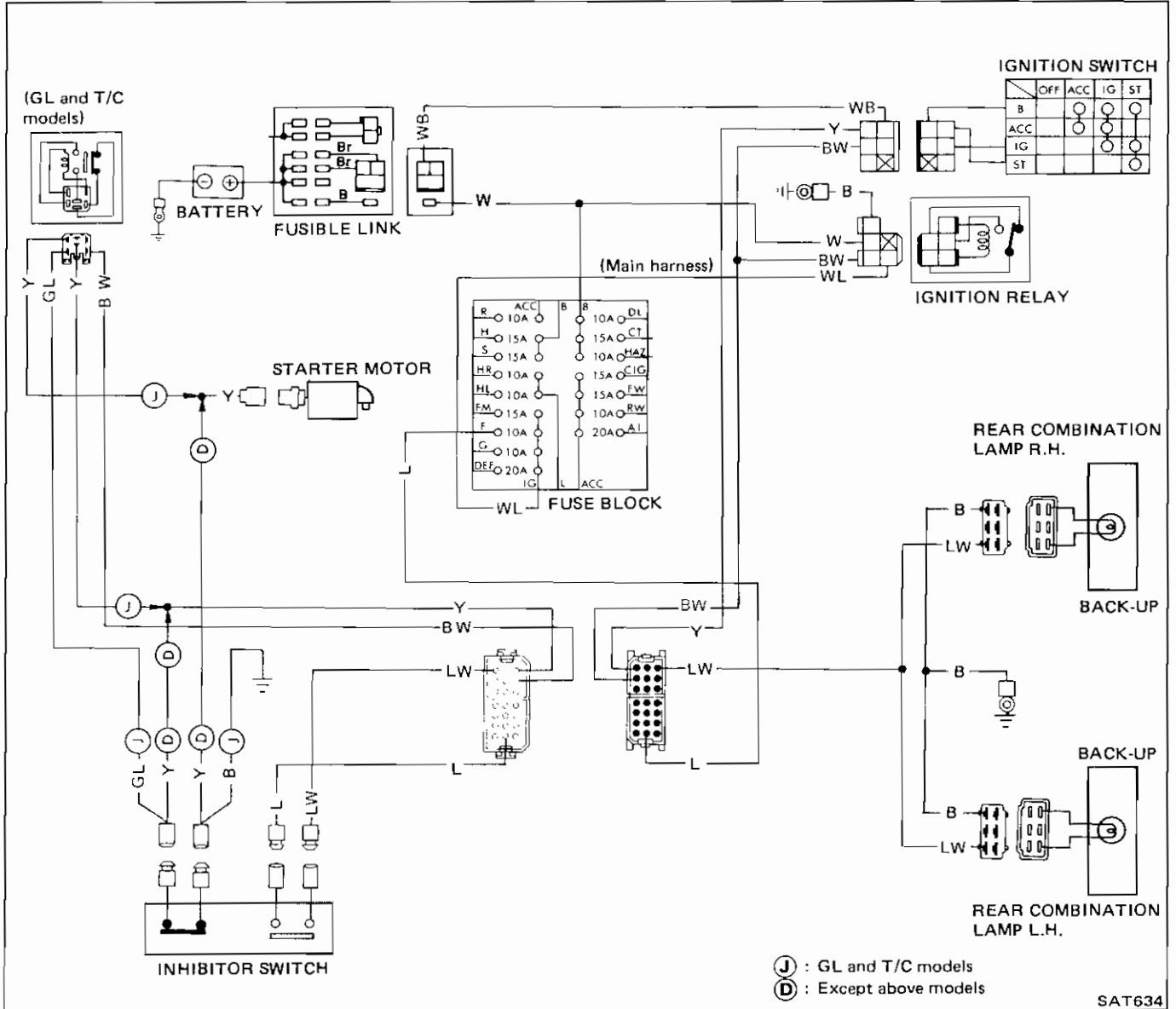
current to pass from the starter only when the lever is placed in the "P" or "N" range.

A continuity tester may be used to check the inhibitor switch for proper operation.

GL and B wires (GL and T/C models) and Y and Y wires (Except GL and T/C models) should have continuity when the lever is in the "P" and "N" positions.

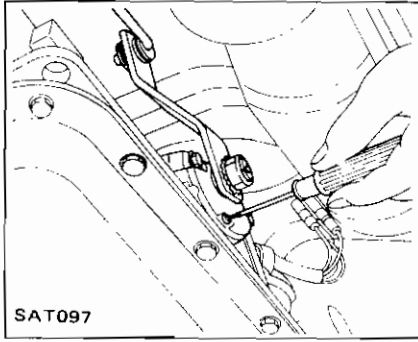
L and LW wires should have continuity when the shift lever is moved to "R" range.

Wiring Diagram

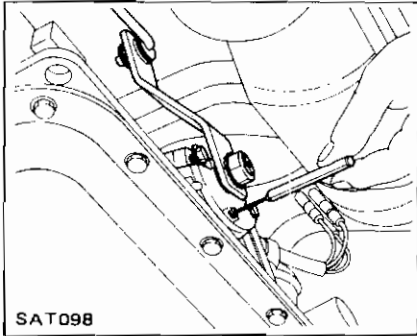


MINOR ADJUSTMENTS

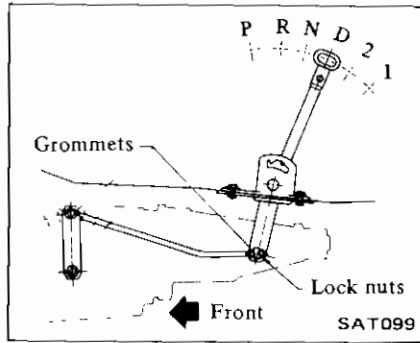
1. Place the manual valve in Neutral (vertical position).
2. Remove the screw as illustrated.



3. Loosen the attaching bolts.
4. Using an aligning pin [2 mm (0.08 in) dia.], move the switch until the pin falls into the hole in the rotor.



5. Tighten the attaching bolts.
6. Recheck for continuity. If faulty, replace the switch.



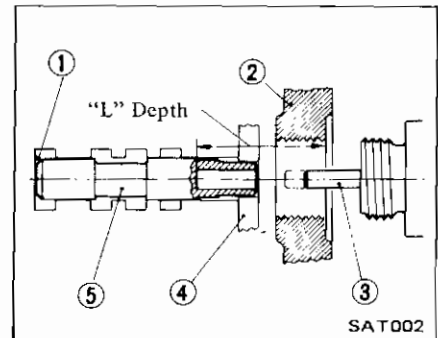
1. Place shift lever in "D" range.
2. Loosen locknuts and move shift lever until "D" is properly aligned and car is in "D" range.
3. Tighten locknut.

Recheck "P" and "Range 1" positions. As a safety measure, be sure you can feel full detent when shift lever is placed in "P". If you are unable to make an adjustment, grommets may be badly worn or damaged and should be replaced.

VACUUM DIAPHRAGM ROD ADJUSTMENT

The vacuum diaphragm and the length of its diaphragm rod help determine the shift patterns of the transmission. It is essential that the correct length rod be installed.

1. Disconnect vacuum hose at vacuum diaphragm and remove diaphragm from transmission case.
2. Using a depth gauge, measure depth "L". Be sure vacuum throttle valve is pushed into valve body as far as possible.
3. Check "L" depth with chart below and select proper length rod.



- 1 Note seated valve body
- 2 Transmission case wall
- 3 Diaphragm rod
- 4 Valve body side plate
- 5 Vacuum throttle valve

Vacuum diaphragm rod selection

Measured depth "L" mm (in)	Rod length mm (in)	Part number
Under 25.55 (1.0059)	29.0 (1.142)	31932 - X0103
25.65 - 26.05 (1.0098 - 1.0256)	29.5 (1.161)	31932 - X0104
26.15 - 26.55 (1.0295 - 1.0453)	30.0 (1.181)	31932 - X0100
26.65 - 27.05 (1.0492 - 1.0650)	30.5 (1.201)	31932 - X0102
Over 27.15 (1.0689)	31.0 (1.220)	31932 - X0101

MANUAL LINKAGE ADJUSTMENT

The adjustment of the manual linkage is an important adjustment of the automatic transmission. Move the shift lever from the "P" range to "Range 1". you should be able to feel the detents in each range.

If the detents cannot be felt or the pointer indicating the range is improperly aligned, the linkage needs adjustment.

BRAKE BAND ADJUSTMENT

Proper brake band adjustment results in smooth shifting between 1st & 2nd and 2nd & 3rd. Although the adjustment is very simple, it is important to use an accurate torque wrench.

1. Loosen locknut.
2. Torque band servo piston stem to 12 to 15 N-m (1.2 to 1.5 kg-m, 9 to 11 ft-lb).

3. Back off band servo piston stem two complete turns.

CAUTION:

Do not back off EXCESSIVELY on adjusting stem as anchor block may fall out of place.

4. Tighten locknut to approximately 20 N-m (2 kg-m, 14 ft-lb) while holding band servo piston stem stationary.

REMOVAL AND INSTALLATION

TRANSMISSION ASSEMBLY

When dismantling the automatic transmission from a car, pay attention to the following points:

1. Before dismantling the transmission, rigidly inspect it by using the "Trouble-shooting Chart", and dismount it only when it is necessary.
2. Dismount the transmission with utmost care; and when mounting, observing the tightening torque indicated on another table, do not exert excessive force.

REMOVAL

In dismantling the automatic transmission from a car, proceed as follows:

1. Disconnect battery ground cable from terminal.
2. Jack up car and support it on safety stands. We recommend a hydraulic hoist or open pit be utilized, if available.

Observe all safety regulations.

3. Remove propeller shaft.

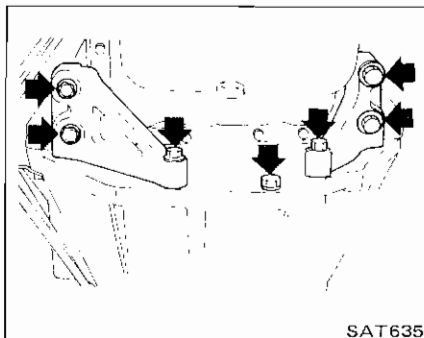
Plug up the opening in the rear extension to prevent oil from flowing out.

4. Disconnect front exhaust tube.
5. Disconnect selector range lever from manual shaft.
6. Disconnect wire connections at inhibitor switch.
7. Disconnect vacuum tube from vacuum diaphragm, and wire connections at downshift solenoid.
8. Disconnect speedometer cable from rear extension.
9. Disconnect oil charging pipe.
10. Disconnect oil cooler inlet and outlet tubes at transmission case.
11. Disconnect governor tube at converter housing and transmission case.
12. Support engine by locating a jack under oil pan with a wooden block used between oil pan and jack. Support transmission by means of a transmission jack.

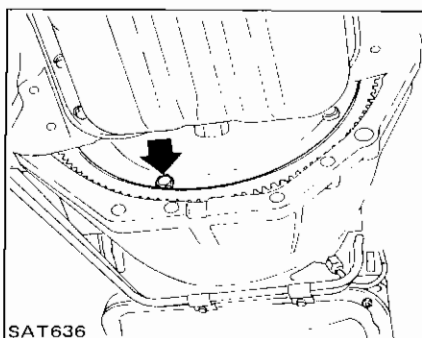
CAUTION:

Do not place the jack under the oil pan drain plug.

13. Remove gussets.



14. Detach converter housing dust cover. Remove bolts securing torque converter to drive plate.



Before removing torque converter, inscribe chalk marks on two parts so that they may be replaced in their original positions at assembly.

15. Remove rear engine mount securing bolts and crossmember mounting bolts.
16. Remove starter motor.
17. Remove bolts securing transmission to engine. After removing these bolts, support engine and transmission with jack, and lower the jack gradually until transmission can be removed and take out transmission under the car.

Plug up openings such as oil charging pipe, oil cooler tubes, etc.

CAUTION:

Take care when dismantling transmission not to strike any adjacent parts.

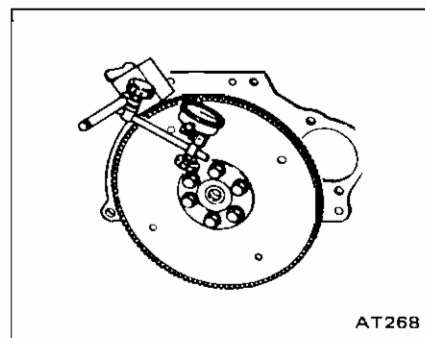
INSTALLATION

Installation of automatic transmission on car is in reverse order of removal. However, observe the following installation notes.

1. Drive plate runout

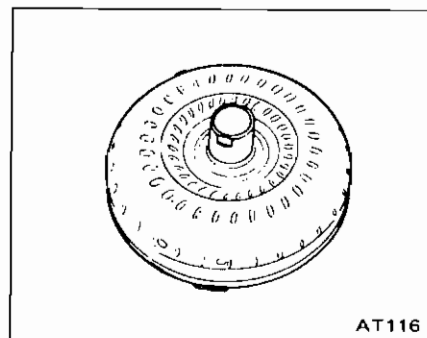
Turn crankshaft one full turn and measure drive plate runout with indicating finger of a dial gauge rested against plate.

**Maximum allowable runout:
0.5 mm (0.020 in)**



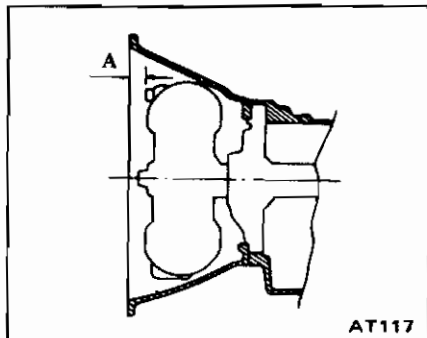
2. Installation of torque converter

Line up notch in torque converter with that in oil pump. Be extremely careful not to put undue stress on parts when installing torque converter.



3. When connecting torque converter to transmission, measure distance "A" to be certain that they are correctly assembled.

Distance "A":
More than 35.0 mm (1.378 in)



4. Bolt converter to drive plate.

Align chalk marks painted across both parts during disassembling processes.

5. After converter is installed, rotate crankshaft several turns and check to be sure that transmission rotates freely without binding.

6. Pour recommended automatic transmission fluid up to correct level through oil charge pipe.

7. Connect manual lever to shift rod. Operation should be carried out with manual and selector levers in "N".

8. Connect inhibitor switch wires.

a. Refer to pages AT-9 and 10 for Inhibitor Switch Adjustment.

b. Inspect and adjust switch as above whenever it has to be removed for service.

9. Check inhibitor switch for operation:

Starter should be brought into operation only when selector lever is in "P" and "N" positions (it should not be started when lever is in "D", "2", "1" and "R" positions).

Back-up lamp should also light when selector lever is placed in "R" position.

10. Check fluid level in transmission. For detailed procedure, see page AT-34.

11. Move selector lever through all positions to be sure that transmission operates correctly.

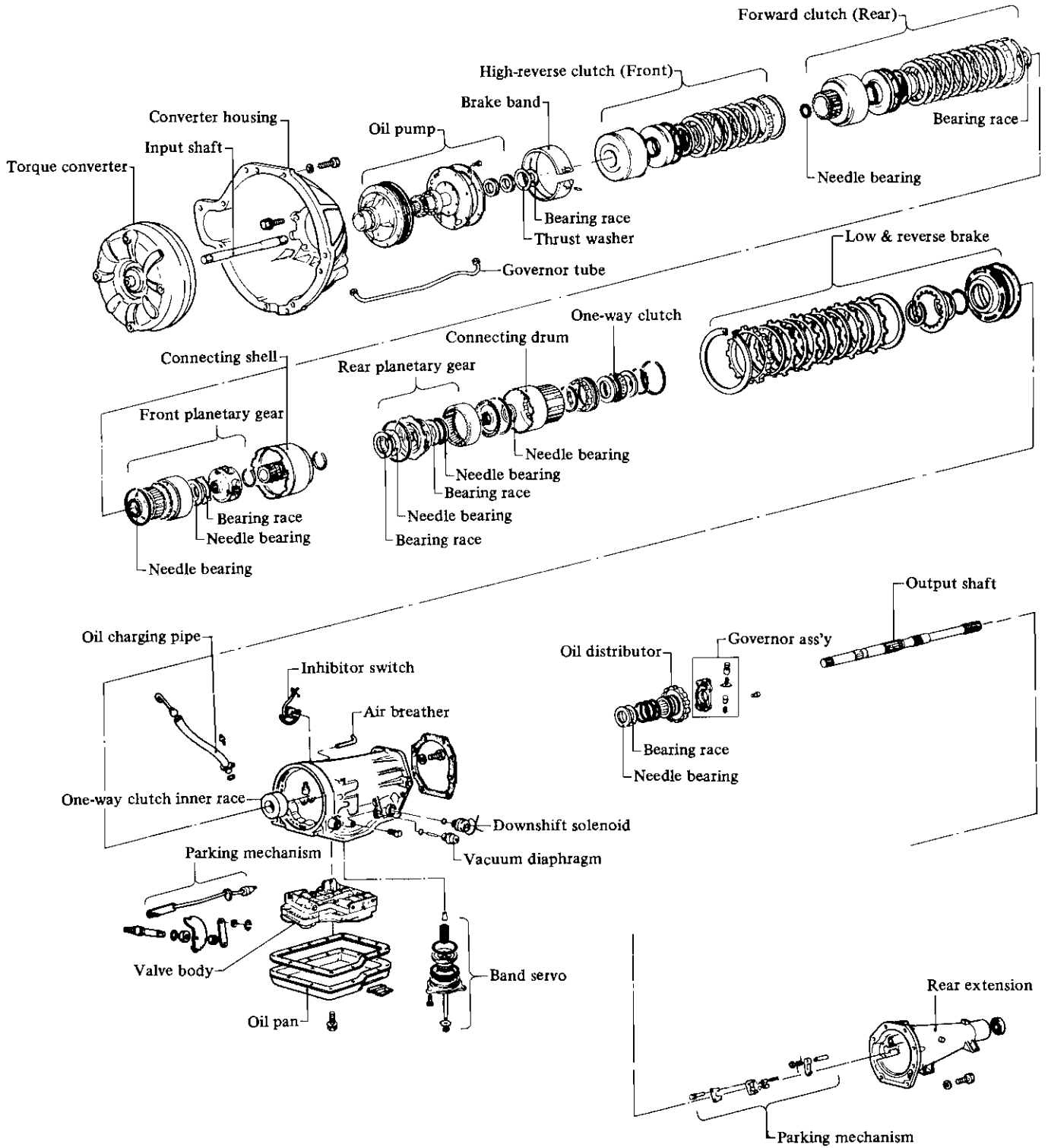
With hand brake applied, rotate engine at idling. Without disturbing the above setting, move selector lever through "N" to "D", to "2", to "1" and to "R". A slight shock should be felt by hand gripping selector each time transmission is shifted.

Refer to MA for Checking Engine Idle.

12. Check to be sure that line pressure is correct. To do this, refer to page AT-38 for Line Pressure Test.

13. Perform stall test as described in page AT-38.

MAJOR OVERHAUL OPERATIONS

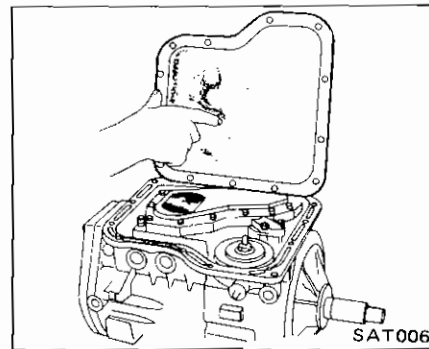
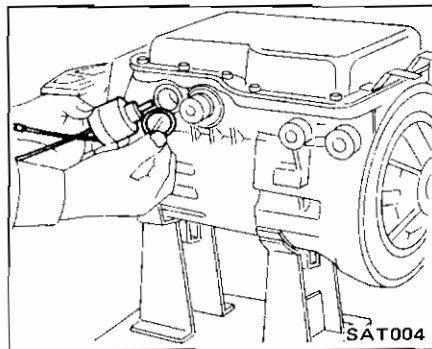


SERVICE NOTES FOR DISASSEMBLY

Before proceeding with disassembly, thoroughly clean the outside of the transmission. It is important to prevent the internal parts of the transmission from becoming contaminated by dirt or other foreign matter.

Disassembly should be done in a clean work area.

Use a nylon cloth or paper towel for wiping parts clean. Common shop rags can leave lint that might interfere with the transmission's operation.



4. Unscrew and remove vacuum diaphragm, diaphragm rod and O-ring.

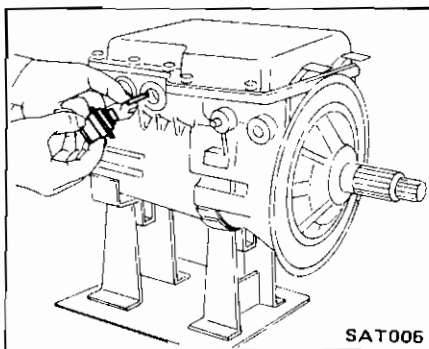
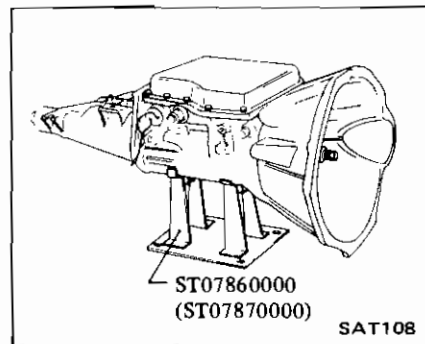
7. Remove control valve body.

Bolts of 3 different lengths are used. Care must be taken to identify individual bolt lengths and locations.

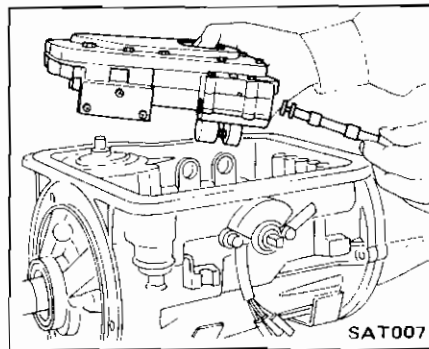
Remove manual valve from valve body as a precaution, to prevent valve from dropping out accidentally.

DISASSEMBLY

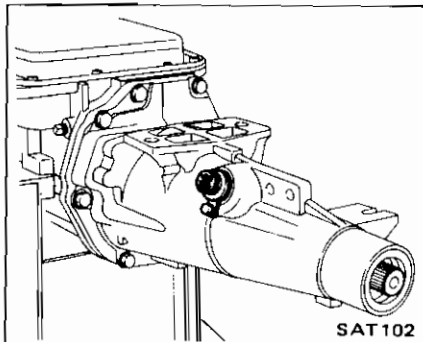
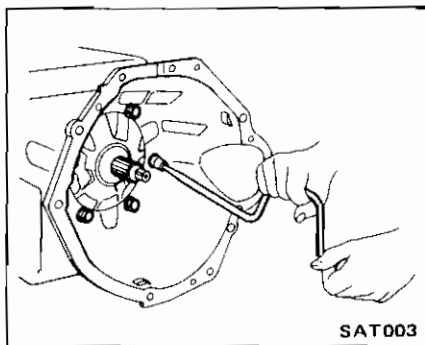
1. Remove torque converter, drain transmission fluid through end of rear extension, and place transmission on Tool.



5. Remove speedometer lock plate retaining bolt. Remove speedometer pinion.

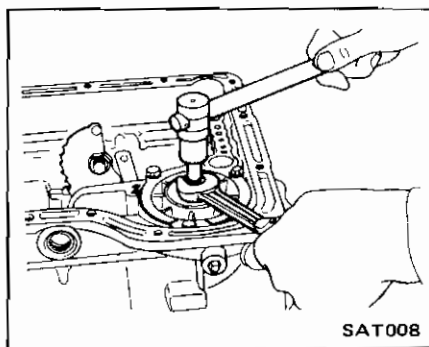


2. Separate governor tube connector from converter housing and then remove converter housing.



6. Remove oil pan and inspect its contents. An analysis of any foreign matter can indicate the types of problems to look for. If the fluid is very dark, smells burned, or contains foreign particles, the frictional material (clutches, band,) may need replacement. A tacky film that will not wipe clean indicates varnish build up which can cause valves, servo, and clutches to stick and may inhibit pump pressure.

8. Loosen band servo piston stem locknut and tighten piston stem to prevent high-reverse clutch (Front) drum from dropping out when removing front pump.



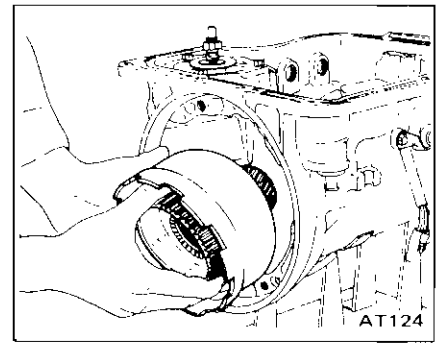
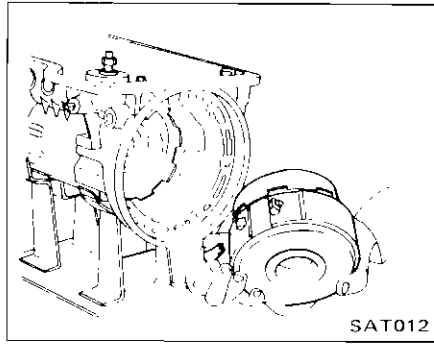
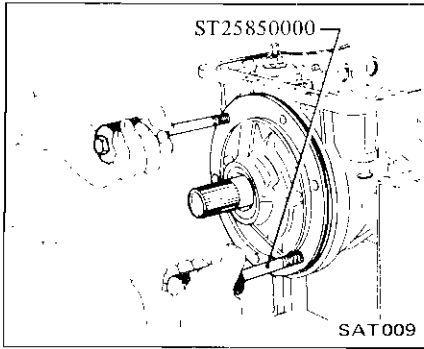
3. Unscrew and remove downshift solenoid and O-ring.

9. Remove input shaft from pump.

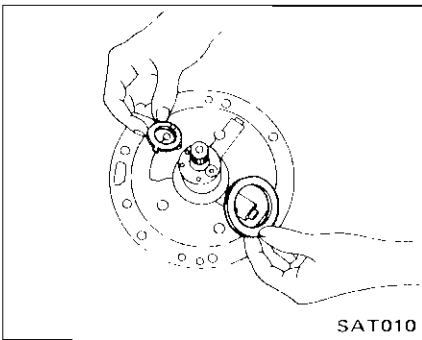
Attach Tool to pump and remove pump. Do not allow high-reverse

clutch (Front) to clutch to come out of position and drop onto floor.

Take care that shaft is not inserted backwards during reassembly.

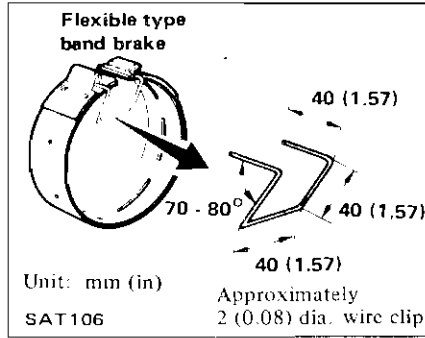


10. Remove high-reverse clutch (Front) thrust washer and bearing race.

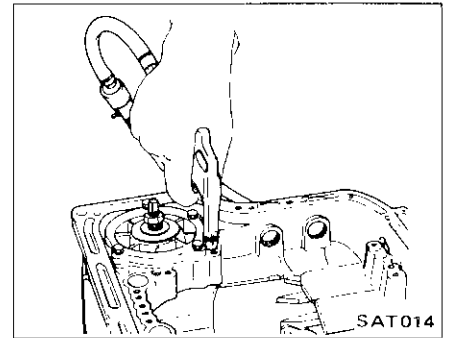


To prevent brake linings from cracking or peeling, do not stretch the flexible band unnecessarily. Before removing the brake band, always secure it with a clip as shown in the figure below.

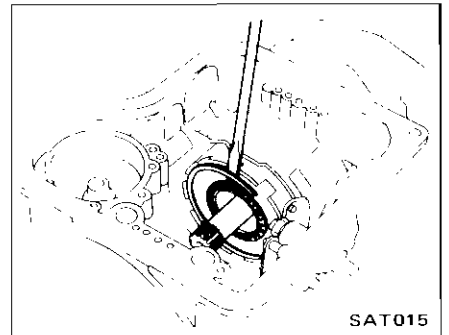
Leave the clip in position after removing the brake band.



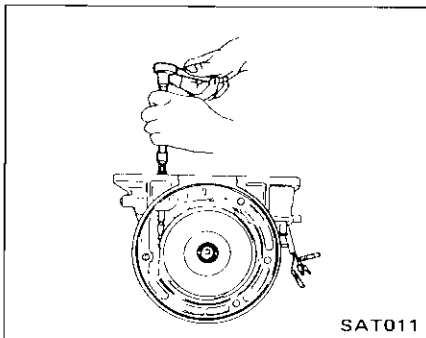
15. Back out, about half-way, band servo attaching bolts. Using an air gun, carefully apply pressure to loosen band servo. Remove band servo retaining bolts and pull band servo.



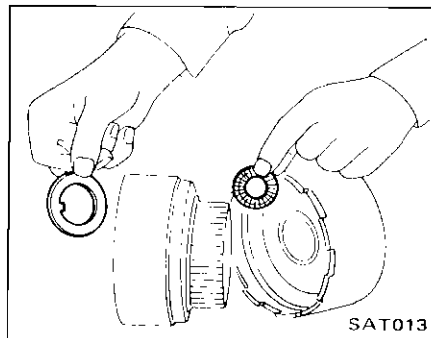
16. Remove rear planetary carrier snap ring and rear planetary carrier.



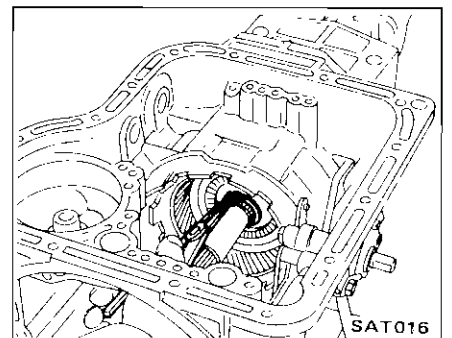
11. Back off band servo piston stem to release band.



13. Remove pump thrust bearing and forward clutch (Rear) thrust washer.



17. Remove output shaft snap ring.

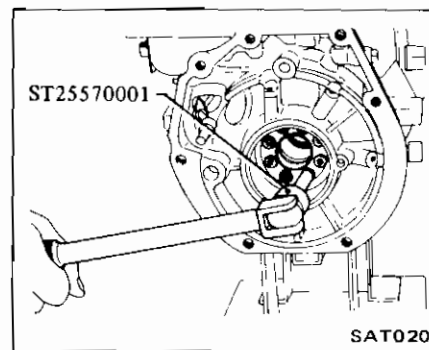
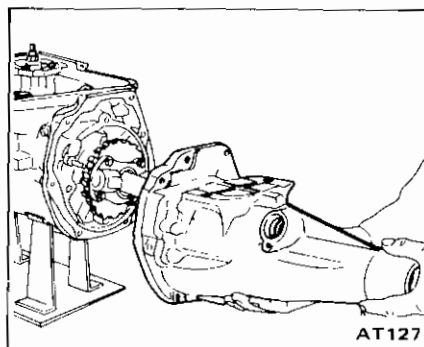
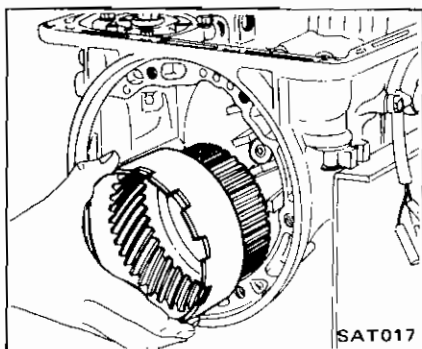


12. Remove brake band strut. Brake band, high-reverse clutch (Front) and forward clutch (Rear) assemblies may be removed together.

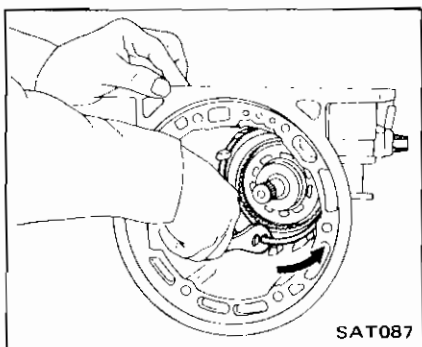
14. Remove forward clutch (Rear) hub, front planetary carrier and connecting shell, forward clutch (Rear) thrust bearing, front planetary carrier thrust washer and thrust bearing.

MAJOR OVERHAUL OPERATIONS

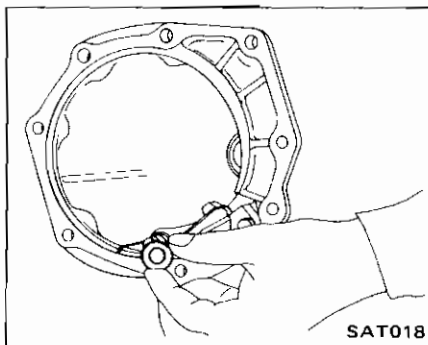
18. Remove rear connecting drum with internal (annulus) gear.



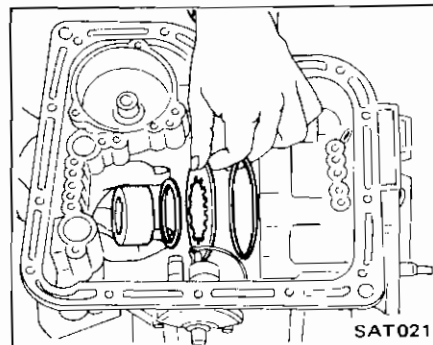
19. Pry off one end of snap ring with a screwdriver. Remove snap ring from low and reverse brake assembly while applying plier force in direction of arrow.



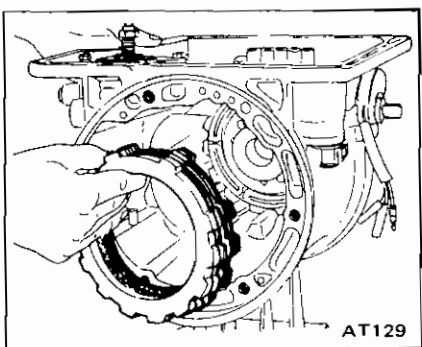
22. Be careful not to lose parking pawl, spring and retainer washer.



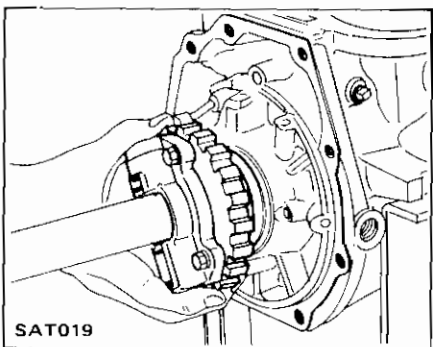
25. Remove one-way clutch inner race, return thrust washer, low and reverse return spring, and spring thrust ring.



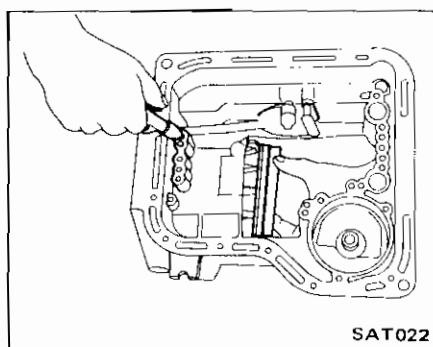
20. Tilt extension housing upward and remove low and reverse brake clutch assembly.



23. Remove output shaft with governor.



26. Using an air gun with a tapered rubber tip, carefully apply air pressure to remove low and reverse brake piston.

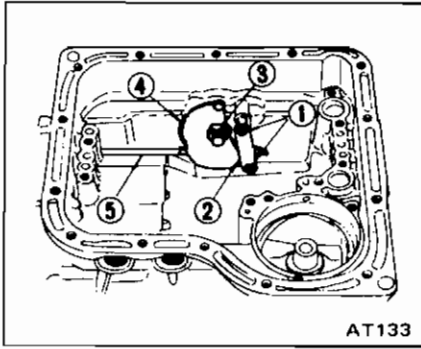


21. Remove rear extension.

24. Remove governor thrust washer and needle bearing.

Remove one-way clutch inner race attaching hex-head slotted bolts using Tool.

27. Pry off snap rings ① from both ends of parking brake lever ② and remove the lever. Back off manual shaft lock nut ③ and remove manual plate ④ and parking rod ⑤.



AT133

28. Remove inhibitor switch and manual shaft by loosening two securing bolts.

COMPONENT PARTS

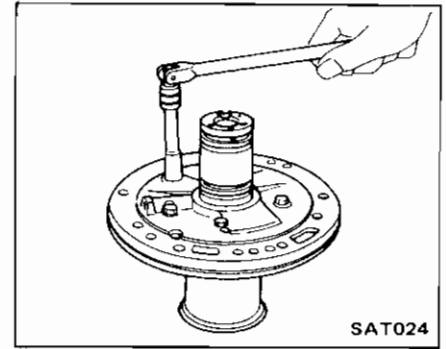
The transmission consists of many small parts that are quite alike in construction yet machined to very close tolerances. When disassembling parts, be sure to place them in order in part rack so they can be put back in

the unit in their proper positions. All parts should be carefully cleaned with a general purpose, non-flammable solvent before inspection or reassembly. Gaskets, seals, and similar parts should be replaced. It is also very important to perform functional tests whenever it is designated.

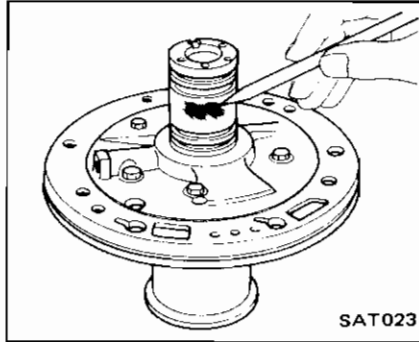
OIL PUMP

1. Remove front pump gasket and O-ring. Inspect pump body, pump shaft and ring groove areas for wear.

2. Remove pump cover from pump housing.



SAT024



SAT023

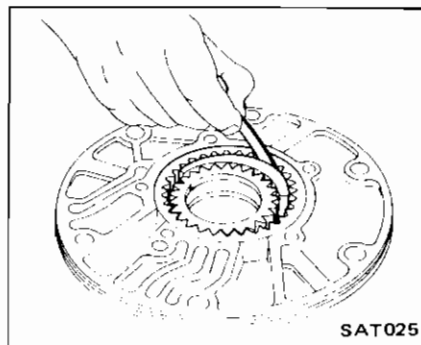
Valve spring chart

Valve spring	Wire dia. mm (in)	Outer coil dia. mm (in)	No. of active coil	Free length mm (in)	Installed	
					Length mm (in)	Load N (kg, lb)
Speed cut valve	0.70 (0.0276)	6.70 (0.2638)	9.5	24.0 (0.945)	14.2 (0.559)	11.57 (1.18, 2.60)
Lock-up control valve	0.65 (0.0256)	4.95 (0.1949)	12.8	23.5 (0.925)	16.5 (0.650)	12.36 (1.26, 2.78)

3. Remove speed cut valve and lock-up control valve.
4. Inspect gears, valves, springs and all internal surfaces for faults and visible wear.
5. Measure clearance between outer gear and crescent.

Standard clearance:
0.14 - 0.21 mm
(0.0055 - 0.0083 in)

Replace if the clearance exceeds
0.25 mm (0.0098 in).

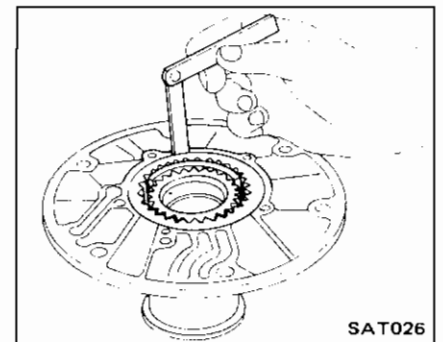


SAT025

6. Measure clearance between outer gear and pump housing.

Standard clearance:
0.05 - 0.20 mm
(0.0020 - 0.0079 in)

Replace if the clearance exceeds
0.25 mm (0.0098 in).



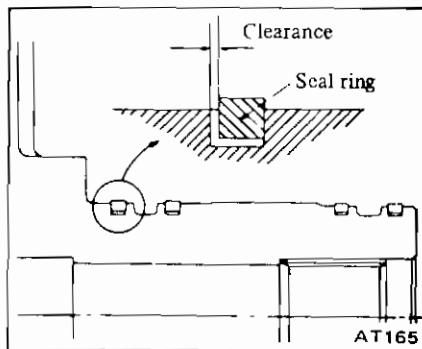
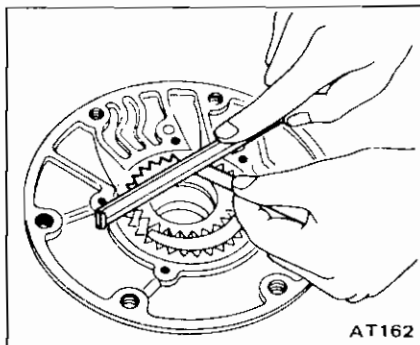
SAT026

MAJOR OVERHAUL OPERATIONS

7. Using a feeler gauge and straight edge, measure clearance between gears and pump cover.

Standard clearance:
 0.02 - 0.04 mm
 (0.0008 - 0.0016 in)

Replace if the clearance exceeds 0.08 mm (0.0031 in).

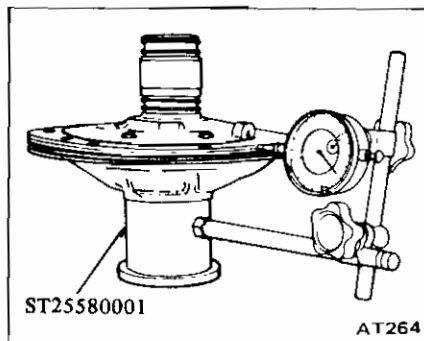


9. Install speed cut valve, lock-up control valve and springs into oil pump cover, then tap retaining pins.

10. Mount pump housing with inner and outer pump gears on it and install pump cover to pump housing. Temporarily assemble oil pump.

11. Set run-out of the cover to within specified total indicator reading.

Total indicator reading:
 Less than 0.07 mm
 (0.0028 in)

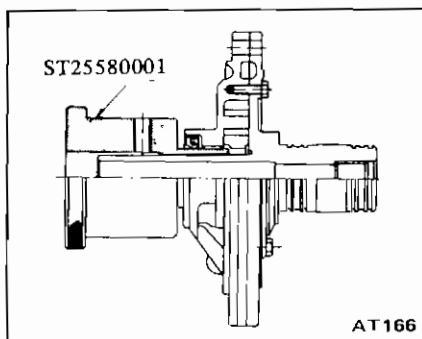


8. Measure clearance between seal ring and ring groove.

Standard clearance:
 0.04 - 0.16 mm
 (0.0016 - 0.0063 in)

Replace if the clearance exceeds 0.16 mm (0.0063 in).

Of course, it is good practice to replace all seal rings during an overhaul.



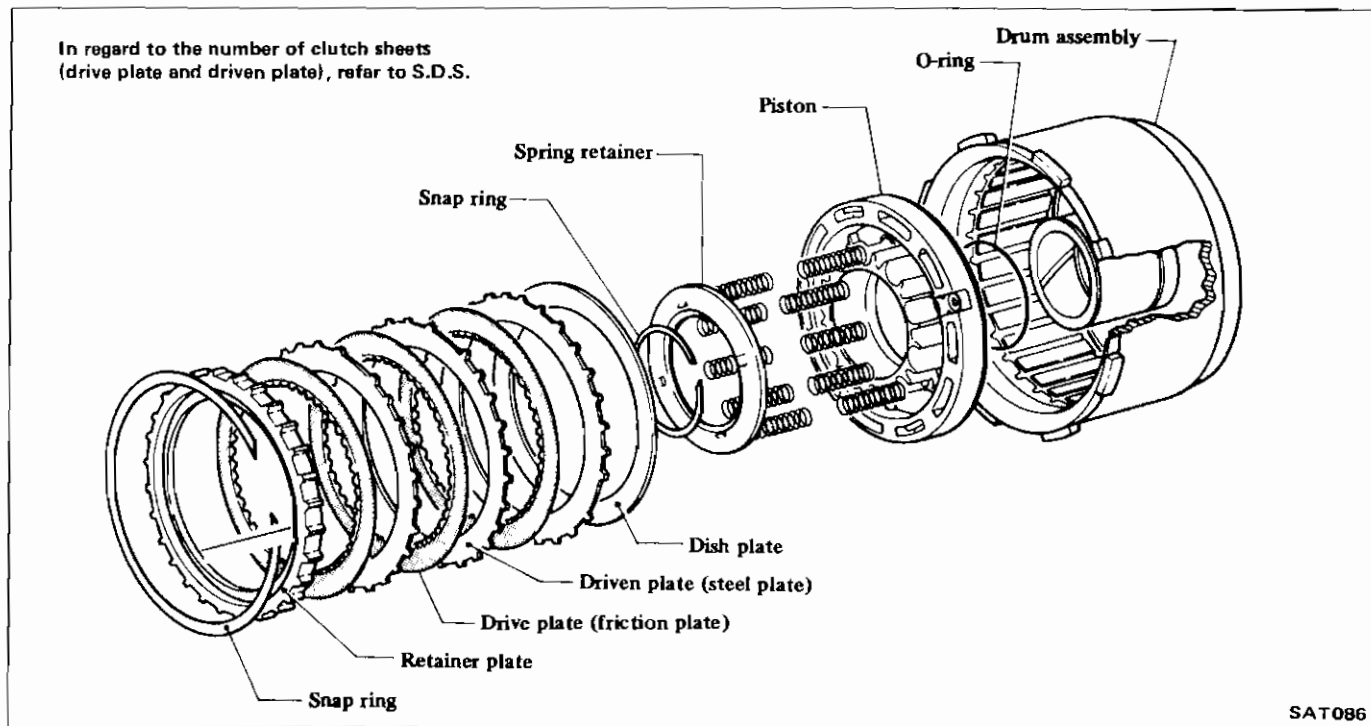
12. Tighten pump securing bolts to specified torque.

⊕ : Oil pump housing to oil pump cover
 6 - 8 N·m
 (0.6 - 0.8 kg·m,
 4.3 - 5.8 ft·lb)

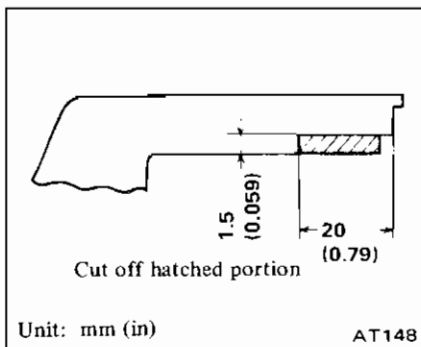
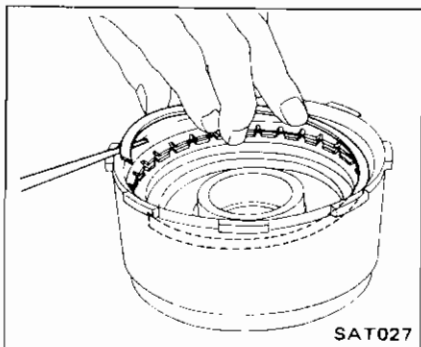
Recheck run-out. Replace O-ring and gasket.

HIGH-REVERSE CLUTCH (Front)

In regard to the number of clutch sheets (drive plate and driven plate), refer to S.D.S.



1. Using a screwdriver, remove large clutch retaining plate snap ring.



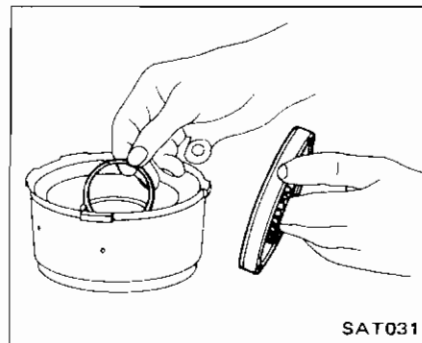
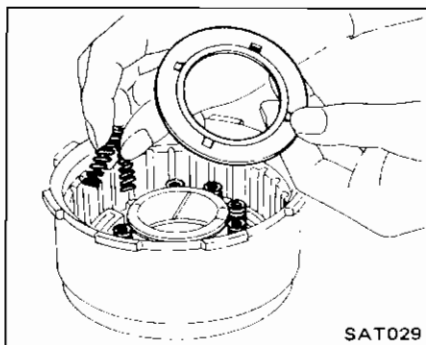
Standard drive plate thickness:
1.50 - 1.65 mm
(0.0591 - 0.0650 in)

7. Check for wear on snapping, weak or broken coil springs, and warped spring retainer.

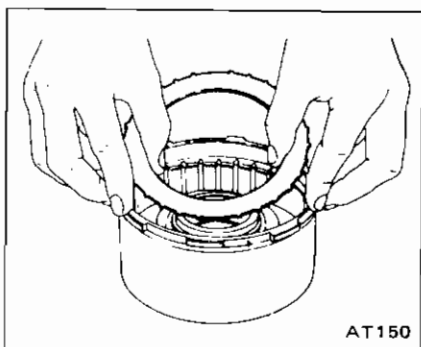
8. Lubricate clutch drum hub and seals, and install inner seal and piston seal as illustrated. *Be careful not to stretch seals during installation.*

Never assemble clutch dry; always lubricate its components thoroughly.

4. Remove spring retainer and springs.

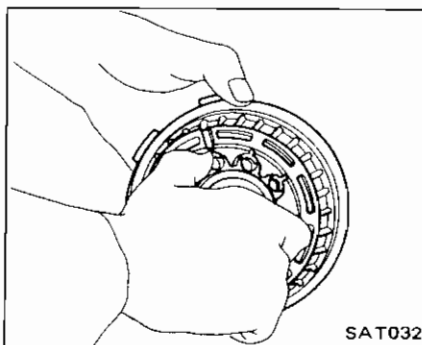
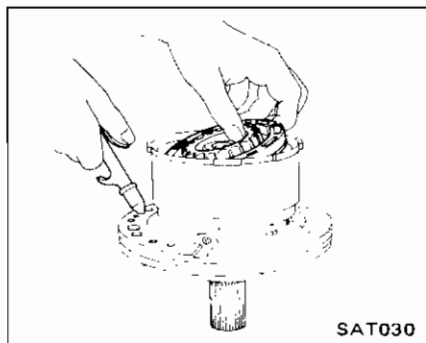
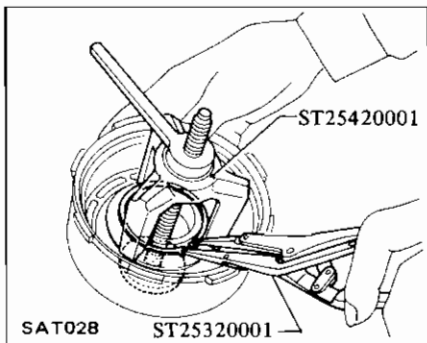


2. Remove clutch plate assembly.



9. Assemble piston, being careful not to allow seal to kink or become damaged during installation. After installing, turn piston by hand to ensure that there is no binding.

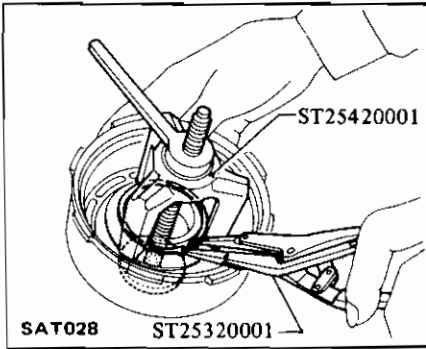
3. Compress clutch springs and remove snap ring from spring retainer.



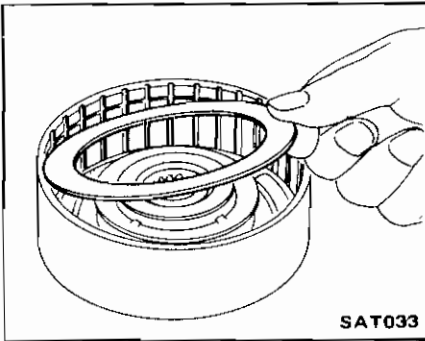
When Tool is to be used, cut toe-tips of three legs with a grinding wheel.

6. Check clutch drive plate facing for wear or damage. Drive plate thickness must not be less than **1.4 mm (0.055 in)**.

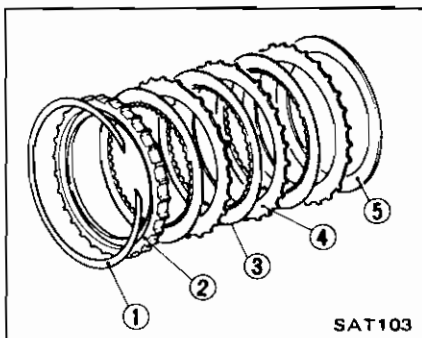
10. Reassemble spring and retainer. Reinstall snap ring. Be sure snap ring is properly seated.



11. Install dish plate with dish facing outward.



12. Now install driven plate (steel plate), then a drive plate (friction plate) and repeat in this order until correct number of plates has been installed (check Service Data and Specifications for proper quantity of plates). Now install retainer plate and snap ring.



- 1 Snap ring
- 2 Retainer plate
- 3 Drive plate (Friction plate)
- 4 Driven plate (Steel plate)
- 5 Dish plate

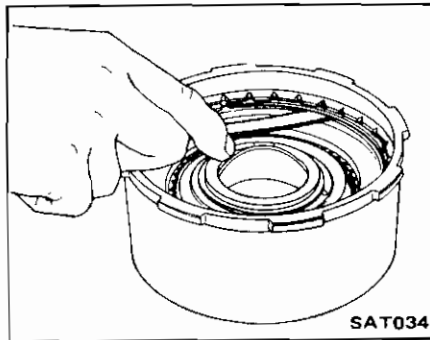
13. Measure clearance between retainer plate and snap ring.

Specified clearance:
1.6 - 2.0 mm (0.063 - 0.079 in)

If necessary, try other retaining plates having different thicknesses until correct clearance is obtained.

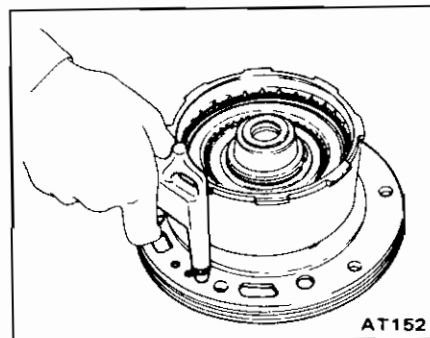
Available retaining plate

Thickness mm (in)	Part number
5.0 (0.197)	31567-X2900
5.2 (0.205)	31567-X2901
5.4 (0.213)	31567-X2902
5.6 (0.220)	31567-X2903
5.8 (0.228)	31567-X2904
6.0 (0.236)	31567-X2905
6.2 (0.244)	31567-X2906

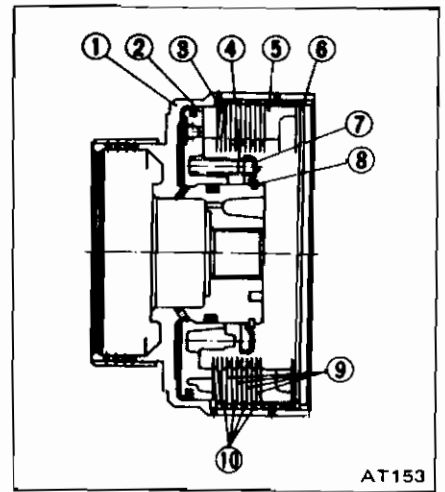


14. Testing high-reverse clutch (Front)

With high-reverse clutch (Front) assembled on oil pump cover, direct a jet of air into hole in clutch drum for definite clutch operation.



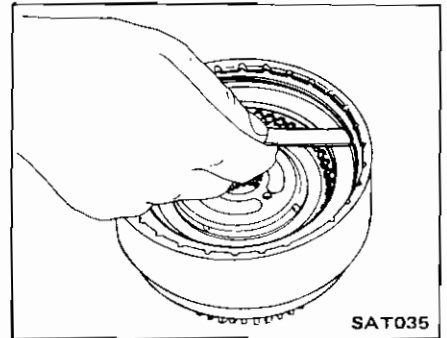
FORWARD CLUTCH (Rear)



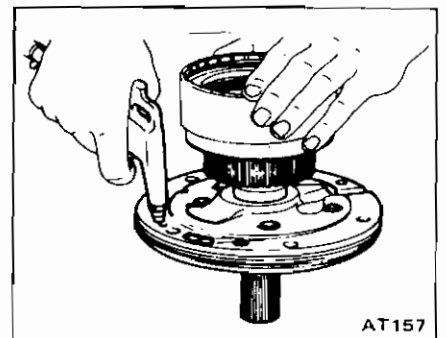
- 1 Forward clutch (Rear) drum
- 2 Piston
- 3 Dished plate
- 4 Coil spring
- 5 Retaining plate
- 6 Snap ring
- 7 Spring retainer
- 8 Snap ring
- 9 Drive plate
- 10 Driven plate

Service procedures for forward clutch (Rear) are essentially the same as those for high-reverse clutch (Front), with the following exception:

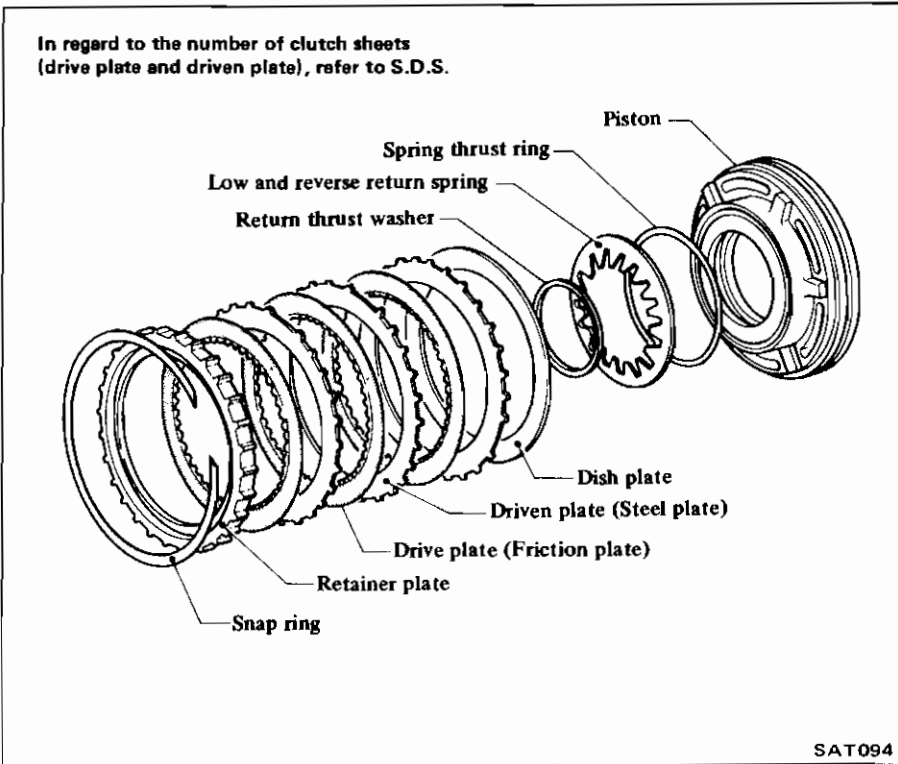
Specified clearance between retainer plate and snap ring:
0.8 - 1.6 mm
(0.031 - 0.063 in)



Test forward clutch (Rear)



LOW & REVERSE BRAKE

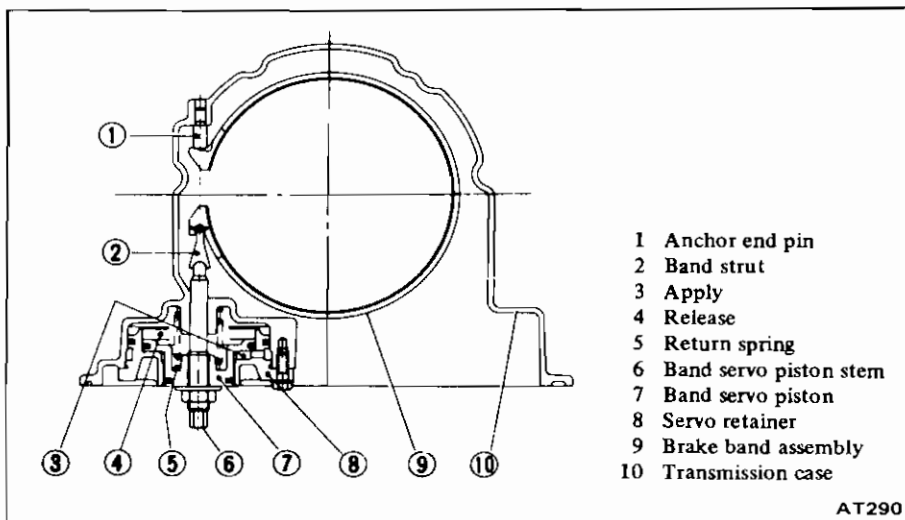


- Examine low and reverse brake for damaged clutch drive plate facing and worn snap ring.
- Check drive plate facing for wear or damage; if necessary, replace.

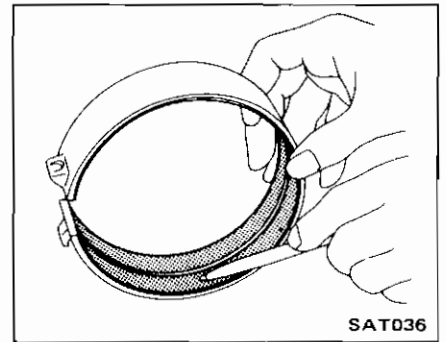
Drive plate thickness:
Standard
 1.90 - 2.05 mm
 (0.0748 - 0.0807 in)
Allowable limit
 1.8 mm (0.071 in)

- Test piston return spring for weakness. Discard if it is too weak.

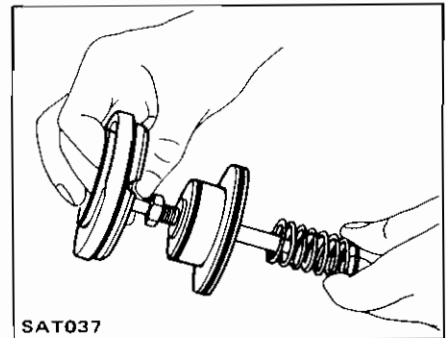
BRAKE BAND AND BAND SERVO



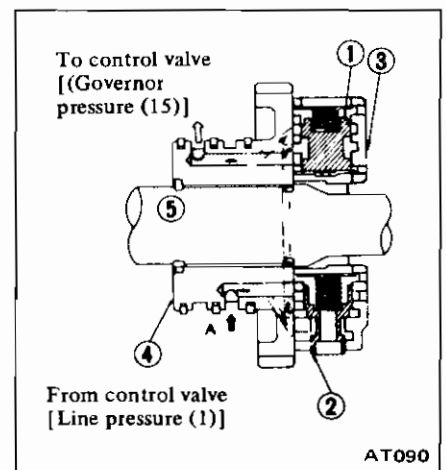
- Inspect band friction material for wear. If cracked, chipped or burnt spots are apparent, replace the band.



- Check band servo components for wear and scoring. Replace piston O-rings and all other components as necessary.



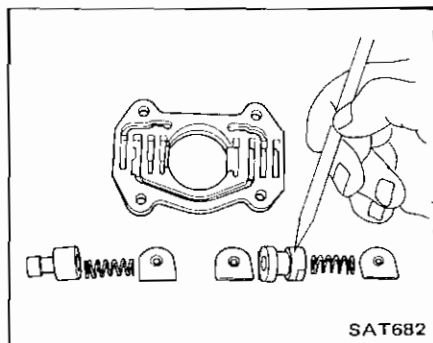
GOVERNOR



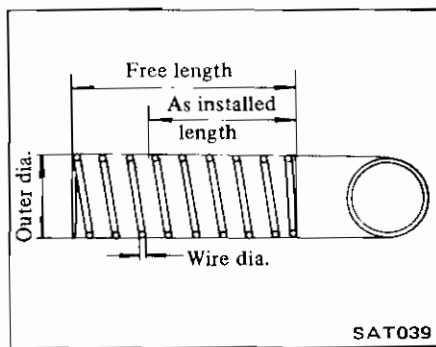
- 1 Primary governor
- 2 Secondary governor
- 3 Governor valve body
- 4 Oil distributor
- 5 Output shaft

- Disassemble governor and check valves for indication of burning or scratches. Inspect springs for weakness or burning. Replace parts as necessary and reassemble.

Do not interchange components of primary and secondary governor valves.



Governor valve spring chart



- Assemble governor on oil distributor.

⊕ : Governor valve body to oil distributor
 5 - 7 N·m
 (0.5 - 0.7 kg·m,
 3.6 - 5.1 ft·lb)

Valve spring	Wire dia. mm (in)	Outer coil dia. mm (in)	No. of active coil	Free length mm (in)	Installed	
					Length mm (in)	Load N (kg, lb.)
Primary governor	0.45 (0.0177)	8.75 (0.3445)	5.0	21.8 (0.858)	7.5 (0.295)	2.109 (0.215, 0.474)
Secondary governor	0.70 (0.0276)	9.20 (0.3622)	5.5	25.2 (0.992)	10.5 (0.413)	10.788 (1.100, 2.426)

PLANETARY CARRIER

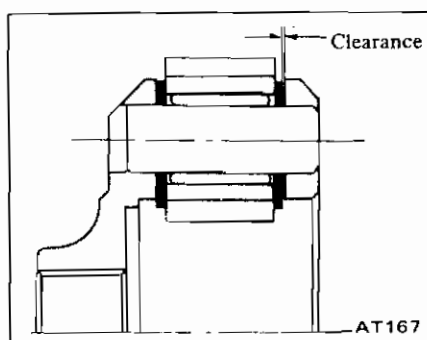
The planetary carrier cannot be divided into its individual components.

If any part of the component is faulty, replace the carrier as a unit.

- Check clearance between pinion washer and planetary carrier with a feeler.

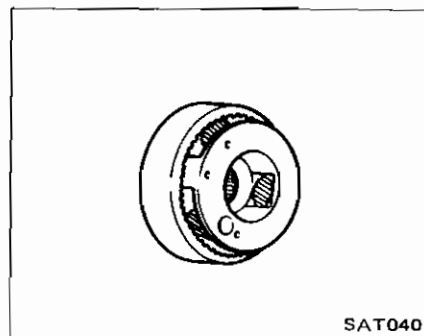
Standard clearance:
 0.20 - 0.70 mm
 (0.0079 - 0.0276 in)

Replace if the clearance exceeds
 0.80 mm (0.0315 in).



- Check planetary gear sets for damaged or worn gears. Gear sets

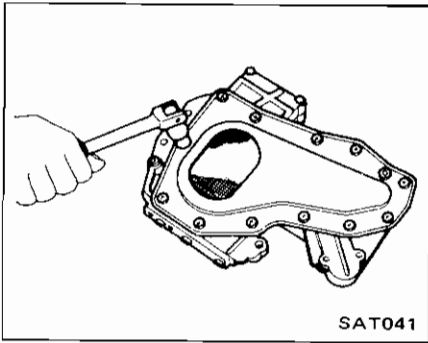
that have been damaged by overheating will have a blue discoloration.



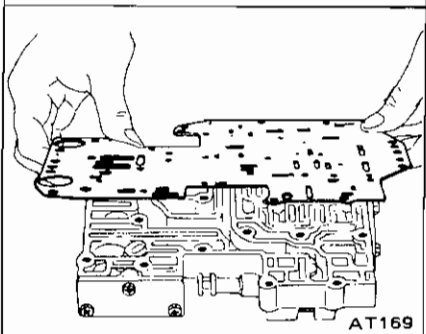
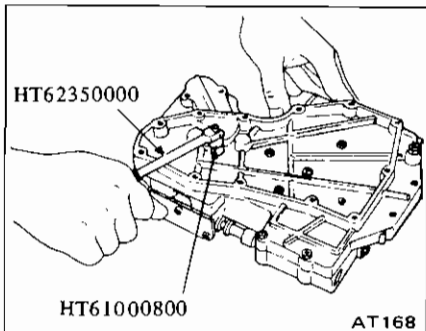
CONTROL VALVE BODY

The valve body contains many precision parts and requires extreme care when parts are removed and serviced. Place removed parts on a parts rack so they can be put back in the valve body in the same positions and sequences. Care will also prevent springs and small parts from becoming scattered or lost.

1. Remove oil strainer and its attaching screws, nuts and bolts.



2. Disassemble valve body and its remaining attaching bolts and nuts to carefully separate lower body, separator plate and upper body.

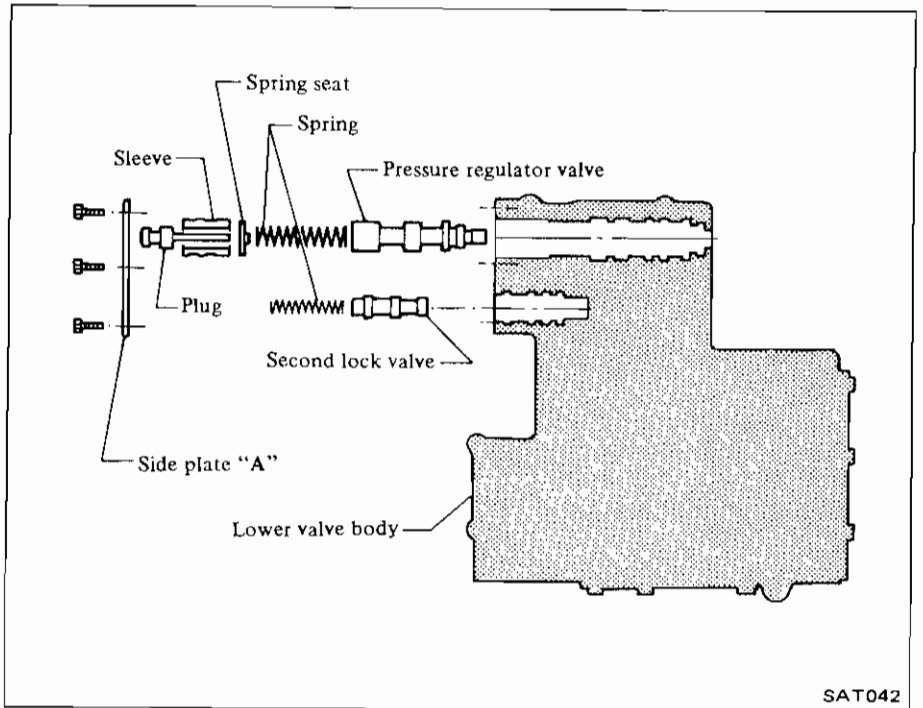


3. During valve body separation, do not scatter or lose orifice check valve, servo orifice check valve, and throttle

relief check valve (ball) and related springs.

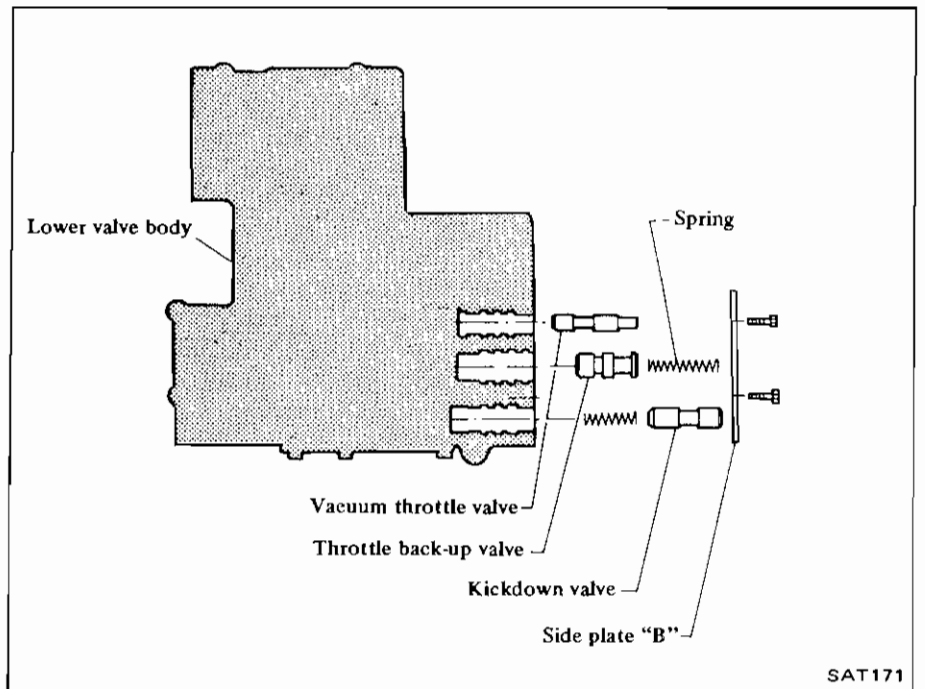
4. Remove side plate A, pressure regulator valve, spring, spring seat,

sleeve, and plug, and second lock valve and spring. Place each loose part on a rack to retain correct sequence of assembly.



5. Remove side plate B, vacuum throttle valve, throttle back-up valve and spring, and the kickdown valve

and spring. Place each loose part on a rack to retain sequence of assembly.

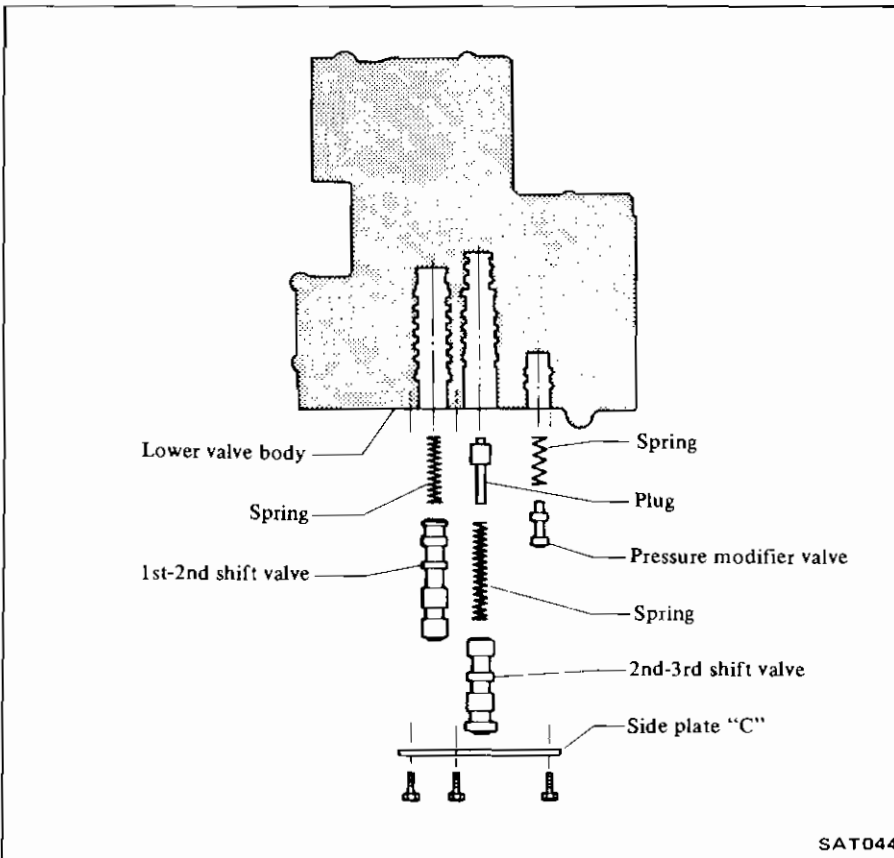
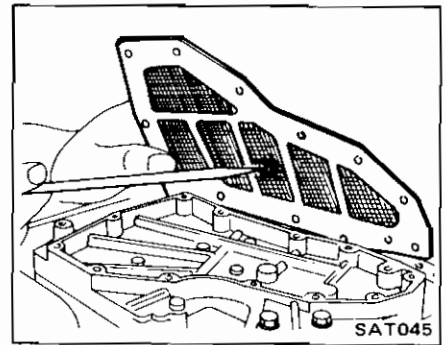


MAJOR OVERHAUL OPERATIONS

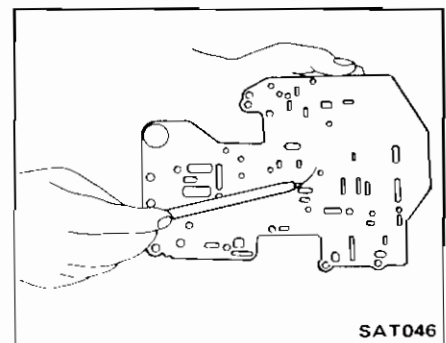
6. Remove side plate C, pressure modifier valve and spring, 2nd-3rd shift valve, spring and plug, and 1st-2nd shift valve and spring.

Place each loose part on a rack to retain sequence of assembly.

Manual valve was removed when valve body was removed from transmission. Include valve in subsequent inspection and service sequence.



9. Check separator plate for scratches or damage. Replace if necessary. Scratches or score marks can cause oil to bypass correct oil passages and result in system malfunction.



Precaution for inspection

A newly manufactured valve body represents precision manufactured valves assembled with close tolerances into precision bores of the valve body. If inspection reveals excessive clearances, 0.03mm (0.0012 in) or more, between the valves and the valve body bores, replace the entire valve body rather than attempt rework.

If one or more valves are sticking from varnish deposits or burns resulting from deteriorated oil or overheating, you may be able to clean the valves and valve bodies. **Always use crocus cloth**, which is a very fine type of cutting material. **Never use emery cloth**, as it is too coarse and can scratch the valves or valve bores. Scratches can lead to future deposits of varnish or foreign matter.

During cleaning, do not remove the sharp edges of the valve. When edges are rounded or scratched, entry is provided for dirt or foreign matter to work into the sides of the valves and hinder valve movement.

The valves may be cleaned using alcohol or lacquer thinner. The valve bodies can be dip cleaned with a good carburetor cleaner or lacquer thinner. **Do not leave valve bodies submerged in carburetor cleaner longer than five minutes. Rinse parts thoroughly and dry.**

Lubricate all parts in clean automatic transmission fluid before reassembly.

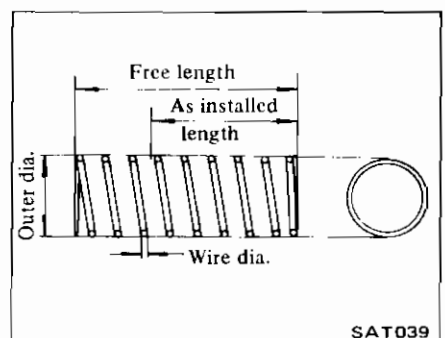
7. Check valves for signs of burning. Replace if beyond clean-up.

8. Check oil strainer for general condition. Replace if necessary.

10. Check oil passages in upper and lower valve bodies for varnish deposits, scratches or other damage that would impair valve movement. Check threaded holes and related bolts and screws for stripped threads; replace as needed.

11. Test valve springs for weakened load condition. Refer to Valve Body Spring Chart for spring specifications.

Valve body spring chart



MAJOR OVERHAUL OPERATIONS

Valve spring	Wire dia. mm (in)	Outer coil dia. mm (in)	No. of active coil	Free length mm (in)	Installed	
					Length mm (in)	Load N (kg, lb)
Manual detent	1.3 (0.051)	7.3 (0.287)	15	32.4 (1.276)	26.5 (1.043)	53.9 (5.5, 12.1)
Pressure regulator valve	1.2 (0.047)	11.7 (0.461)	13	43.0 (1.693)	23.5 (0.925)	27.5 (2.8, 6.2)
Pressure modifier valve	0.4 (0.016)	8.4 (0.331)	5	18.5 (0.728)	9.0 (0.354)	1.0 (0.1, 0.2)
1st - 2nd shift valve	0.6 (0.024)	6.6 (0.260)	16	32.0 (1.260)	16.0 (0.630)	6.129 (0.625, 1.378)
2nd - 3rd shift valve	0.7 (0.028)	6.9 (0.272)	18	41.0 (1.614)	17.0 (0.669)	13.73 (1.40, 3.09)
Throttle back-up valve	0.8 (0.031)	7.3 (0.287)	14	36.0 (1.417)	18.8 (0.740)	18.83 (1.92, 4.23)
Solenoid downshift valve	0.55 (0.0217)	5.55 (0.2185)	12	22.0 (0.866)	12.5 (0.492)	5.88 (0.60, 1.32)
Second lock valve	0.55 (0.0217)	5.55 (0.2185)	16	33.5 (1.319)	21.0 (0.827)	5.88 (0.60, 1.32)
Throttle relief check valve	0.9 (0.035)	6.5 (0.256)	14	26.8 (1.055)	19.0 (0.748)	21.48 (2.19, 4.83)
Orifice check valve	0.23 (0.0091)	5.0 (0.197)	12	15.5 (0.610)	11.5 (0.453)	0.10 (0.01, 0.02)
Servo orifice check valve						

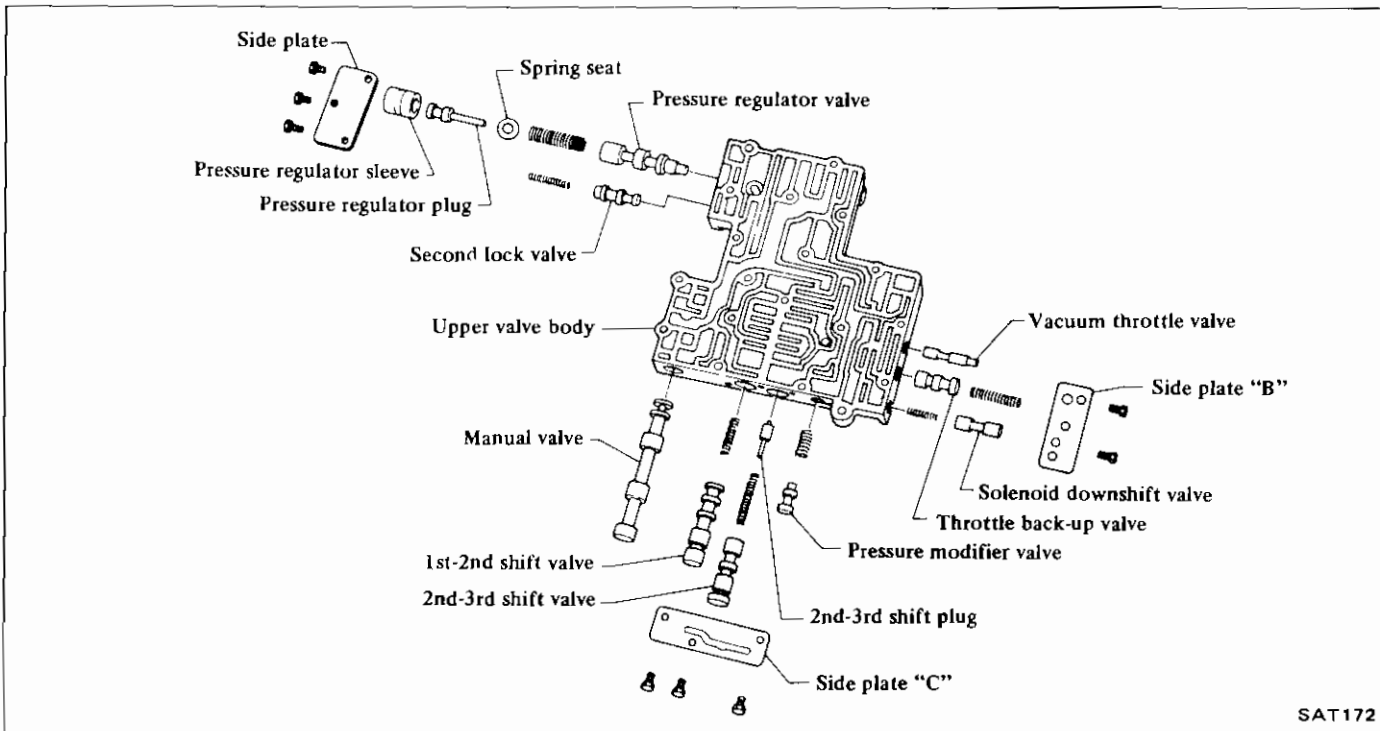
MAJOR OVERHAUL OPERATIONS

12. Assemble side plate A group of parts into lower valve body. Reinstall

side plate and finger tighten screws.

Assemble side plate B group and

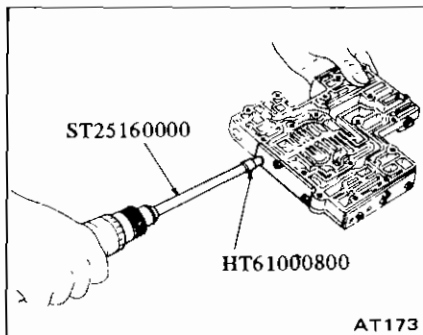
side plate C group in same manner as A group.



SAT172

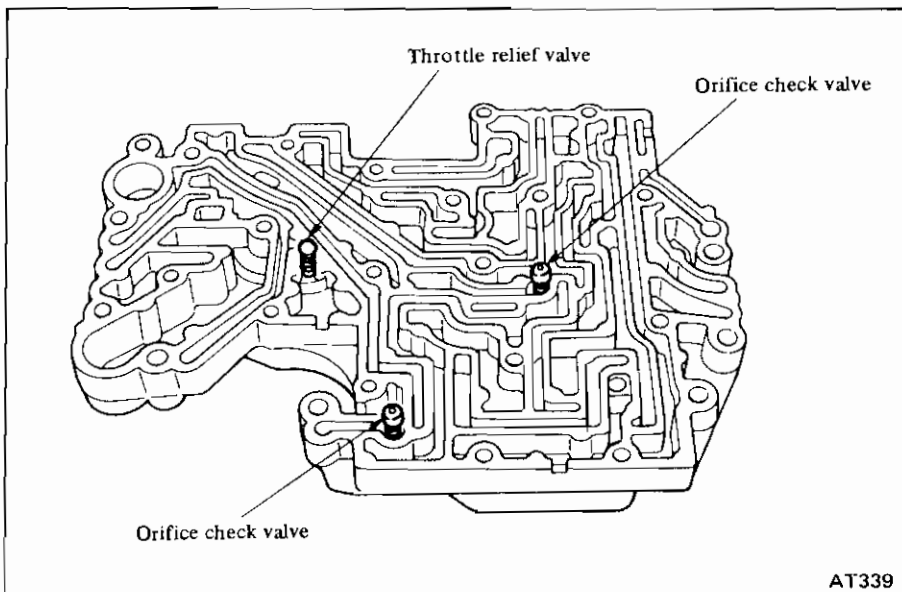
13. Tighten screws.

- ⊕ : Side plate to valve body
 2.5 - 3.4 N·m
 (0.25 - 0.35 kg·m,
 1.8 - 2.5 ft·lb)



AT173

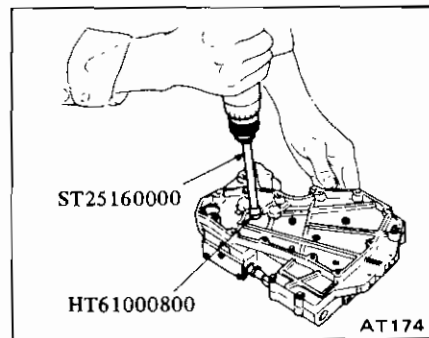
14. Install orifice check valve, valve spring, throttle relief valve spring and steel ball in valve body.



AT339

15. Install upper and lower valves.

- ⊕ : Upper and lower valves:
 2.5 - 3.4 N·m
 (0.25 - 0.35 kg·m,
 1.8 - 2.5 ft·lb)
 Reamer bolt:
 5 - 7 N·m
 (0.5 - 0.7 kg·m,
 3.6 - 5.1 ft·lb)



AT174

16. Install oil strainer.

- ⊕ : Oil strainer to valve body
 2.5 - 3.4 N·m
 (0.25 - 0.35 kg·m,
 1.8 - 2.5 ft·lb)

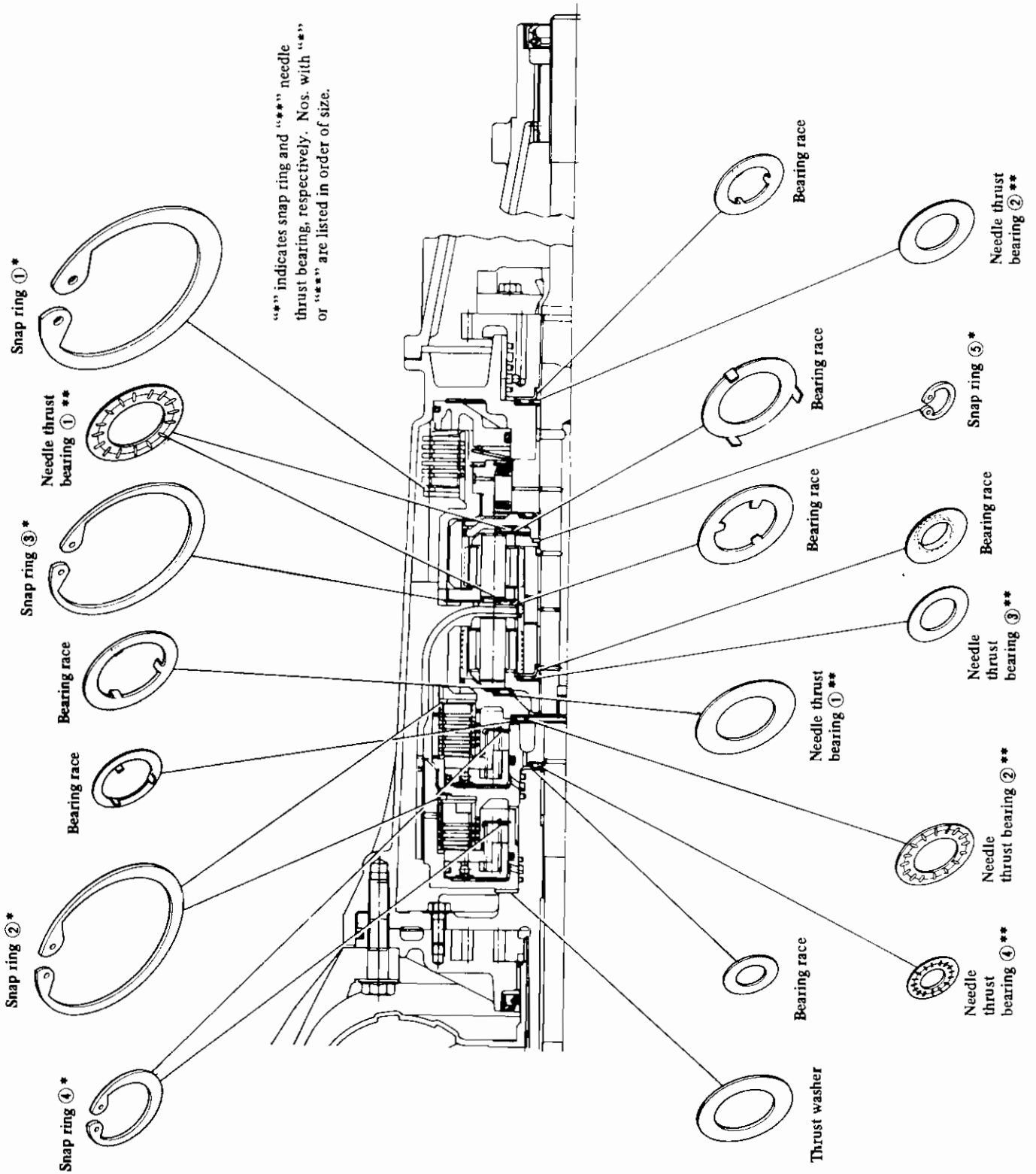
The manual valve is inserted into the valve body when the latter is installed in the transmission.

FINAL ASSEMBLY

When installing/assembling needle

bearing, bearing race, snap ring and O-ring (seal ring), use the following

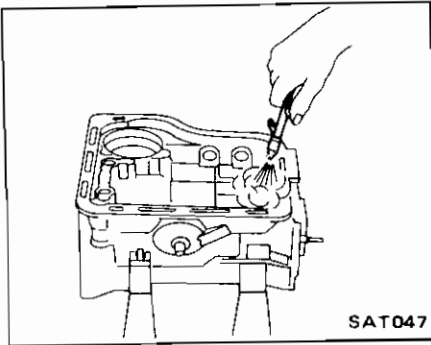
illustration as a guide to installation procedures and locations.



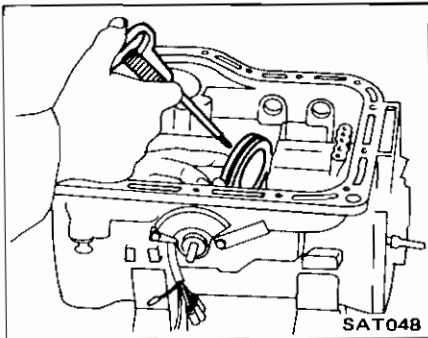
MAJOR OVERHAUL OPERATIONS

1. Before proceeding with the final assembly of all components, it is important to verify that the case, housing and parts are clean and free from dust, dirt and foreign matter (use air gun). Have a tray available with clean transmission fluid for lubricating parts.

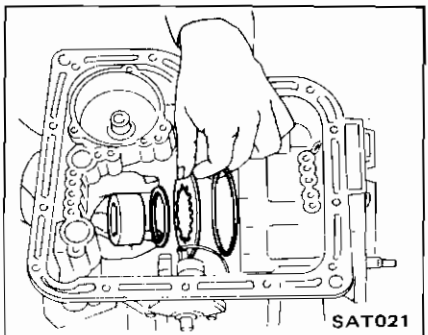
Petroleum jelly can be used to secure washers during installation. All new seals and rings should have been installed before beginning final assembly.



2. Lubricate and install low and reverse piston into the case.



3. Install thrust ring, piston return spring, thrust washer and one-way clutch inner race.



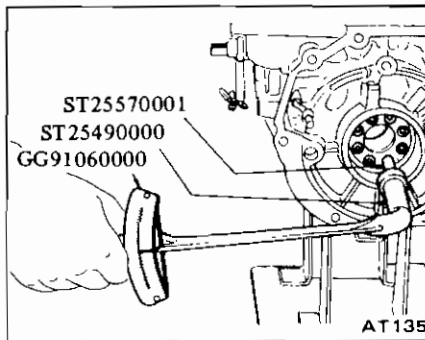
4. Align and start hex-head slotted bolts into inner race from rear of case.

WARNING:
Check that return spring is centered on race before tightening.

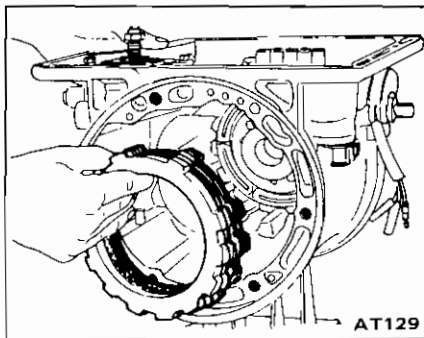
Tighten the bolts

Ⓣ : One-way clutch inner race to transmission case

13 - 18 N·m
(1.3 - 1.8 kg·m,
9 - 13 ft·lb)



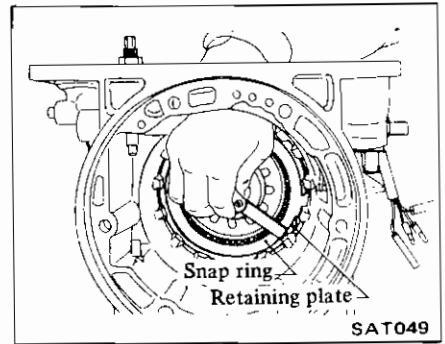
5. Install steel dished plate first, then steel and friction plates, and, finally, retaining plate and snap-ring.



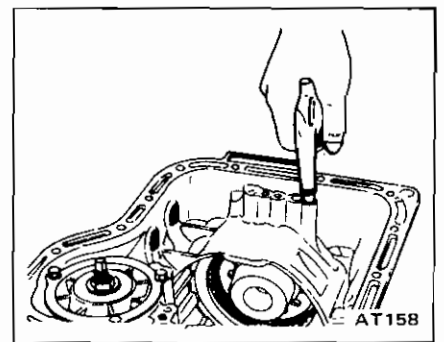
6. After low and reverse brake has been completely assembled, measure clearance between snapping and retainer plate. If measurement exceeds specifications it can be adjusted by replacing retainer plate with one of a different thickness.

Low and reverse brake clearance:
0.80 - 1.25 mm
(0.0315 - 0.0492 in)

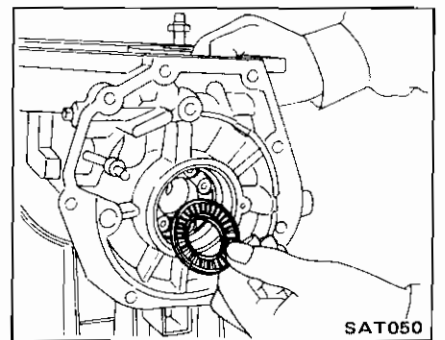
AT-28



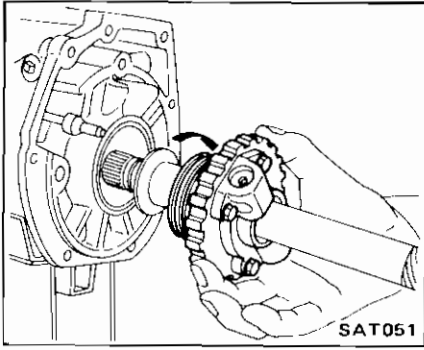
7. Using an air gun with a tapered rubber tip, check low and reverse brake operation.



8. Install governor thrust washer and needle bearing.

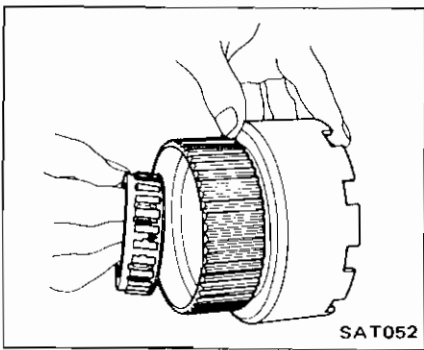


9. Slide governor distributor assembly on output shaft from front of shaft. Install shaft and governor distributor into case, using care not to damage distributor rings.

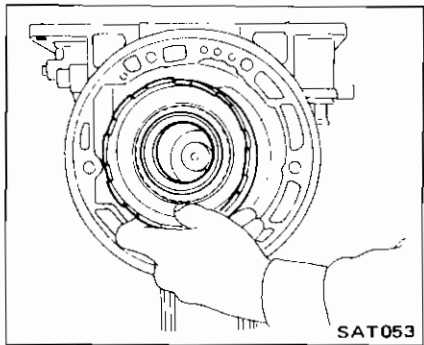


10. Install one-way sprag into one-way clutch outer race (attached to connecting drum).

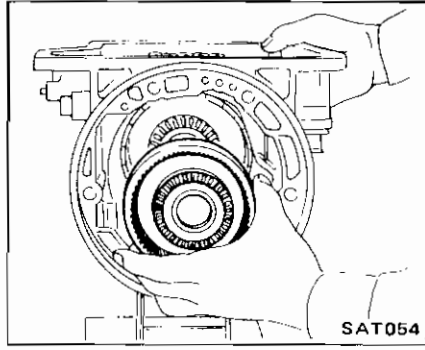
Arrow on sprag must face front of transmission.



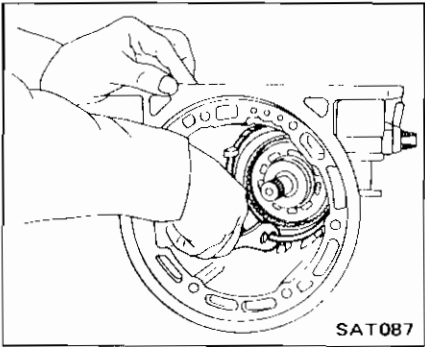
11. Install connecting drum with sprag by rotating drum clockwise using a slight pressure and wobbling to align plates with hub and sprag assembly. Connecting drum should now be free to rotate **clockwise only**. This check will verify that sprag is correctly installed and operative.



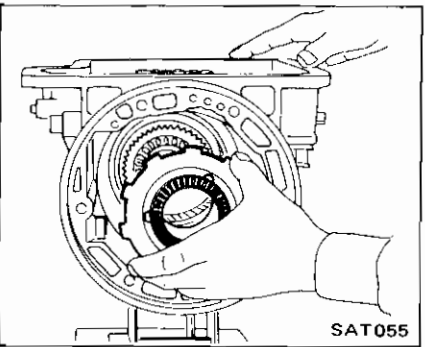
12. Install rear internal gear.



13. Install snap-ring on shaft.

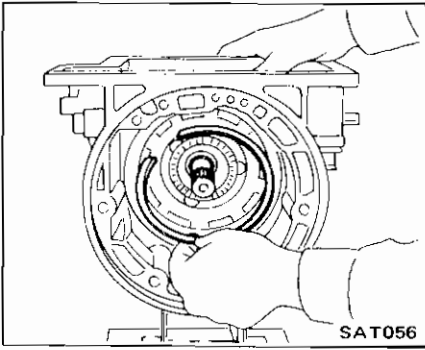


14. Secure thrust bearing and thrust washer with petroleum jelly and install rear planetary carrier.

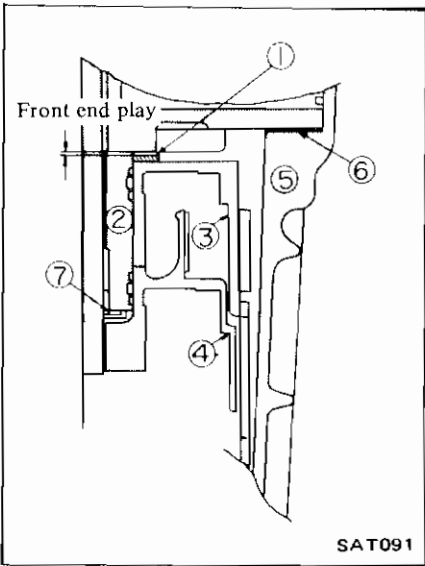


15. Install rear planetary carrier snap ring.

This snap ring is thinner than a clutch drum snap ring so be sure you are using correct size. If you have insufficient space to install snap ring into drum groove, pull connecting drum forward as far as possible. This will give you sufficient groove clearance to install drum snap ring.

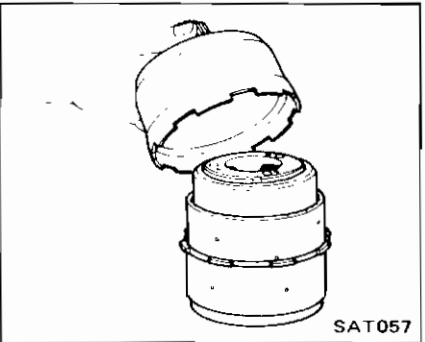


16. Adjust front end play as follows:



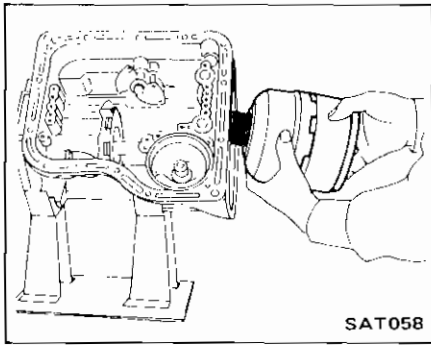
- | | |
|---|-------------------------------|
| 1 High-reverse clutch (Front) thrust washer | 4 Forward clutch (Rear) |
| 2 Oil pump cover | 5 Transmission case |
| 3 High-reverse clutch (Front) | 6 Oil pump gasket |
| | 7 Oil pump cover bearing race |

(1) Assemble high-reverse clutch (Front) and forward clutch (Rear), front internal gear, front planetary carrier and connecting shell. Secure thrust bearings with petroleum jelly.

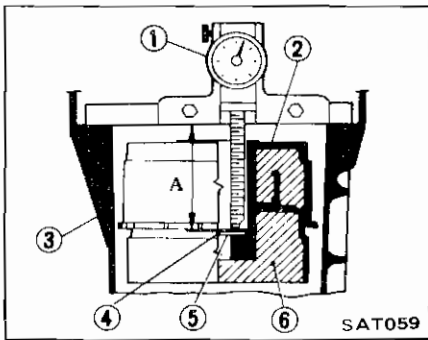


MAJOR OVERHAUL OPERATIONS

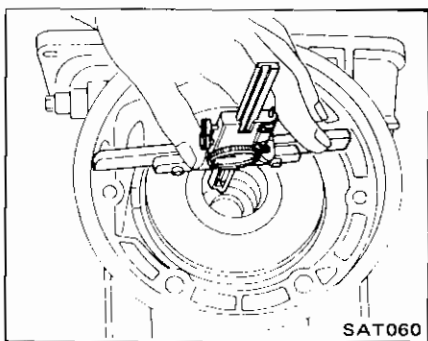
(2) Install assembly into transmission case. Check that parts are properly seated before proceeding with measurements.



(3) Using a dial gauge or caliper with a seven inch base, measure from rear hub thrust bearing race to case (dimension A).

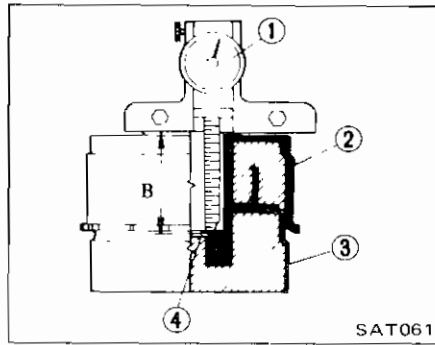


- | | |
|------------------------------------|------------------------------|
| 1 Dial gauge | 4 Bearing race |
| 2 High-reverse clutch (Front) drum | 5 Thrust bearing |
| 3 Transmission case | 6 Forward clutch (Rear) drum |

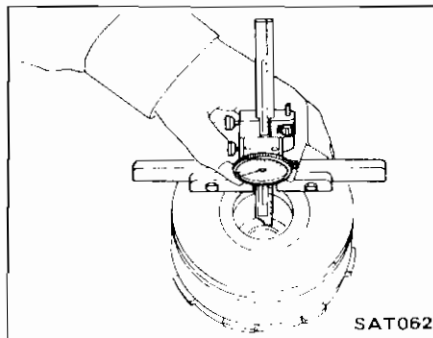


(4) Assemble high-reverse clutch (Front) and forward clutch (Rear) drum assemblies together and lay them flat on bench. Be sure rear hub thrust bearing is properly seated. Measure

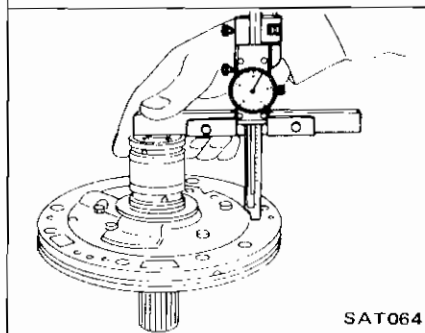
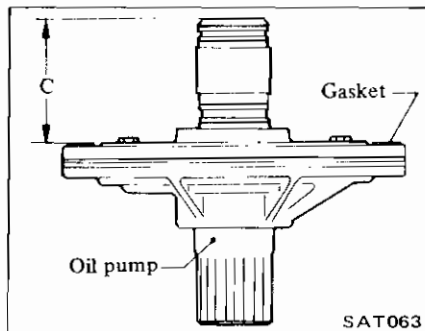
from face of clutch drum to top of thrust bearing race (dimension B).



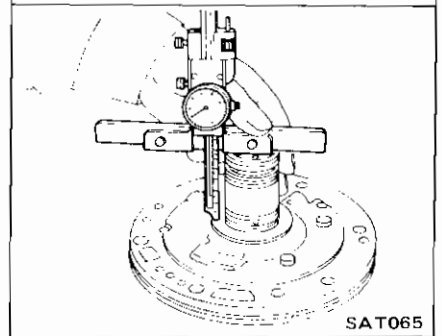
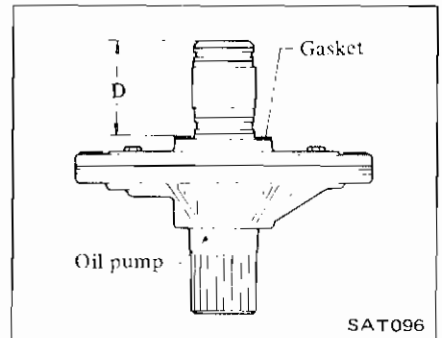
- | |
|------------------------------------|
| 1 Depth gauge |
| 2 High-reverse clutch (Front) drum |
| 3 Forward clutch (Rear) drum |
| 4 Thrust bearing |



(5) Measure from top of oil pump shaft to gasket installed (dimension C).



(6) Install thrust washer. Measure from top of oil pump shaft to thrust washer (dimension D).



(7) Difference between dimension [A - 0.1 mm (0.004 in) - B] and (C-D) is front end play and must be within specified value.

Specified front end play:
0.5 - 0.8 mm
(0.020 - 0.031 in)

Front end play can be adjusted with high-reverse clutch (Front) thrust washers of different thickness.

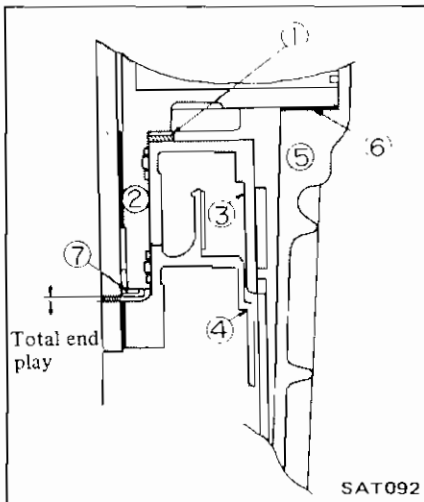
Available high-reverse clutch (Front) thrust washer

Thickness mm (in)	Part number
1.3 (0.051)	31528 X0107
1.5 (0.059)	31528 X0106
1.7 (0.067)	31528 X0105
1.9 (0.075)	31528 X0100
2.1 (0.083)	31528 X0101
2.3 (0.091)	31528 X0102
2.5 (0.098)	31528 X0103
2.7 (0.106)	31528 X0104

17. Adjust total end play as follows:
 This adjustment is seldom required because this type of thrust bearing and

MAJOR OVERHAUL OPERATIONS

race will normally show very little wear. We also have a standard tolerance of 0.25 to 0.50 mm (0.0098 to 0.0197 in). However, we are presenting correct checking procedure.



- | | |
|---|-------------------------------|
| 1 High-reverse clutch (Front) thrust washer | 4 Forward clutch (Rear) |
| 2 Oil pump cover | 5 Transmission case |
| 3 High-reverse clutch (Front) | 6 Oil pump gasket |
| | 7 Oil pump cover bearing race |

(1) Measure dimension A using instructions in steps (1), (2) and (3) under No. 16 above.

(2) Measure dimension C using instructions in step (5) under No. 16 above.

(3) Difference between dimension [A-0.1 mm (0.004 in)] and C is total end play and it must be within specified value.

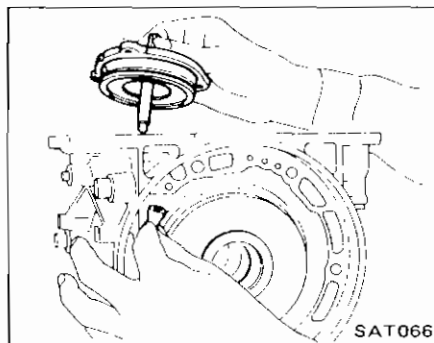
Specified total end play:
0.25 - 0.50 mm
(0.0098 - 0.0197 in)

If difference between [A-0.2 mm (0.008 in)] and C is not within tolerance, select proper size oil pump cover bearing race.

Available oil pump cover bearing race

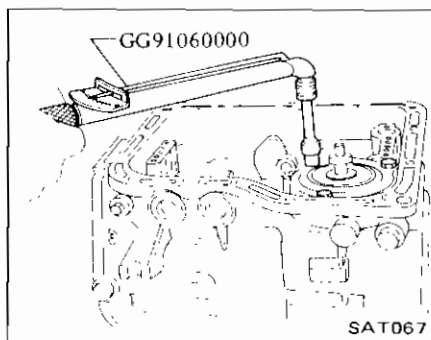
Thickness mm (in)	Part number
1.2 (0.047)	31556 X0100
1.4 (0.055)	31556 X0101
1.6 (0.063)	31556 X0102
1.8 (0.071)	31556 X0103
2.0 (0.079)	31556 X0104
2.2 (0.087)	31556 X0105

18. Install brake band, band strut, and band servo. Lubricate servo O-rings before installing. **Care should be taken to avoid damaging O-rings when re-assembling.**

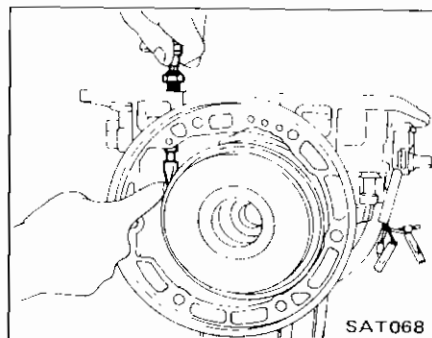


19. Install and torque the retainer bolts. Loosen piston stem.

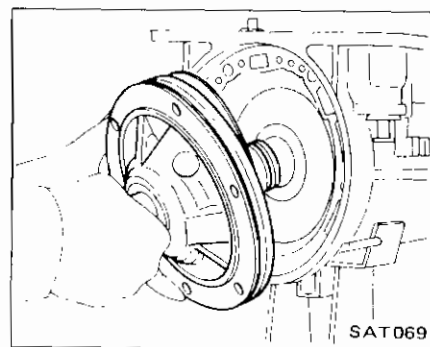
(T) : Servo piston retainer bolt
5 - 7 N·m
(0.5 - 0.7 kg·m,
3.6 - 5.1 ft·lb)



20. Finger tighten brake hand servo piston stem enough to prevent brake band and strut from falling out. **Do not adjust brake band** at this time.

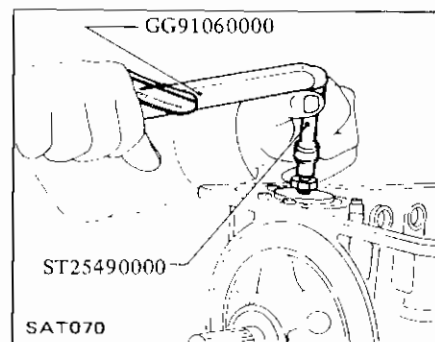


21. Mount oil pump gasket on oil pump with petroleum jelly. Align pump to transmission case and install.



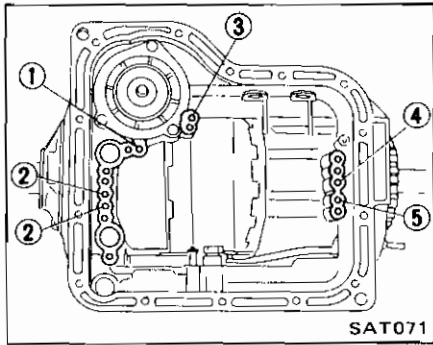
22. Adjust band. Make sure that brake band strut is correctly installed. Torque piston stem to specified value. Back off two full turns and secure with lock nut.

(T) : Piston stem
12 - 15 N·m
(1.2 - 1.5 kg·m,
9 - 11 ft·lb)
Piston stem lock nut
15 - 39 N·m
(1.5 - 4.0 kg·m,
11 - 29 ft·lb)



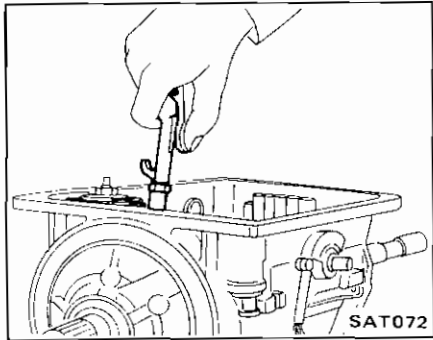
23. Before proceeding with installation of valve body assembly, perform a final air check of all assembled components. This will ensure that you have not overlooked tightening of any bolts or damaged any seals during assembly.

Air check point

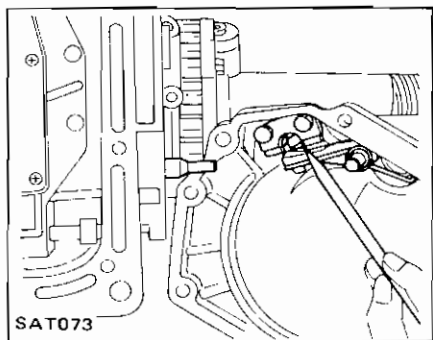


- 1 Band servo apply (9)
- 2 Forward clutch (Rear) (1)
High-reverse clutch (Front) (11)
- 3 Band servo release (10)
- 4 Governor feed (1)
- 5 Low & reverse brake (12)

24. Using an air gun with a tapered rubber tip, perform air checks.



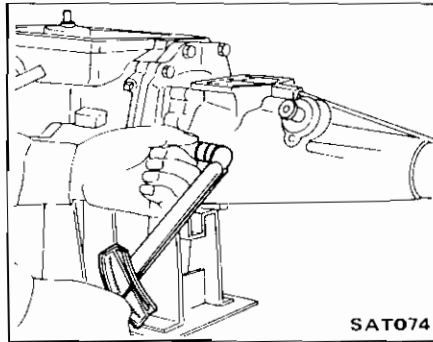
25. Check that parking pawl, pin, spring and washer are assembled correctly.



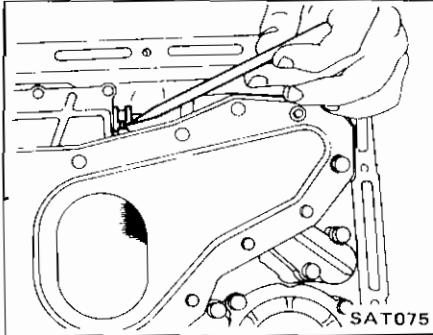
26. Install rear extension.

T : Rear extension to transmission case

20 - 25 N-m
(2.0 - 2.5 kg-m,
14 - 18 ft-lb)



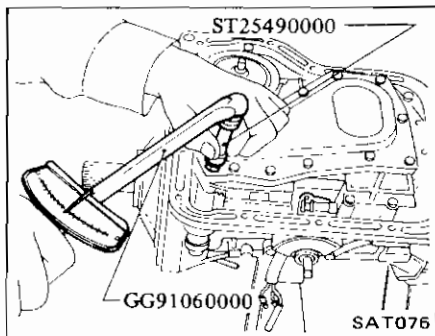
27. Install control valve body. Be sure manual valve is in alignment with selector pin.



28. Tighten control valve body attaching bolts.

T : 5.4 - 7.4 N-m
(0.55 - 0.75 kg-m,
4.0 - 5.4 ft-lb)

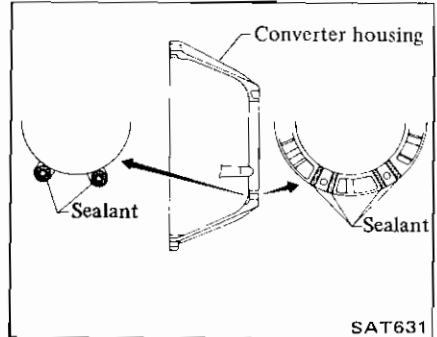
Control valve body attaching bolts vary in length. Care must be taken to ensure that each bolt is returned to correct hole.



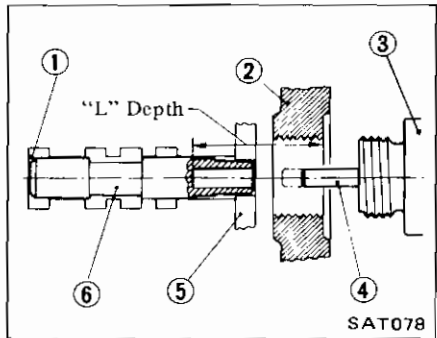
29. Check pump to transmission alignment and install converter housing.

Apply sealant to portions shown in the figure.

T : 44 - 54 N-m
(4.5 - 5.5 kg-m,
33 - 40 ft-lb)



30. Before installing vacuum diaphragm valve, measure depth of hole in which it is inserted. This measurement determines correct rod length to ensure proper performance.



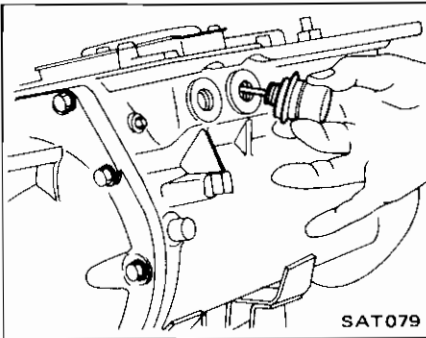
- 1 Note seated valve body
- 2 Transmission case wall
- 3 Vacuum diaphragm
- 4 Diaphragm rod
- 5 Valve body side plate
- 6 Vacuum throttle valve

Vacuum diaphragm rod selection

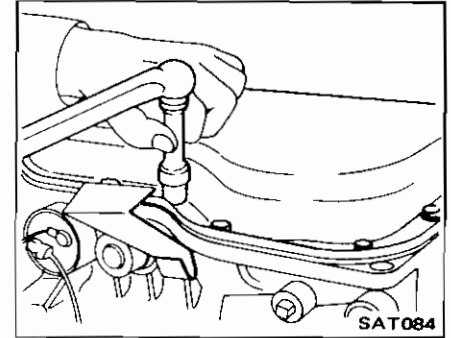
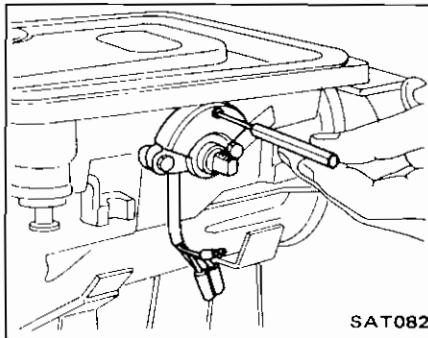
Measured depth "L" mm (in)	Rod length mm (in)	Part number
Under 25.55 (1.0059)	29.0 (1.142)	31932 X0103
25.65 - 26.05 (1.0098 - 1.0256)	29.5 (1.161)	31932 X0104
26.15 - 26.55 (1.0295 - 1.0453)	30.0 (1.181)	31932 X0100
26.65 - 27.05 (1.0492 - 1.0650)	30.5 (1.201)	31932 X0102
Over 27.15 (1.0689)	31.0 (1.220)	31932 X0101

31. Install vacuum diaphragm.

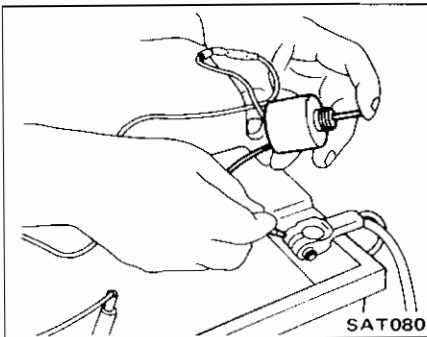
Ensure that vacuum diaphragm rod does not interfere with control valve side plate.



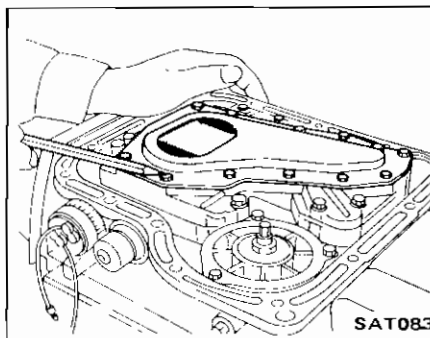
34. Install inhibitor switch. Check for proper operation in each range using a circuit tester. Refer to Minor Adjustment.



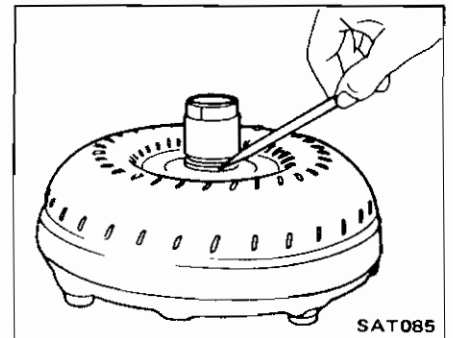
32. Before installing down shift solenoid, check to verify that it is operating properly. Use a hot lead and ground to check solenoid.



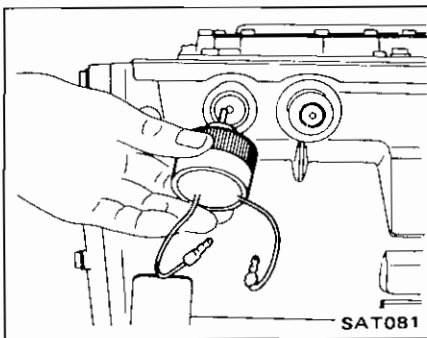
35. Before installing oil pan, check alignment and operation of control lever and parking pawl engagement. Blow mechanism with air to clean. Make final check to be sure all bolts are installed in valve body.



37. Carefully inspect torque converter for damage. Check converter hub for grooves caused by hardened seals. Also check bushing contact area.

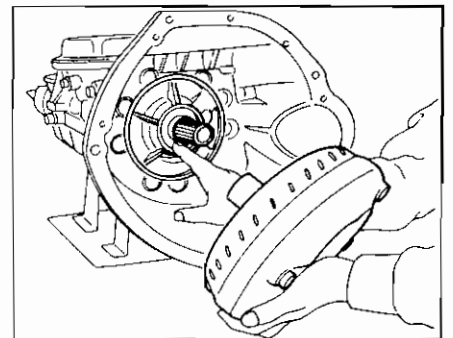


33. Install down shift solenoid.



38. Lubricate oil pump lip seal and converter neck before installing converter.

Install converter, being sure that converter is properly meshed with oil pump drive gear.



36. Install oil pan with new gasket.

⊕ : Oil pan to transmission case

5 - 7 N·m
 (0.5 - 0.7 kg·m,
 3.6 - 5.1 ft·lb)

TROUBLE-SHOOTING AND DIAGNOSES

PRELIMINARY CHECKS (Prior to road testing)

Verify customer complaint

The customer should supply as much information as possible, including any unusual characteristics that accompany the complaint.

Fluid level

- 1) Drive the car several miles (kilometers) to bring the transmission up to normal operating temperature. [50 - 80°C (122 - 176°F)]
- 2) Park the car on a level surface.
- 3) Put wheel chocks in place and apply parking brake securely, and leave the engine running.
- 4) Slowly move the gear selector through the entire shift pattern, and return it to park.
- 5) Remove the dipstick, clean it, and replace it fully in the filler tube.
- 6) Quickly remove it again and read the level.

Keep the fluid at the proper level.

- Overfilling may blow off the fluid during high speed driving.
- Underfilling may cause the clutches to slip, and finally break them.

The "L" mark on the dipstick indicates the transmission is approximately 0.4 liter (7/8 US pt, 3/4 Imp pt) low. Add only clean Dexron transmission fluid (or equivalent).

Fluid leakage

To detect a fluid leak:

- 1) Raise car.
- 2) Clean area suspected of leaking.
- 3) Start engine, apply foot brake, place gear selector in drive, and wait a few minutes.
- 4) Stop engine.
- 5) Check for fresh leakage.

If the transmission breather is suspected:

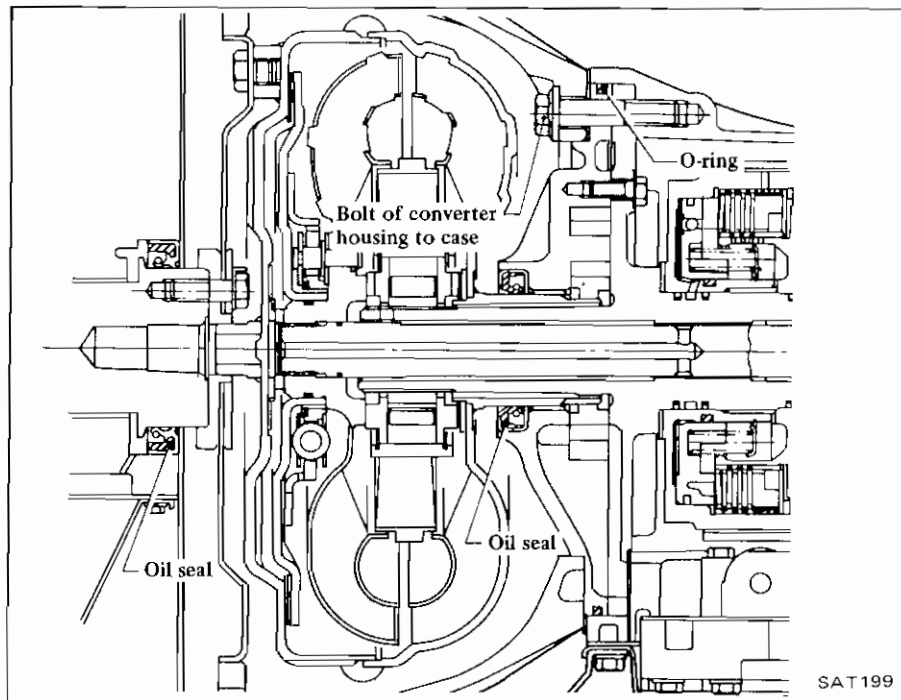
- 1) Raise car.
- 2) Clean the area around the breather.
- 3) Run the car at highway speeds.

- 4) Check the breather for fresh leakage.

To aid in locating leaks, use the following list of seals and gaskets.

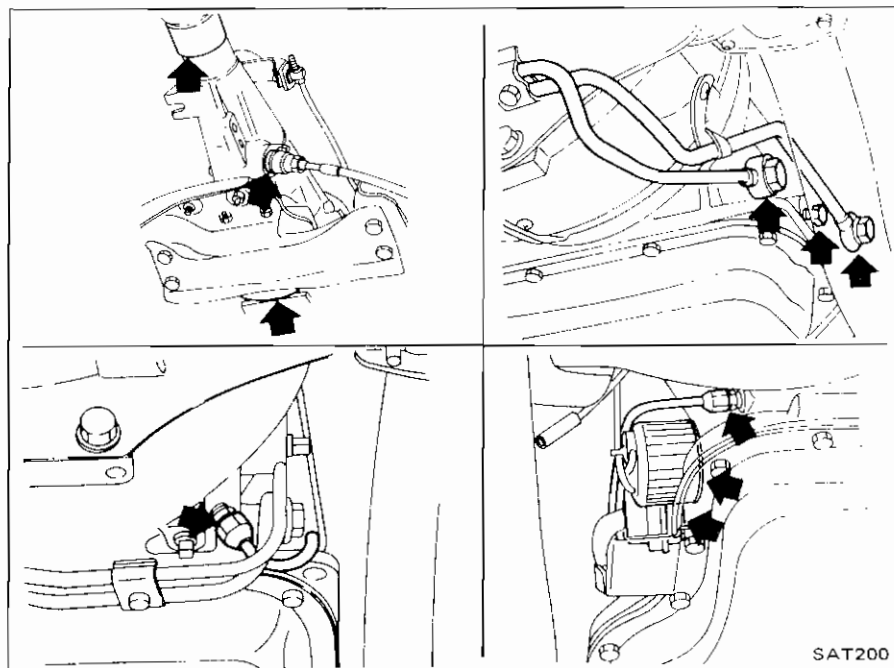
- 1) Converter housing

- Rubber O-ring of oil pump housing.
- Oil pump housing oil seal (transmission front seal).
- Crankshaft oil seal.
- Bolts of converter housing to case.



- 2) Transmission and rear extension.

- Junction of transmission and rear extension.
- Oil cooler tube connectors.
- Oil pressure inspection ports.
- Governor tube connectors.
- Vacuum diaphragm and downshift solenoid.
- Speedometer pinion sleeve.
- Rear extension oil seal.



Fluid condition

Transmission fluid color and texture can aid greatly in transmission trouble-shooting. When checking fluid level, examine the transmission fluid and note its color, texture, and odor. Some common forms of contamination are listed below:

- 1) Dark or Black Fluid:
 - With a burned odor
 - Worn friction material.
 - Without an odor
 - Slight engine coolant leak (in radiator).
- 2) Milky Pink Fluid: Water Contamination
 - Coolant leak.
 - Road water entering through filler tube or breather.
- 3) Varnished Fluid, light to dark brown and tacky: Oxidation
 - Over or Underfilling.
 - Overheating.

Engine idle

Check and adjust idle to specifications.

Idling speed

Refer to MA section.

Engine oil and coolant levels

Prior to road testing, check engine oil and coolant levels, and fill as necessary.

Shift linkage

Start in park position, depress detent button and slowly move the gear selector through all ranges. The detent "clicks" should correspond with the range indicator.

DIAGNOSTIC ROAD TEST

Prior to road testing, perform the preliminary inspections outlined earlier. If the car is not equipped with a tachometer, install a portable tachometer in the car. And also install a suitable vacuum gauge and pressure gauge. If the customer has a specific complaint, select road conditions similar to those described. (e.g. steep hills, freeways, etc.)

Follow the test sequence as outlined in this section and mark the results on the Symptom Chart on page AT-44. It may be necessary to repeat sections of the test under different throttle conditions. (e.g. light, medium or full throttle.) After completing the road test, compare the test results to the Trouble-shooting Chart on page AT-40.

ROAD TESTING**1. Park Range**

Place the gear selector in "P" range and start the engine. Stop the engine and repeat the procedure in all other ranges and neutral. In park, the car should be locked in position, unable to roll or move. Mark all results on the Symptom Chart.

2. Reverse

Manually shift the gear selector from "P" to "R", and note shift quality. Drive the car in reverse long enough to detect slippage or other abnormalities. Note results.

3. Neutral

Manually shift the gear selector from "P" to "N" and note quality. In neutral no clutches or bands are applied, and there should be no movement. Note results.

4. Drive Range

Manually shift the gear selector to range "D", and note shift quality. Drive the car through all automatic shifts and in all gear ranges. Note shift quality and timing [km/h (MPH)], and check whether torque converter is

locked up or not at specified speed. Refer to Confirming lock-up state of torque converter. Check for slippage, noise, or other abnormal conditions. If necessary, drive the test sequence under different throttle opening (e.g. light, medium or full throttle).

Lock-up zone

Refer to shift schedule on page AT-37.

5. Range "2"

Manually shift the gear selector to range "2". Check for slippage, hesitation or abnormal condition. The transmission should remain in 2nd gear regardless of car speed or engine revolutions. Note results.

6. Range "1"

Manually shift the gear selector to range "1". Note shift quality. It should, however, downshift immediately to 2nd gear and downshift again to 1st gear as road speed decreases. Accelerate and decelerate in 1st gear to determine engine braking. Note results.

The transmission should not shift into 1st gear from "D" range if the car road speed is above approximately 65 km/h (40 MPH).

7. Record line pressure and governor pressure at each range and at each throttle vacuum in accordance with the pressure testing described below.

CONFIRMING LOCK-UP STATE OF TORQUE CONVERTER

Because the shock is very low and is not noticeable when the torque converter is locked up, it is difficult to confirm whether the torque converter is locked up or not. So please check the engine rpm with tachometer while the car is driving to confirm it. If the torque converter is locked up the engine rpm is decreased 200 to 400 rpm at the same time.

TROUBLE-SHOOTING AND DIAGNOSES

Car speed and line pressure when shifting gears

L28E engine model

Intake manifold vacuum -kPa (-mmHg, -inHg)	Gearshift	Car speed * km/h (MPH)	Propeller shaft revolutions rpm	Line pressure kPa (kg/cm ² , psi)
0 (0, 0) (Kickdown)	D ₁ → D ₂	61 - 69 (38 - 43)	1,870 - 2,120	716 - 873 (7.3 - 8.9, 104 - 127)
	D ₂ → D ₃	104 - 112 (65 - 70)	3,210 - 3,460	
	D ₃ → D ₂	103 - 95 (64 - 59)	3,170 - 2,920	
	D ₂ → D ₁	54 - 46 (34 - 29)	1,670 - 1,420	
13.3 (100, 3.94)	D ₁ → D ₂	19 - 28 (12 - 17)	600 - 850	569 - 726 (5.8 - 7.4, 82 - 105)
	D ₂ → D ₃	59 - 67 (37 - 42)	1,830 - 2,080	
	D ₃ → D ₂	42 - 34 (26 - 21)	1,300 - 1,050	
	D ₂ → D ₁	19 - 11 (12 - 7)	600 - 350	
0 (0, 0) (Full throttle)	l ₂ → l ₁	55 - 47 (34 - 29)	1,700 - 1,450	755 - 912 (7.7 - 9.3, 109 - 132)
40.0 (300, 11.81)	l ₂ → l ₁	55 - 47 (34 - 29)	1,700 - 1,450	755 - 912 (7.7 - 9.3 - 109 - 132)

L28ET engine model

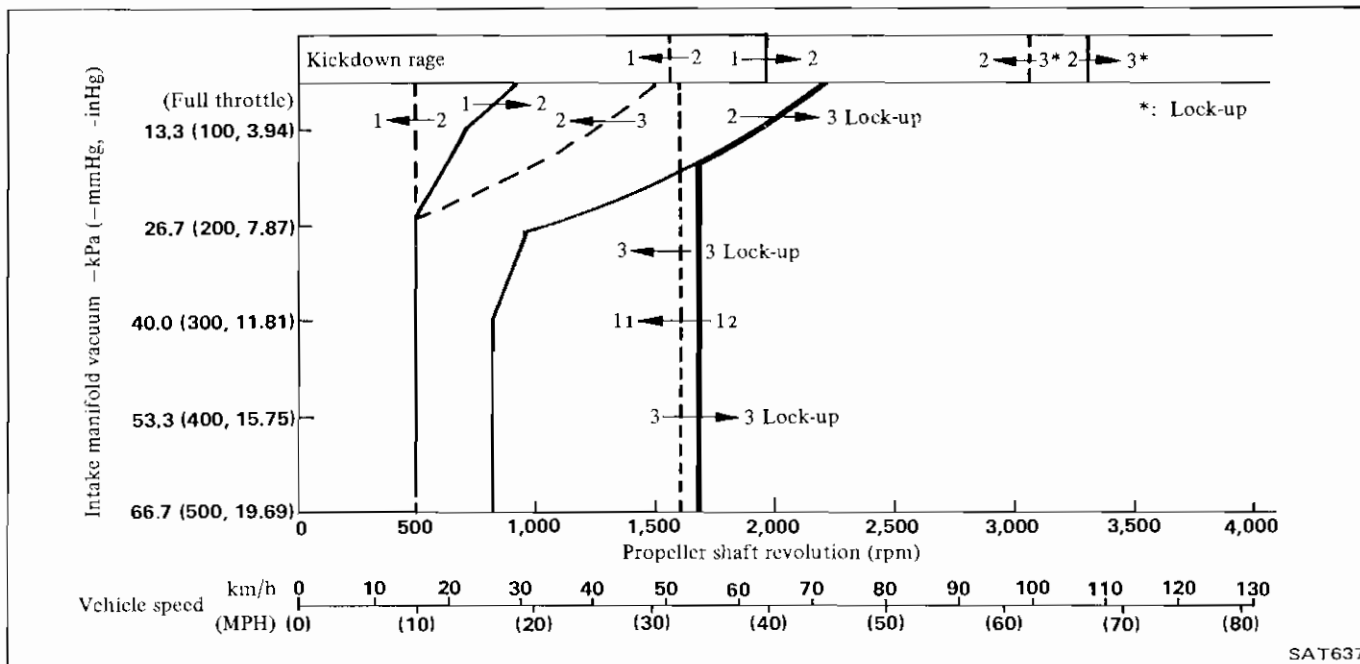
Intake manifold vacuum kPa (mmHg, inHg)	Gearshift	Car speed * km/h (MPH)	Propeller shaft revolutions rpm	Line pressure kPa (kg/cm ² , psi)
46.7 (350, 13.78) (Kickdown)	D ₁ → D ₂	62 - 70 (38 - 43)	1,900 - 2,150	569 - 686 (5.8 - 7.0, 82 - 100)
	D ₂ → D ₃	92 - 100 (57 - 62)	2,840 - 3,090	
	D ₃ → D ₂	92 - 84 (57 - 52)	2,820 - 2,570	
	D ₂ → D ₁	46 - 38 (29 - 24)	1,430 - 1,180	
0 (0, 0)	D ₁ → D ₂	25 - 33 (16 - 21)	780 - 1,030	559 - 657 (5.7 - 6.7, 81 - 95)
	D ₂ → D ₃	73 - 82 (46 - 51)	2,260 - 2,510	
	D ₃ → D ₂	50 - 42 (31 - 26)	1,550 - 1,300	
	D ₂ → D ₁	19 - 11 (12 - 7)	600 - 350	
-26.7 (-200, -7.87)	D ₁ → D ₂	13 - 21 (8 - 13)	400 - 650	382 - 481 (3.9 - 4.9, 55 - 70)
	D ₂ → D ₃	26 - 34 (16 - 21)	790 - 1,040	
	D ₃ → D ₂ or D ₃ → D ₁	19 - 11 (12 - 7)	600 - 350	
	D ₂ → D ₁		600 - 350	
	46.7 (350, 13.78)	l ₂ → l ₁	38 - 46 (24 - 29)		1,180 - 1,430	569 - 696 (5.8 - 7.1, 82 - 101)
-60.0 (-450, -17.72)	l ₂ → l ₁	38 - 46 (24 - 29)	1,180 - 1,430	569 - 696 (5.8 - 7.1, 82 - 101)

: means negative pressure.

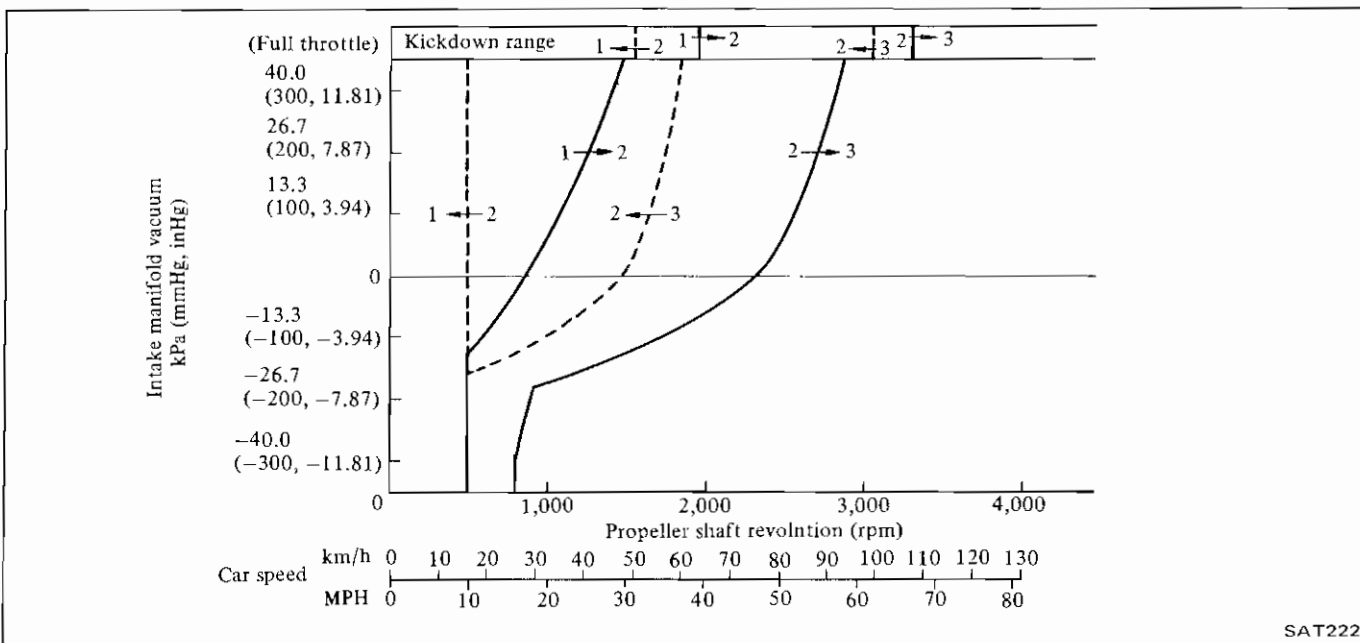
Shift schedule

———— Upshift - - - - - Downshift

L28E engine model

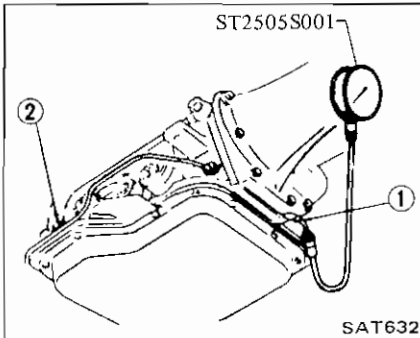


L28ET engine model



PRESSURE TESTING

The L3N71B transmission is provided with two pressure test ports. Only one is useful for transmission trouble-shooting, Line Pressure.



- 1 Line pressure
- 2 Servo release pressure

LINE PRESSURE

1. Install pressure gauge to line pressure port. (When shift lever is in "D", "2" or "1" range, install pressure gauge to port ① and when in "R" range, install pressure gauge to port ③ shown above.) Locate the gauge so it can be seen by driver. Measure line pressure at idling and at stall test.
2. Road test car and note pressure under different throttle conditions.

At idling

L28E engine model

Range	Line pressure kPa (kg/cm ² , psi)
R	510 - 696 (5.2 - 7.1, 74 - 101)
D	314 - 373 (3.2 - 3.8, 46 - 54)
2	775 - 1,353 (7.9 - 13.8, 112 - 196)
1	314 - 373 (3.2 - 3.8, 46 - 54)

L28ET engine model

Range	Line pressure kPa (kg/cm ² , psi)
R	392 - 490 (4.0 - 5.0, 57 - 71)
D	294 - 392 (3.0 - 4.0, 43 - 57)
2	588 - 1,177 (6.0 - 12.0, 85 - 171)
1	294 - 392 (3.0 - 4.0, 43 - 57)

At stall test

L28E engine model

Range	Line pressure kPa (kg/cm ² , psi)
R	2,089 - 2,393 (21.3 - 24.4, 303 - 347)
D	1,128 - 1,275 (11.5 - 13.0, 164 - 185)
2	1,206 - 1,353 (12.3 - 13.8, 175 - 196)
1	1,128 - 1,275 (11.5 - 13.0, 164 - 185)

L28ET engine model

Range	Line pressure kPa (kg/cm ² , psi)
R	2,158 - 2,452 (22.0 - 25.0, 313 - 356)
D	1,785 - 1,942 (18.2 - 19.8, 259 - 282)
2	1,785 - 1,942 (18.2 - 19.8, 259 - 282)
1	1,785 - 1,942 (18.2 - 19.8, 259 - 282)

L28E engine model

Intake manifold vacuum -kPa (-mmHg, -inHg)	Car speed km/h (MPH)	Propeller shaft revolutions rpm
0 (0, 0)	34 - 42 (21 - 26)	1,040 - 1,290
13.3 (100, 3.94)	19 - 28 (12 - 17)	600 - 850

L28ET engine model

Intake manifold vacuum kPa (mmHg, inHg)	Car speed km/h (MPH)	Propeller shaft revolutions rpm
46.7 (350, 13.78)	43 - 53 (27 - 33)	1,320 - 1,620
-26.7 (-200, -7.87)	13 - 20 (8 - 12)	400 - 600

☐ : means negative pressure.

STALL TESTING

The stall test is an effective method of testing clutch and band holding ability, torque converter one-way clutch operation, and engine performance. A stall test should only be performed as a last resort because of the high fluid temperature it generates and the excessive load it places on the engine and transmission.

Key points of pressure testing are:

- a) Pressure at idle: Look for a steady rise in pressure as car speed increases under light load.
- b) Pressure drop between shift points should not exceed 98 kPa (1.0 kg/cm², 14 psi). Excessive pressure drop may indicate an internal leak at a servo or clutch seal.

Cut-down point

The cut-down point indicates a point where line pressure changes from high to low value as output shaft rotation is gradually increased from "stall" point. The car speed and output shaft rotation at that cut-down point are as indicated in chart below.

CAUTION:

- a. Transmission and engine fluid levels should always be checked and fluid added as needed.
- b. Run engine at 1,200 rpm to attain proper warm-up.
- c. During test, never hold throttle wide-open for more than 5 seconds.
- d. Do Not test more than two gear ranges without driving car to cool off engine and transmission.

STALL TEST PROCEDURE

1. Install a tachometer where it can be seen by driver during test.
2. Set hand brake and block wheels.
3. Start engine and place shift lever in "D" range.
4. Apply foot brake and accelerate to wide-open throttle. Do **not** hold throttle open longer than five seconds.
5. Quickly note the engine stall speed and immediately release throttle.

Stall revolution:

- L28E engine
2,000 - 2,300 rpm
- L28ET engine
2,400 - 2,700 rpm

6. Place shift lever in "R" range and repeat above test (same as in "D" range).

If stall test indicates proper stall revolution in "D" range, no further testing is necessary.

STALL TEST ANALYSIS

1. Satisfactory results in "D" range indicates forward clutch (Rear), one-way clutch of transmission, and sprag clutch of torque converter, are functioning properly.
2. **Stall revolution in "D" range, 1st gear, is above specified revolution:**
The forward clutch (Rear) is faulty.

3. **Stall revolution in "R" range is above specified revolution (for "D" range);**

Low and Reverse Brakes are faulty.

4. **Stall revolution in "D" range, 1st gear is below specified revolution:**

Converter sprag clutch is faulty (slipping), or engine is not performing properly.

If converter sprag clutch is frozen, car will have poor high speed performance. If converter sprag clutch is slipping, car will be sluggish up to 50 or 60 km/h (30 or 40 MPH).

TROUBLE-SHOOTING AND DIAGNOSES

TROUBLE-SHOOTING CHART

Numbers are arranged in order of probability. Perform inspections starting with number one and working up. Circled numbers indicate that the transmission must be removed from the car.

	ON CAR											OFF CAR									
	Oil level	Range select linkage	Inhibitor switch and wiring	Vacuum diaphragm and piping	Kickdown solenoid, switch and wiring	Engine idling rpm	Line pressure	Manual valve Governor	Band servo	Transmission air check	Oil quality	Ignition switch and starter motor	Engine adjustment, brake inspection	Forward clutch (Rear)	High-reverse clutch (Front)	Band brake	Low and reverse brake	Oil pump	Oil passage leak	Transmission one-way clutch	High-reverse clutch (Front) check ball	Park linkage
Engine does not start in "N", "P" ranges.	. 2 3	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	1 .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Engine starts in range other than "N" and "P".	. 1 2	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Transmission noise in "P" and "N" ranges.	1 . .	. . . . .	. . . . .	. . . . .	. . . . .	2 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	③ .	. . . . .	. . . . .	. . . . .	. . . . .
Car moves when changing into "P" range or parking gear does not disengage when shifted out of "P" range	. 1 .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	② .
Car runs in "N" range.	. 1 .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	3 . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	④ . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Car will not run in "R" range (but runs in "D", "2" and "1" ranges.) Clutch slips. Very poor acceleration.	1 2 .	. . . . .	. . . . .	. . . . .	. . . . .	3	5 . . . .	. . . . .	6 4 . . .	. . . . .	. . . . .	. . . . .	⑨ ⑧ . . .	⑦ . ⑩ .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	⑪
Car braked when shifting into "R" range.	. . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	3 2 1 . .	. . . . .	. . . . .	. . . . .	. . . . .	④ . ⑤ . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	⑥
Sharp shock in shifting from "N" to "D" range.	. . . .	. . . . .	2 . 1 .	3 . . . .	. . . . .	. . . . .	4 . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	⑤ . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Car will not run in "D" range (but runs in "2", "1" and "R" ranges).	. 1 .	. . . . .	. . . . .	. . . . .	. . . . .	2	3 . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	④
Car will not run in "D", "1", "2" ranges (but runs in "R" range). Clutch slips. Very poor acceleration.	1 2 .	. . . . .	. . . . .	. . . . .	. . . . .	4	5 . . . . .	. . . . .	6 3 . . .	. . . . .	7 . . . . .	. . . . .	⑧ ⑩ . . . .	. . . . .	. . . . .	⑨ . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clutches or brakes slip somewhat in starting.	1 2 .	6 . . .	. . . . .	3 . . . .	. . . . .	5 . . . . .	. . . . .	. . . . .	7 4 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	⑧ ⑨ . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Excessive creep.	. . . .	. . . . .	. . . . .	1 . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
No creep at all.	1 2 .	. . . . .	. . . . .	3 . . . .	. . . . .	5 . . . . .	. . . . .	. . . . .	4 . . . . .	. . . . .	. . . . .	. . . . .	⑧ ⑨ . . . .	. . . . .	⑥ ⑦ . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Failure to change gear from "1st" to "2nd".	. 1 .	2 3 .	. . . . .	. . . . .	. . . . .	5 6 8 7 4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	⑨ . . . .	. . . . .	⑩ . . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Failure to change gear from "2nd" to "3rd".	. 1 .	2 3 .	. . . . .	. . . . .	. . . . .	5 6 8 7 4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	⑨ . . . .	. . . . .	⑩ . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	⑪
Too high a gear change point from "1st" to "2nd", from "2nd" to "3rd".	. . . .	1 2 .	3 . . . .	. . . . .	. . . . .	5 6 . . . .	. . . . .	. . . . .	4 . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	⑦ . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Gear change directly from "1st" to "3rd" occurs.	. . . .	. . . . .	. . . . .	. . . . .	. . . . .	2 4 . . . .	. . . . .	3 1 . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	⑤ . . . . .	. . . . .	⑥ . . . . .	. . . . .	. . . . .	. . . . .	. . . . .

TROUBLE-SHOOTING AND DIAGNOSES

Numbers are arranged in order of probability. Perform inspections starting with number one and working up. Circled numbers indicate that the transmission must be removed from the car.

	ON CAR					OFF CAR		
	Oil level Range select linkage Vacuum diaphragm and piping	Kickdown solenoid, switch and wiring Line pressure Engine stall rpm	Manual valve Governor Band servo	Transmission air check Oil quality Engine adjustment, brake inspection	Forward clutch (Rear) High-reverse clutch (Front) Band brake	Low and reverse brake Oil pump Oil passage leak	Transmission one-way clutch High-reverse clutch (Front) check ball	
Too sharp a shock in change from "1st" to "2nd".	. . 1	. . 2	4 . 5	. 3 .	. . ⑥	. . .	. .
Too sharp a shock in change from "2nd" to "3rd".	. . 1	. 2 .	3 . 5	4 . .	. ⑥ .	. . .	. .
Almost no shock or clutches slipping in change from "1st" to "2nd".	1 2 3	. 4 .	6 . 8	7 5 .	. . ⑨	. . ⑩	. .	
Almost no shock or slipping in change from "2nd" to "3rd". Engine races extremely fast.	1 2 3	. 4 .	6 . 8	7 5 .	. ⑨ .	. . ⑩	. ⑪	
Car braked by gear change from "1st" to "2nd".	. . .	. . .	2 . .	. 1 .	. ④ .	③ . .	⑤ .	
Car braked by gear change from "2nd" to "3rd".	. . .	. . .	3 . 2	. 1 .	. . ④	. . .	. .
Maximum speed not attained. Acceleration poor.	1 2 .	. 4 5	7 . 6	. 3 8	⑪ ⑫ ⑨	⑩ ⑬ .	. .	
Failure to change gear from "3rd" to "2nd".	. . 1	. . .	3 4 6	5 2 .	. ⑦ ⑧	. . ⑨	. .	
Failure to change gear from "2nd" to "1st" or from "3rd" to "1st".	. . 1	. . .	3 4 6	5 2 .	. . ⑦	. . .	⑧ .	
Gear change shock felt during deceleration by releasing accelerator pedal.	. 1 2	3 4 .	5 6 .	. . .	. . .	. . ⑦	. .	
Too high a change point from "3rd" to "2nd", from "2nd" to "1st".	. 1 2	3 4 .	5 6 .	. . .	. . .	. . ⑦	. .	
Kickdown does not operate when depressing pedal in "3rd" within kickdown car speed.	. . 2	1 . .	4 5 .	. 3 .	. . ⑥	. . ⑦	. .	
Kickdown operates or engine overruns when depressing pedal in "3rd" beyond kickdown car speed limit.	. 1 2	. 3 .	5 6 .	7 4 .	. ⑧ .	. . ⑨	. .	
Races extremely fast or slips in changing from "3rd" to "2nd" when depressing pedal.	. . 1	. 2 .	4 . 6	5 3 .	. ⑦ ⑧	. . ⑨	. ⑩	

TROUBLE-SHOOTING AND DIAGNOSES

Numbers are arranged in order of probability. Perform inspections starting with number one and working up. Circled numbers indicate that the transmission must be removed from the car.

	ON CAR						OFF CAR															
	Oil level	Range select linkage	Vacuum diaphragm and piping	Engine idling rpm	Line pressure	Engine stall rpm	Rear lubrication	Manual valve	Governor	Band servo	Transmission air check	Oil quality	Forward clutch (Rear)	High-reverse clutch (Front)	Band brake	Low and reverse brake	Oil pump	Oil passage leak	Torque converter, one-way clutch	Transmission one-way clutch	Park linkage	Planetary gear
Car will not run in any range.	1 2 .	. 3 .	. 5 .	. 6 4	. . .	. 7 8	. . 9	. . .														
Transmission noise in "D", "2", "1" and "R" ranges.	1 . .	. 2 .	. . .	. . .	. . .	3 . .	. 4 .	. 5 .	6													
Failure to change from "3rd" to "2nd" when changing lever into "2" range.	. 1 .	. 2 .	. 4 .	5 . 3	. . 6	. . 7	. . .	. . .												
Gear change from "2nd" to "1st" or from "2nd" to "3rd" in "2" range.	. 1 .	. 2 .	. 3 .	. . .	. . .	. . .	. . .	. . .									
No shock at change from "1" to "2" range or engine races extremely fast.	1 2 3	4 . 5	. 7 .	. 8 6	. . 9	. 10 .	. . .	. . .												
Failure to change from "3rd" to "2nd" when shifting lever into "1" range.	. 1 .	. 2 .	. 4 5	7 6 3	. 8 9	. . 10	. . .	. . .												
Engine brake does not operate in "1" range.	. 1 .	. 2 .	. 4 .	. 5 3	. . .	6 . 7	. . .	. . .												
Gear change from "1st" to "2nd" or from "2nd" to "3rd" in "1" range.	. 1 .	. . .	. 2 .	. . .	. . .	. . 3	. . .	. . .												
Does not change from "2nd" to "1st" in "1" range.	1 2 .	. . .	. 4 5	6 7 3	. . .	8 . 9	. . .	. . .												
Large shock changing from "2nd" to "1st" in "1" range.	. . 1	. . 2	. 4 .	. . 3	. . .	5 . .	. . .	. . .												
Transmission overheats.*	1 . .	. 3 4	2 6 .	8 7 5	. 9 10	11 12 13	14 . .	15														
Oil shoots out during operation. White smoke emitted from exhaust pipe during operation.	1 . 3	. 5 6	2 7 .	. 8 4	. 9 10	11 12 13	14 . .	15														
Offensive smell at oil charging pipe.	1 . .	. . .	. . .	. . 2	3 4 5	6 7 8	9 . .	10														

*: Refer to page AT-43.

Exclusively for L3N71B

Numbers are arranged in order of probability. Perform inspections starting with number one and working up. Circled numbers indicate that the transmission must be removed from the car.

	ON CAR				OFF CAR				
	Governor tube	Governor	Line pressure	O-ring in input shaft	Torque converter	Speed cut valve	Lock-up control valve	Lock-up orifice in oil pump cover	Oil pump
Torque converter is not locked up	1	2	3	④	⑨	⑥	⑦	⑧	⑤
Lock-up piston slip			1	②	⑤			③	④
Lock-up point is extremely high or low	1	2				③	④		
Engine is stopped at R.D.2 and 1 ranges					②		①		
Transmission overheats			1	②	⑤			③	④

ROAD TEST SYMPTOM CHART

		SHIFT QUALITY									COMMENTS
		ROUGH	SHIFT TIMING [Mark km/h (MPH)]	NO SHIFT	SHIFT SLIPPAGE	CAR WON'T MOVE	CRUISE SLIPPAGE	POOR POWER/ACCELERATION	NOISY	OK	
PARK RANGE	ENG. START										
	HOLDING										
"R" RANGE	Man. shift P-R										
	REVERSE										
"N" RANGE	Man. shift R-N										
	ENG. START										
	N										
"D" RANGE	Man. shift N-D										
	1st										
	Auto shift 1-2										
	2nd										
	Auto shift 2-3										
	3rd										
	Decel. 3-2										
	Kickdown 3-2										
	Decel. 2-1										
Kickdown 2-1											
"2" RANGE	Man. shift D-2										
	2nd										
"1" RANGE	Man. shift 2-1										
	Man. shift D-1										
	Acceleration										
	"1" Engine Braking										

TROUBLE-SHOOTING GUIDE FOR L3N71B AUTOMATIC TRANSMISSION

Order	Test item	Procedure
Checking	<ol style="list-style-type: none"> 1. Oil level gauge 2. Downshift solenoid 3. Manual linkage 4. Inhibitor switch 5. Engine idling rpm. 6. Vacuum pressure of vacuum pipe. 7. Operation in each range. 8. Creep of car. 	<p>Check gauge for oil level and leakage before and after each test.</p> <p>Check for sound of operating solenoid when depressing accelerator pedal fully with ignition key "ON".</p> <p>Check by shifting into "P", "R", "N", "D", "2" and "1" ranges with selector lever.</p> <p>Check whether starter operates in "N" and "P" ranges only and whether reverse lamp operates in "R" range only.</p> <p>Check whether idling rpm meet standard.</p> <p>Check whether vacuum pressure is more than 60.0 kPa (450 mmHg, 17.72 inHg) in idling and whether it decreases with increasing rpm.</p> <p>Check whether transmission engages positively by shifting "N" → "D", "N" → "2", "N" → "1" and "N" → "R" range while idling with brake applied.</p> <p>Check whether there is any creep in "D", "2", "1" and "R" ranges.</p>
Stall test	<ol style="list-style-type: none"> 1. Oil pressure before testing. 2. Stall test. 3. Oil pressure after testing 	<p>Measure line pressures in "D", "2", "1" and "R" range while idling.</p> <p>Measure engine rpm and line pressure in "D", "2", "1" and "R" ranges during full throttle operation.</p> <p style="text-align: center;">Temperature of torque converter oil used in test should be from 60 to 100°C (140 to 212°F) i.e., sufficiently warmed up but not overheated.</p> <hr/> <p>CAUTION: To cool oil between each stall test for "D", "2", "1" and "R" ranges, idle engine, i.e., rpm at about 1,200 rpm for more than 1 minute in "P" range. Measurement time must not be more than 5 seconds.</p> <hr/> <p>Same as item 1.</p>
Road test	<ol style="list-style-type: none"> 1. Slow acceleration, 1st → 2nd 2nd → 3rd 2. Quick acceleration, 1st → 2nd 2nd → 3rd 3. Kick-down operation, 3rd → 2nd or 2nd → 1st 	<p>Check car speeds and engine rpm in shifting up 1st → 2nd range and 2nd → 3rd range and when torque converter is locked up while running with lever in "D" range and engine vacuum pressure of about 13.3 kPa (100 mmHg, 3.94 inHg).</p> <p>Same as item 1 above except with engine vacuum pressure of 0 kPa (0 mmHg, 0 inHg) (i.e., in position just before kickdown).</p> <p>Check whether the kickdown operates and measure the time delays while running at 30, 40, 50, 60, 70 km/h (19, 25, 31, 37, 43 MPH) in "D₃" range.</p>

TROUBLE-SHOOTING AND DIAGNOSES

Order	Test item	Procedure
	4. Shift down, D ₃ → D ₂ → D ₁	Check car speeds and engine rpm in shifting down from 3rd → 2nd → 1st (sequentially) while coasting with accelerator pedal released in "D ₃ " range and engine vacuum pressure of about 60.0 kPa (450 mmHg, 17.72 inHg).
	5. Shift down, D ₃ → I ₂ → I ₁	Check for shifting down D ₃ → I ₂ and engine braking, and further for shifting down I ₂ → I ₁ and engine braking after shifting the lever into "1" range with the accelerator pedal released and the engine vacuum pressure of 0 kPa (0 mmHg, 0 inHg) while driving at about 50 km/h (30 MPH) in "D ₃ " range.
	6. Shift down, D ₃ → 2	Check for quick shifting down D ₃ → 2 and engine braking, after shifting the lever into "2" range while driving at about 50 km/h (30 MPH) in "D ₃ " range. Also, check for locking of the transmission in 2nd gear ratio regardless of car speed.
	7. Shift up, I ₁ → I ₂	Check for failure of the transmission to shift up during acceleration, when starting in "1" range.
	8. Shift up or down when starting in "2" range.	Check the transmission for not shifting up or down during acceleration or deceleration, when starting in "2" range.
	9. Parking.	Confirm that car will not move on grade when shifting to "P" range.
Others	Abnormal shock, oil leakage.	Enter into record conditions observed during these tests such as gear noise, abnormal clutch noise and acceleration performance.

SERVICE DATA AND SPECIFICATIONS (S.D.S.)

General specifications

Engine model	L28E	L28ET
Automatic transmission model	L3N71B	3N71B
Stall torque ratio	2.0 : 1	2.0 : 1
Transmission gear ratio		
1st	2.458	2.458
2nd	1.458	1.458
Top	1.000	1.000
Reverse	2.182	2.182
Oil	Automatic transmission fluid "Dexron" type	
Oil capacity	6.1 liters (6-1/2 US qt, 5-3/8 Imp qt)	5.5 liters (5-7/8 US qt, 4-7/8 Imp qt)

Specifications and adjustment

Engine model	L28E	L28ET
Automatic transmission assembly Model code number	X6703	X2770
Torque converter assembly Stamped mark on the T/C	GH	A
High-reverse clutch (Front)		
Number of drive plates	3	4
Number of driven plates	5	5
Clearance mm (in)	1.6 - 2.0 (0.063 - 0.079)	
Thickness of retaining plate	Thickness mm (in)	Part number
	5.0 (0.197)	31567-X2900
	5.2 (0.205)	31567-X2901
	5.4 (0.213)	31567-X2902
	5.6 (0.220)	31567-X2903
	5.8 (0.228)	31567-X2904
	6.0 (0.236)	31567-X2905
	6.2 (0.244)	31567-X2906

Engine model	L28E	L28ET
Forward clutch (Rear)		
Number of drive plates	6	6
Number of driven plates	6	6
Clearance mm (in)	0.8 - 1.6 (0.031 - 0.063)	
Thickness of retaining plate mm (in)	4.80 (0.1890)	
Low & reverse brake		
Number of drive plates	5	7
Number of driven plates	5	7
Clearance mm (in)	0.80 - 1.25 (0.0315 - 0.0492)	
Thickness of retaining plate	Thickness mm (in)	Part number
	7.8 (0.307)	31667-X0500
	8.0 (0.315)	31667-X0501
	8.2 (0.323)	31667-X0502
	8.4 (0.331)	31667-X0503
	8.6 (0.339)	31667-X0504
	8.8 (0.346)	31667-X0505
Brake band		
Piston size mm (in)		
Big dia.	64 (2.52)	72 (2.83)
Small dia.	40 (1.57)	44 (1.73)
Control valve assembly		
Stamped mark on strainer	MEM	TRBK
Governor assembly		
Stamped mark on governor body	M33	M33

Stall revolution

Engine model	L28E	L28ET
Stall revolution rpm	2,000 - 2,300	2,400 - 2,700

SPECIAL SERVICE TOOLS

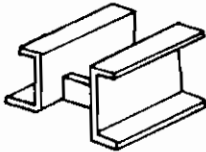
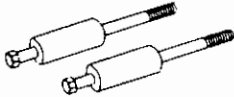
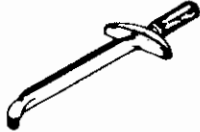
Tightening torque

Unit	N-m	kg-m	ft-lb
Drive plate to crankshaft	137 - 157	14.0 - 16.0	101 - 116
Drive plate to torque converter	39 - 49	4.0 - 5.0	29 - 36
Converter housing to engine	39 - 49	4.0 - 5.0	29 - 36
Transmission case to converter housing	44 - 54	4.5 - 5.5	33 - 40
Transmission case to rear extension	20 - 25	2.0 - 2.5	14 - 18
Oil pan to transmission case	4.9 - 6.9	0.5 - 0.7	3.6 - 5.1
Servo piston retainer to transmission case	4.9 - 6.9	0.5 - 0.7	3.6 - 5.1
Piston stem (when adjusting band brake)	*12 - 15	*1.2 - 1.5	*9 - 11
Piston stem lock nut	15 - 39	1.5 - 4.0	11 - 29
One-way clutch inner race to transmission case	13 - 18	1.3 - 1.8	9 - 13
Control valve body to transmission case	5.4 - 7.4	0.55 - 0.75	4.0 - 5.4
Lower valve body to upper valve body	2.5 - 3.4	0.25 - 0.35	1.8 - 2.5

Unit	N-m	kg-m	ft-lb
Side plate to control valve body	2.5 - 3.4	0.25 - 0.35	1.8 - 2.5
Nut for control valve reamer bolt	4.9 - 6.9	0.5 - 0.7	3.6 - 5.1
Oil strainer to lower valve body	2.9 - 3.9	0.3 - 0.4	2.2 - 2.9
Governor valve body to oil distributor	4.9 - 6.9	0.5 - 0.7	3.6 - 5.1
Oil pump housing to oil pump cover	5.9 - 7.8	0.6 - 0.8	4.3 - 5.8
Inhibitor switch to transmission case	4.9 - 6.9	0.5 - 0.7	3.6 - 5.1
Manual shaft lock nut	29 - 39	3.0 - 4.0	22 - 29
Oil cooler pipe to transmission case	29 - 49	3.0 - 5.0	22 - 36
Test plug (oil pressure inspection hole)	14 - 21	1.4 - 2.1	10 - 15
Support actuator (parking rod inserting position) to rear extension	7.8 - 10.8	0.8 - 1.1	5.8 - 8.0

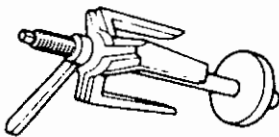

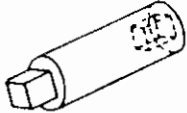
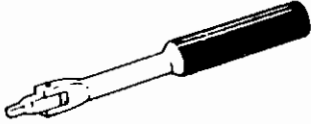

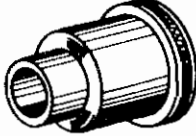
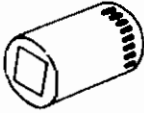
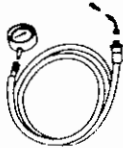
* Turn back two turns after tightening.

SPECIAL SERVICE TOOLS

Tool number (Kent-Moore No.)	Tool name
ST07870000 (-) (ST07860000) (J25605)	Transmission case stand 
ST25850000 (J25721)	Sliding hammer 
GG91060000 (-) (GG93010000) (J25703)	Torque wrench 

AT-48

SPECIAL SERVICE TOOLS

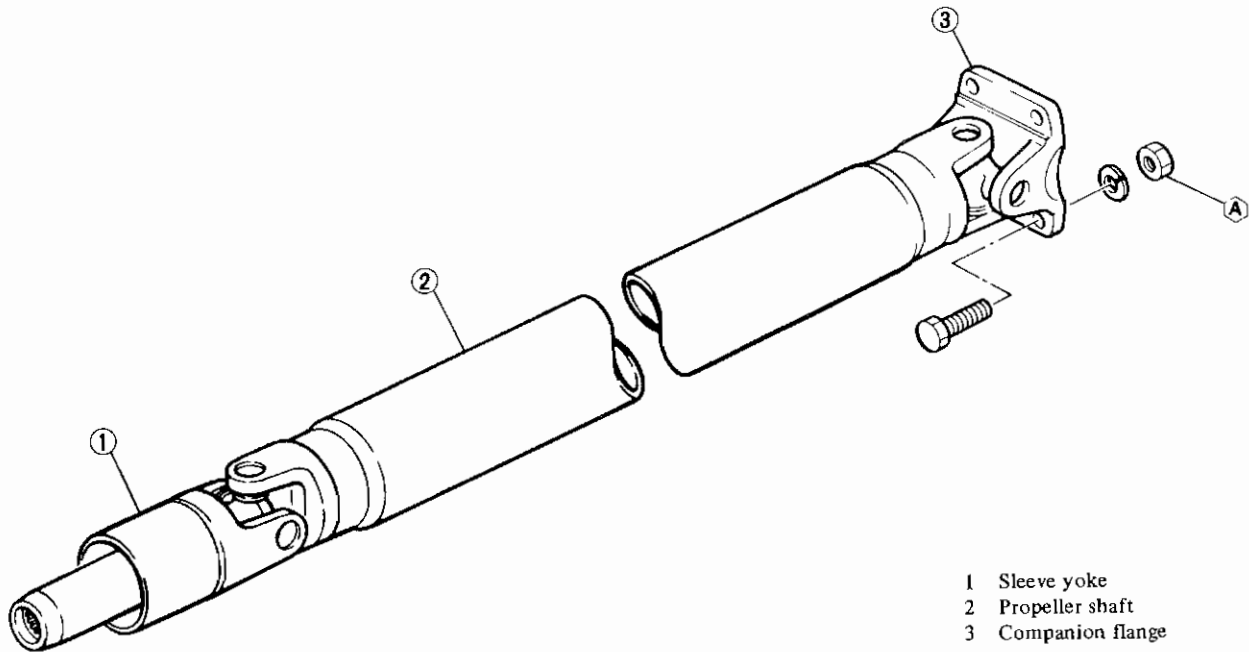
Tool number (Kent-Moore No.)	Tool name
ST25420001 (J26063) (ST25420000) (J26063)	Clutch spring compressor 
ST25570001 (J23659) (ST25570000) (J23659)	Hex-head extension 
ST25490000 (-) (ST25512001) (J25713)	Socket extension 
HT62350000 (-)	Spinner handle 
ST25160000 (-)	Torque driver 
ST25580001 (J25719)	Oil pump assembling gauge 
HT61000800 (-)	Hexagon wrench 
ST2505S001 (J25695)	Oil pressure gauge set 

PROPELLER SHAFT & DIFFERENTIAL CARRIER

CONTENTS

PROPELLER SHAFT	PD- 2	DIFFERENTIAL CASE	PD-14
INSPECTION	PD- 2	INSPECTION	PD-15
REMOVAL	PD- 2	ASSEMBLY AND ADJUSTMENT	PD-15
INSTALLATION	PD- 2	PRECAUTIONS IN REASSEMBLY.....	PD-15
CHECKING AND CORRECTING		ASSEMBLY OF DIFFERENTIAL GEAR	
UNBALANCED PROPELLER SHAFT	PD- 2	CASE	PD-15
DIFFERENTIAL CARRIER		ADJUSTMENT OF DRIVE PINION	
(Type R180)	PD- 3	PRELOAD	PD-16
REMOVAL	PD- 3	ADJUSTMENT OF DRIVE PINION	
PRE-DISASSEMBLY INSPECTION	PD- 4	HEIGHT	PD-16
DISASSEMBLY	PD- 4	ADJUSTMENT OF SIDE BEARING	
DIFFERENTIAL CASE	PD- 4	WASHERS	PD-17
INSPECTION	PD- 5	INSTALLATION	PD-20
ASSEMBLY AND ADJUSTMENT	PD- 5	REPLACEMENT OF OIL SEALS	PD-20
PRECAUTIONS IN REASSEMBLY	PD- 5	FRONT OIL SEAL	PD-20
ASSEMBLY OF DIFFERENTIAL GEAR		SIDE OIL SEAL	PD-20
CASE	PD- 5	SERVICE DATA AND	
ADJUSTMENT OF DRIVE PINION		SPECIFICATIONS (S.D.S.)	PD-21
PRELOAD	PD- 6	PROPELLER SHAFT	PD-21
ADJUSTMENT OF DRIVE PINION		GENERAL SPECIFICATIONS	PD-21
HEIGHT	PD- 7	SERVICE DATA	PD-21
ADJUSTMENT OF SIDE RETAINER		TIGHTENING TORQUE	PD-21
SHIMS	PD- 8	DIFFERENTIAL CARRIER	PD-21
INSTALLATION	PD-10	GENERAL SPECIFICATIONS	PD-21
REPLACEMENT OF OIL SEAL	PD-10	SERVICE DATA	PD-22
FRONT OIL SEAL	PD-10	TIGHTENING TORQUE	PD-23
SIDE OIL SEAL	PD-11	TROUBLE DIAGNOSES AND	
DIFFERENTIAL CARRIER		CORRECTIONS	PD-24
(Type R200)	PD-12	PROPELLER SHAFT	PD-24
REMOVAL	PD-12	DIFFERENTIAL CARRIER	PD-24
PRE-DISASSEMBLY INSPECTION	PD-13	SPECIAL SERVICE TOOLS	PD-26
DISASSEMBLY	PD-13		

PROPELLER SHAFT



- 1 Sleeve yoke
- 2 Propeller shaft
- 3 Companion flange

Tightening torque N·m (kg-m, ft-lb)
 Ⓐ : 34 - 44 (3.5 - 4.5, 25 - 33)

PD427

Fig. PD-1 Propeller Shaft

INSPECTION

1. Check journal for axial play. If play exists, replace propeller shaft assembly.

Note: Journal cannot be disassembled.

2. Check the propeller shaft tube surface for dents or cracks. If necessary, replace propeller shaft assembly.

REMOVAL

1. Raise car on hoist.

Remove front exhaust tube and heat shield plate to free them from car body. (Only for California model)

2. Scribe match marks both on propeller shaft and companion flange so that shaft can be reinstalled in the original position.

3. Remove bolts securing shaft to companion flange.

4. Draw out propeller shaft sleeve yoke from transmission by moving shaft rearward, passing it under rear axle.

Watch for oil leakage from transmission rear end. Take proper action if oil leak is discovered.

Note: Remove propeller shaft carefully so as not to damage the spline, sleeve yoke or rear oil seal.

INSTALLATION

To install, reverse the foregoing removal procedure.

CAUTION:

Align propeller shaft with companion flange using reference marks prescribed in "Removal" procedure and tighten them with bolts. Failure to do so could result in driving vibration.

Ⓐ : Propeller shaft to companion flange bolts

34 - 44 N·m
 (3.5 - 4.5 kg-m,
 25 - 33 ft-lb)

CHECKING AND CORRECTING UNBALANCED PROPELLER SHAFT

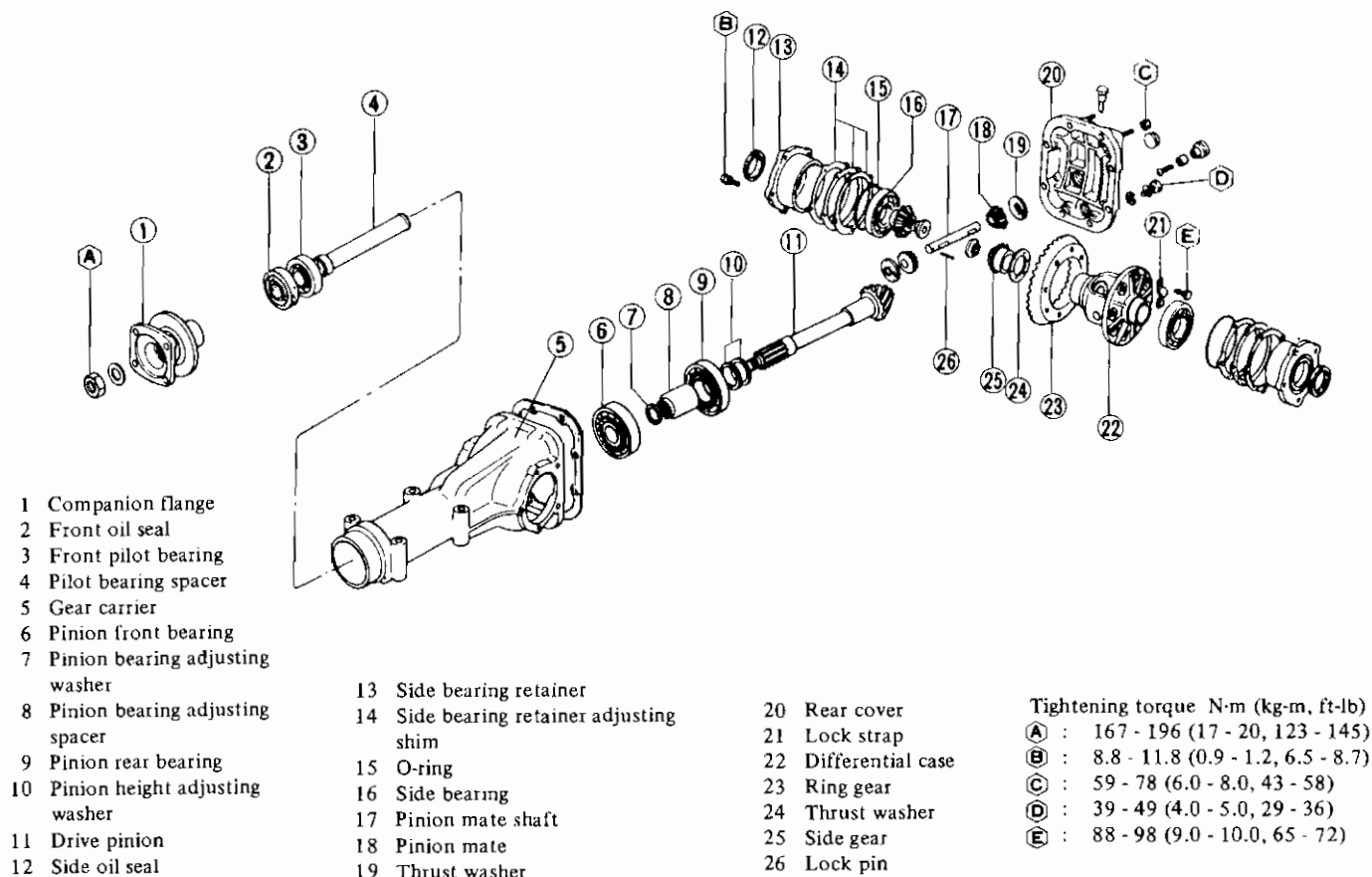
To check and correct an unbalanced propeller shaft, proceed as follows:

1. Remove undercoating and other foreign material which could upset shaft balance, and check shaft vibration by road test.

2. If shaft vibration is noted during road test, disconnect propeller shaft at differential carrier companion flange, rotate companion flange 180 degrees and reinstall propeller shaft.

3. Again check shaft vibration. If vibration still persists, replace propeller shaft assembly.

DIFFERENTIAL CARRIER (Type R180)



PD405

Fig. PD-2 Differential Carrier (R180)

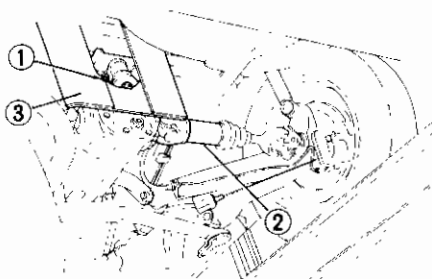
REMOVAL

1. Jack up rear of car and support on safety stands. Drain gear oil.
2. Disconnect propeller shaft at companion flange.
3. Disconnect drive shafts ② on the wheel side. See Fig. PD-3.
4. Remove side yoke fixing bolts, and extract side yokes together with drive shafts (except tripod type drive shaft).
5. Draw out drive shaft (tripod type drive shaft). Refer to section RA.

CAUTION:

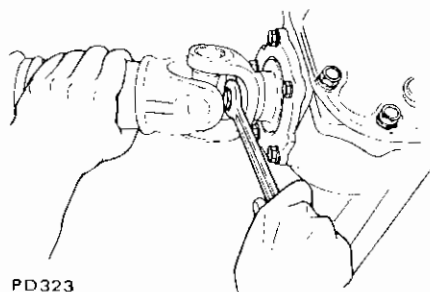
Be careful not to damage side yoke and oil seal when removing.

6. Remove plate ③. See Fig. PD-3.
7. With differential carrier jacked up, remove nuts ①.



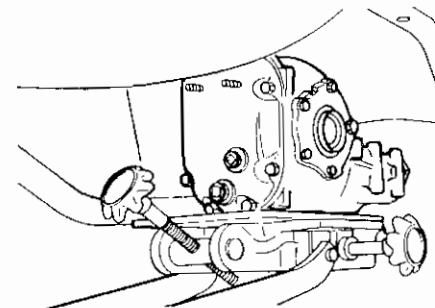
PD470

Fig. PD-3 Under View



PD323

Fig. PD-4 Removing Side Yoke Fixing Bolt



PD469

Fig. PD-5 Removing Differential Carrier

After differential carrier is removed, support suspension member on a stand to prevent its insulators being twisted or damaged.

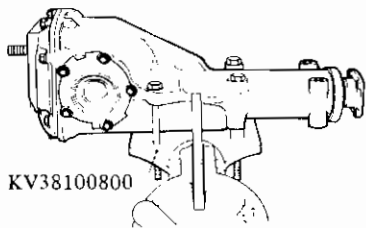
Note: Do not place the center of suspension member on the stand before removal operation. Otherwise, it will be difficult to extract the differential carrier.

PRE-DISASSEMBLY INSPECTION

Differential carrier should be inspected before any parts are removed from it.

These inspections are helpful in finding the cause of the malfunction and in determining the corrections needed.

1. Mount differential carrier on Diff. Attachment KV38100800. Remove differential mounting member and rear cover.



PD471

Fig. PD-6 Holding Differential Carrier

2. Visually inspect parts for wear or damage.
3. Rotate gears to see that there is any roughness which would indicate damaged bearings or chipped gears. Check gear teeth for scoring or signs of abnormal wear. Measure preload of drive pinion.
4. Set up a dial indicator and check backlash at several points around ring gear. Backlash should be specified value.

Ring gear-to-drive pinion backlash:
 0.10 - 0.20 mm
 (0.0039 - 0.0079 in)

5. Check the gear tooth contact with a mixture of recommended powder and oil applied sparingly to all ring gear teeth.

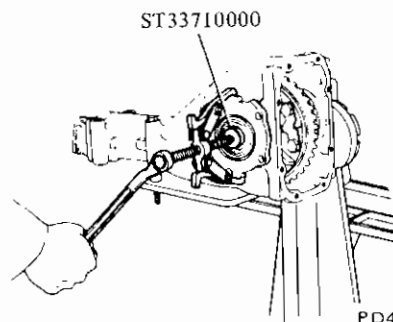
For the tooth contact pattern, see paragraph dealing with tooth contact pattern adjustment.

DISASSEMBLY

1. Remove side retainers, using Diff. Side Retainer Attachment ST33710000 and suitable puller.

Note:

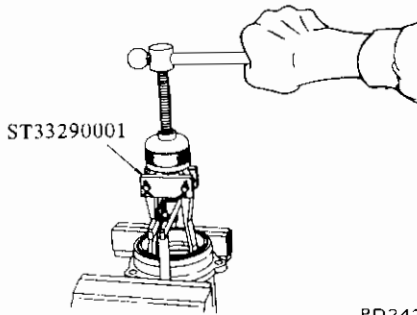
- a. Mark right and left side retainers before removal.
- b. Be careful not to confuse right and left hand side retainers and shims for proper reassembly.



PD409

Fig. PD-7 Removing Side Retainer

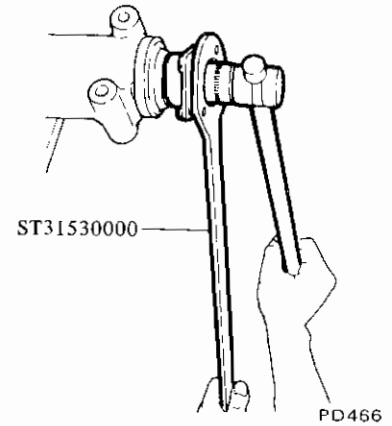
2. Extract differential case assembly from gear carrier.
3. When replacing side bearing, extract bearing outer race from side retainer using Side Bearing Outer Race Puller ST33290001.



PD243

Fig. PD-8 Removing Side Bearing Outer Race

4. Remove drive pinion nut, holding companion flange with Drive Pinion Flange Wrench ST31530000 and pull off companion flange using a suitable puller.



PD466

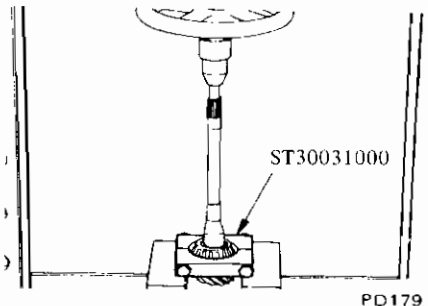
Fig. PD-9 Removing Drive Pinion Nut

5. Extract drive pinion from gear carrier using a press machine. Take out drive pinion together with rear bearing inner race, bearing spacer and adjusting washers.
6. Remove front oil seal from gear carrier.

Note: Oil seal must not be reused.

7. Remove pilot bearing together with pilot bearing spacer and front bearing cone using Pilot Bearing Drift ST30650001.

8. Hold rear bearing inner race with Drive Pinion Rear Bearing Inner Race Puller ST30031000 and extract from drive pinion with a press.



PD179

Fig. PD-10 Removing Pinion Rear Bearing Inner Race

9. To remove front and rear bearing outer races, put a drift to race surface, and withdraw them by tapping top of drift with a hammer.

DIFFERENTIAL CASE

1. Extract bearing inner race from differential case assembly using Differential Side Bearing Puller Set ST3306S001.

Body: ST33051001
 Adapter: ST33061000

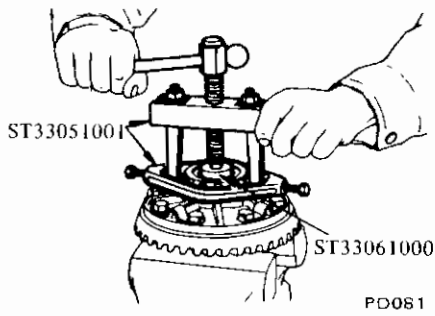


Fig. PD-11 Removing Side Bearing

Note:

- a. The puller should be handled with care in catching the edge of bearing inner race.
- b. Be careful not to confuse the right and left hand parts.

2. Remove ring gear by spreading out lock strap and loosening ring gear bolts diagonally.
3. Punch off pinion mate shaft lock pin from ring gear side using Solid Punch KV31100300.

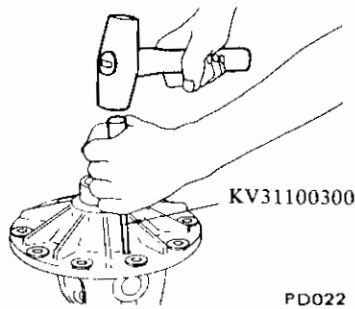


Fig. PD-12 Removing Lock Pin

4. Draw out pinion mate shaft and remove pinion mate gears, side gears and thrust washers.

Note: Put marks on gear and thrust washer so that they can be reinstalled in their original positions from which they were removed.

INSPECTION

Thoroughly clean all disassembled parts, and examine them to see that they are worn, damaged or otherwise faulty, and how they are affected. Repair or replace all faulty parts, whichever is necessary.

1. Check gear teeth for scoring, cracking or chipping, and make sure that tooth contact pattern indicates correct meshing depth. If any fault is evident, replace parts as required.

Note: Drive pinion and ring gear are supplied for replacement as a set, therefore, should either part be damaged, replace as a set.

2. Check pinion gear shaft, and pinion gear for scores and signs of wear, and replace as required.

Follow the same procedure for side gear and their seats on differential case.

3. Inspect all bearing races and rollers for scoring, chipping or evidence of excessive wear. They should be in tiptop condition such as not worn and with mirror-like surfaces. Replace if there is a shadow of doubt on their efficiency, as incorrect bearing operation may result in noises and gear seizure.

4. Inspect thrust washer faces. Small damage can be corrected with sand paper. If pinion mate to side gear backlash (or the clearance between side gear and thrust washer) exceeds the specified value, replace thrust washers.

Pinion mate-to-side gear backlash:

For tripod drive shaft
Less than 0.15 mm
(0.0059 in)

Except tripod drive shaft
0.10 - 0.20 mm
(0.0039 - 0.0079 in)

5. Inspect gear carrier and differential case for cracks or distortion. If either condition is evident, replace faulty parts.

6. As a general rule, oil seal should be replaced at each disassembly.

ASSEMBLY AND ADJUSTMENT

Assembly can be done in the reverse order of disassembly. The following directions for adjustment and usage of special tools enable to obtain a perfect differential operation.

PRECAUTIONS IN REASSEMBLY

1. Arrange shims, washers and the like to install them correctly.
2. Thoroughly clean the surfaces on which shims, washers, bearings and bearing retainers are installed.
3. Apply gear oil when installing bearings.
4. Pack recommended multi-purpose grease into cavity between lips when fitting oil seal.

ASSEMBLY OF DIFFERENTIAL GEAR CASE

1. Assemble pinion mates, side gears and thrust washers in differential case.
2. Fit pinion shaft to differential case so that it meets lock pin holes.
3. Adjust pinion mate-to-side gear backlash (or the clearance between the rear face of side gear and thrust washer) to the specified value by selecting side gear thrust washer.

Pinion mate-to-side gear backlash:

For tripod drive shaft
Less than 0.15 mm
(0.0059 in)

Except tripod drive shaft
0.10 - 0.20 mm
(0.0039 - 0.0079 in)

Side gear thrust washer

Thickness mm (in)
0.75 - 0.80 (0.0295 - 0.0315)
0.80 - 0.85 (0.0315 - 0.0335)
0.85 - 0.90 (0.0335 - 0.0354)

4. Lock pinion shaft lock pin using a punch after it is secured into place.
5. Apply oil to gear tooth surfaces and thrust surfaces and check if they turn properly.
6. Place ring gear on differential case and install bolts and lock straps.
Torque bolts to specifications, and bend up lock straps.

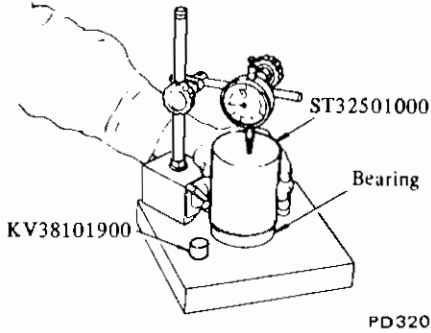
CAUTION:

- a. Use only genuine ring gear bolts and new lock straps.
- b. Tighten bolts in criss-cross fashion lightly tapping around bolt head with a hammer.

⊕ : Ring gear bolts
 88 - 98 N-m
 (9.0 - 10.0 kg-m,
 65 - 72 ft-lb)

7. When replacing side bearing, measure bearing width using Master Gauge KV38101900 and Weight Block ST32501000 prior to installation.

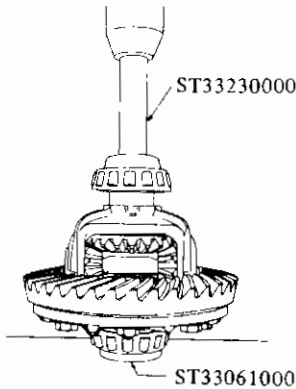
Standard bearing width:
 20.0 mm (0.787 in)



PD320

Fig. PD-13 Measuring Bearing Width

8. Press fit side bearing inner race on differential case using Diff. Side Bearing Drift ST33230000 and Adapter ST33061000.



PD244

Fig. PD-14 Installing Side Bearing Inner Race

ADJUSTMENT OF DRIVE PINION PRELOAD

Adjust preload of drive pinion with spacer and washer between front and rear bearing inner races, regardless of thickness of pinion height adjusting washer.

This adjustment must be carried out without oil seal inserted.

1. Press fit front and rear bearing outer races into gear carrier using

Drive Pinion Outer Race Drift Set ST30611000, ST30701000 and ST30621000.

Front: ST30611000 and ST30701000

Rear: ST30611000 and ST30621000

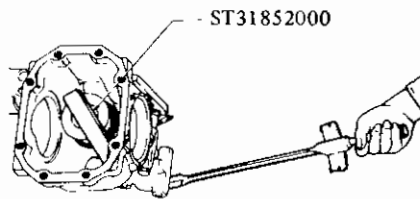
2. Insert Dummy Shaft Spacer ST31851000, pinion height adjusting washer and rear bearing inner race into Dummy Shaft ST31212000. See Fig. PD-17.

Note: Pinion height adjusting washer is inserted to facilitate adjustment of drive pinion height described below. Reuse removed washer if normal contact pattern is obtained with it.

Standard pinion height adjusting washer thickness:
 3.09 - 3.66 mm
 (0.1217 - 0.1441 in)

3. Fit drive pinion bearing spacer, washer, front bearing cone, Drive Pinion Dummy Collar ST31214000 and companion flange in this order on dummy shaft and tighten drive pinion nut to the specified torque using Stopper ST31852000.

⊕ : Drive pinion nut
 167 - 196 N-m
 (17 - 20 kg-m,
 123 - 145 ft-lb)

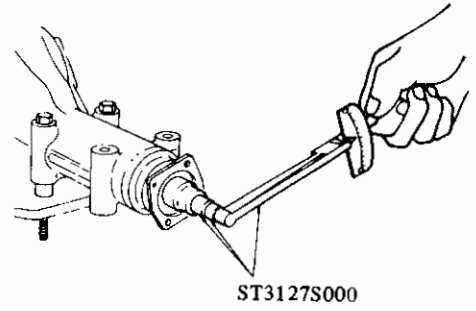


PD184

Fig. PD-15 Tightening Drive Pinion Nut

4. Measure pinion bearing preload using Preload Gauge ST3127S000, and select washer and spacer that will provide required preload.

Note: Replace bearing washer and spacer with thicker ones if pinion cannot be turned by hand while it is being tightened.



PD245

Fig. PD-16 Measuring Pinion Preload

Pinion bearing preload (without oil seal):
 1.0 - 1.3 (10 - 13 kg-cm,
 8.7 - 11.3 in-lb)

Pinion bearing adjusting spacer

Length mm (in)
52.20 (2.0551)
52.40 (2.0630)
52.60 (2.0709)
52.80 (2.0787)
53.00 (2.0866)
53.20 (2.0945)

Pinion bearing adjusting washer

Thickness mm (in)
2.30 - 2.32 (0.0906 - 0.0913)
2.32 - 2.34 (0.0913 - 0.0921)
2.34 - 2.36 (0.0921 - 0.0929)
2.36 - 2.38 (0.0929 - 0.0937)
2.38 - 2.40 (0.0937 - 0.0945)
2.40 - 2.42 (0.0945 - 0.0953)
2.42 - 2.44 (0.0953 - 0.0961)
2.44 - 2.46 (0.0961 - 0.0969)
2.46 - 2.48 (0.0969 - 0.0976)
2.48 - 2.50 (0.0976 - 0.0984)
2.50 - 2.52 (0.0984 - 0.0992)
2.52 - 2.54 (0.0992 - 0.1000)
2.54 - 2.56 (0.1000 - 0.1008)
2.56 - 2.58 (0.1008 - 0.1016)
2.58 - 2.60 (0.1016 - 0.1024)

ADJUSTMENT OF DRIVE PINION HEIGHT

Adjust pinion height with washer

provided between rear bearing inner race and back of pinion gear.

1. Install Height Gauge ST31211000 on carrier with dummy shaft mounted.

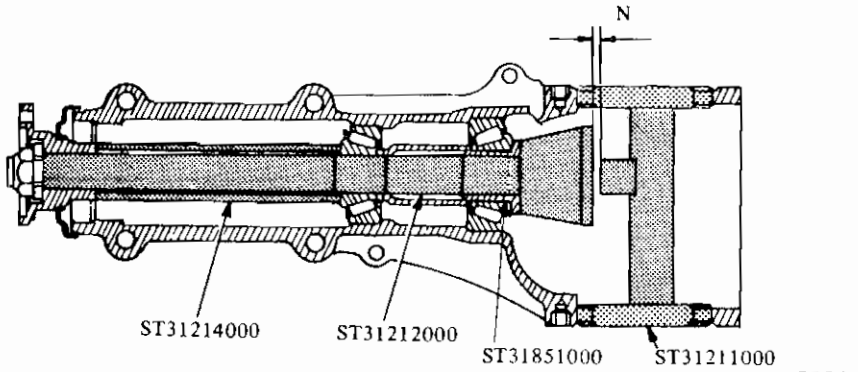


Fig. PD-17 Measuring Clearance

2. Measure the clearance (N) between the tip end of height gauge and the end surface of dummy shaft, using a thickness gauge.

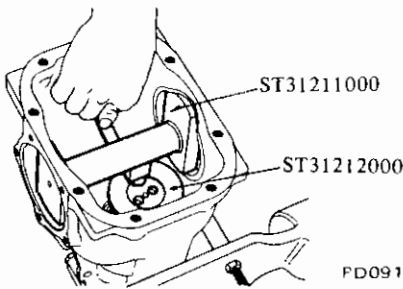


Fig. PD-18 Adjusting Pinion Height

3. The thickness of drive pinion height adjusting washer can be obtained from the following formula:

$$T = W + N - [(H - D' - S) \times 0.01] - 0.20$$

Where,

T : Required thickness of rear bearing adjusting washers (mm).

W : Thickness of washers temporarily inserted (mm).

N : Measured value with thickness gauge (mm).

H : Figure marked on the drive pinion head. See Fig. PD-19.

D' : Figure marked on the dummy shaft.

S : Figure marked on the height gauge.

Figures for H, D' and S are dimensional variations in a unit of 1/100 mm against each standard measurement.

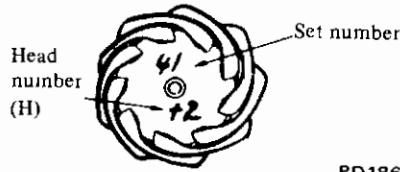


Fig. PD-19 Variation Number on Drive pinion

Examples of calculation

Ex. 1 ---

W = 3.09 mm
N = 0.33 mm
H = +2, D' = -1, S = 0

$$\begin{aligned} T &= W + N - [(H - D' - S) \times 0.01] - 0.20 \\ &= 3.09 + 0.33 - [(+2) - (-1) - (0)] \times 0.01 - 0.20 \\ &= 3.09 + 0.33 - [(2 + 1 - 0) \times 0.01] - 0.20 \\ &= 3.09 + 0.33 - [3 \times 0.01] - 0.20 \\ &= 3.09 + 0.33 - 0.03 - 0.20 \\ &= 3.19 \text{ mm} \end{aligned}$$

The correct washer is 3.18 mm thick.

Ex. 2 ---

W = 3.09 mm
N = 0.28 mm
H = -2, D' = +1, S = -1

$$\begin{aligned} T &= W + N - [(H - D' - S) \times 0.01] - 0.20 \\ &= 3.09 + 0.28 - [((-2) - (+1) - (-1)) \times 0.01] - 0.20 \\ &= 3.09 + 0.28 - [(-2 - 1 + 1) \times 0.01] - 0.20 \\ &= 3.09 + 0.28 - [-2 \times 0.01] - 0.20 \\ &= 3.09 + 0.28 + 0.02 - 0.20 \\ &= 3.19 \text{ mm} \end{aligned}$$

The correct washer is 3.18 mm thick.

Ex. 3 ---

W = 3.09 mm
N = 0.45 mm
H = 0, D' = 0, S = 0

$$\begin{aligned} T &= W + N - [(H - D' - S) \times 0.01] - 0.20 \\ &= 3.09 + 0.45 - [(0 - 0 - 0) \times 0.01] - 0.20 \\ &= 3.09 + 0.45 - [0 \times 0.01] - 0.20 \\ &= 3.09 + 0.45 - 0 - 0.20 \\ &= 3.34 \text{ mm} \end{aligned}$$

The correct washer is 3.33 mm thick.

Pinion height adjusting washer

Thickness mm (in)
3.09 (0.1217)
3.12 (0.1228)
3.15 (0.1240)
3.18 (0.1252)
3.21 (0.1264)
3.24 (0.1276)
3.27 (0.1287)
3.30 (0.1299)
3.33 (0.1311)
3.36 (0.1323)
3.39 (0.1335)
3.42 (0.1346)
3.45 (0.1358)
3.48 (0.1370)
3.51 (0.1382)
3.54 (0.1394)
3.57 (0.1406)
3.60 (0.1417)
3.63 (0.1429)
3.66 (0.1441)

Note: If values signifying H, D' and S are not given, regard them as zero and compute. After assembly, check to see that tooth contact is correct. If not, readjust.

4. Fit determined pinion height adjusting washer in drive pinion, and press fit rear bearing inner race in it using Base ST30901000.

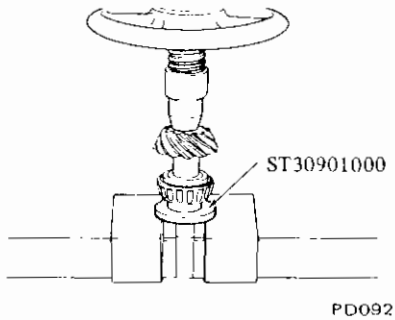


Fig. PD-20 Pressing Rear Bearing Inner Race

5. Lubricate pinion front and rear bearings. Install drive pinion in gear carrier into which drive pinion bearing spacer and washer, front bearing inner race and front bearing pilot spacer, moreover, pilot bearing and oil seal are fitted. Fit oil seal using Oil Seal Drift ST30720000.

6. Fit companion flange on drive pinion, and secure it in position by tightening nut to specified torque confirming preload.

Note: If drive pinion lock nut is worn, replace it.

Ⓣ : Drive pinion nut
167 - 196 N·m
(17 - 20 kg·m,
123 - 145 ft·lb)

Drive pinion preload
(with oil seal):
0.9 - 1.7 N·m
(9 - 17 kg·cm,
7.8 - 14.8 in·lb)

ADJUSTMENT OF SIDE RETAINER SHIMS

1. If the hypoid gear set, gear carrier, differential case, side bearing or side bearing retainer has been replaced with new part, adjust the side bearing

preload with adjusting shim. The required thickness of the right and left retainer shims can be obtained from the following formulas:

$$T_1 = (A + C + G_1 - D) \times 0.01 + 0.76 - E$$

$$T_2 = (B + D + G_2) \times 0.01 + 0.76 - F$$

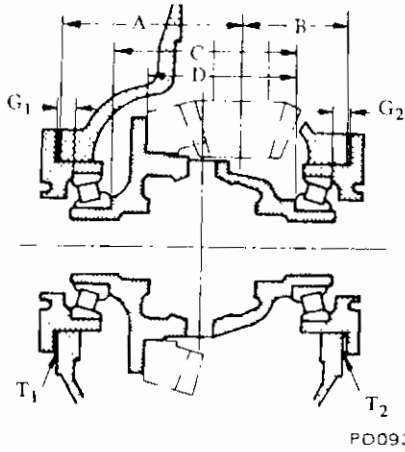


Fig. PD-21 Thickness of Right and Left Shims

Where,

T₁ : Required thickness of left side retainer shim (mm).

T₂ : Required thickness of right side retainer shim (mm).

A & B : Figures marked on the gear carrier.

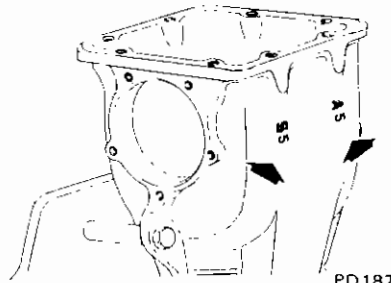


Fig. PD-22 A & B Figures

C & D : Figures marked on the differential case.

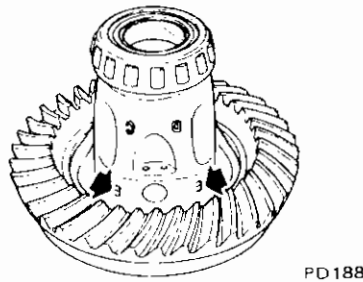


Fig. PD-23 C & D Figures

E & F : These are differences in width of left or right side bearing against the standard width 20.00 mm (0.7874 in).

If bearing width is 19.90, the difference will be as follows:

$$20.00 - 19.90 = 0.10$$

G₁ & G₂ : Figures marked on the left or right side retainer.

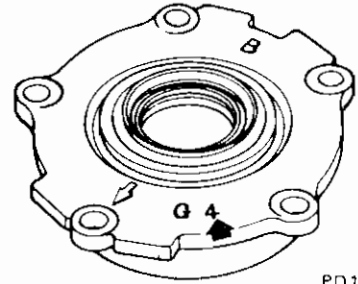


Fig. PD-24 G₁ & G₂ Figure

Figures for A, B, C, D, G₁ and G₂ are dimensional variations in a unit of 1/100 mm against each standard measurement.

Examples of calculation

Ex. 1 ---

A = 5, B = 5, C = 3, D = 3,
G₁ = 4, G₂ = 1, E = 0.10 mm,
F = 0.15 mm

Left side:

$$T_1 = (A + C + G_1 - D) \times 0.01 + 0.76 - E$$

$$= (5 + 3 + 4 - 3) \times 0.01 + 0.76 - 0.10$$

$$= 9 \times 0.01 + 0.76 - 0.10$$

$$= 0.09 + 0.76 - 0.10$$

$$= 0.75 \text{ mm}$$

The correct shims are as follows:

Thickness	Quantity	
0.25	x 1	= 0.25
0.50	x 1	= 0.50
Total thickness		= 0.75 mm

Right side:

$$T_2 = (B + D + G_2) \times 0.01 + 0.76 - F$$

$$= (5 + 3 + 1) \times 0.01 + 0.76 - 0.15$$

$$= 9 \times 0.01 + 0.76 - 0.15$$

$$= 0.09 + 0.76 - 0.15$$

$$= 0.70 \text{ mm}$$

The correct shims are 0.20 plus 0.50 mm thick.

Ex. 2 ...

A = 2, B = 3, C = 0, D = 3
 G₁ = 2, G₂ = 3, E = 0.20 mm,
 F = 0.20 mm

Left side:

$$T_1 = (A + C + G_1 - D) \times 0.01 + 0.76 - E$$

$$= (2 + 0 + 2 - 3) \times 0.01 + 0.76 - 0.20$$

$$= 1 \times 0.01 + 0.76 - 0.20$$

$$= 0.01 + 0.76 - 0.20$$

$$= 0.57 \text{ mm}$$

The correct shims are 0.25 plus 0.30 mm thick.

Right side:

$$T_2 = (B + D + G_2) \times 0.01 + 0.76 - F$$

$$= (3 + 3 + 3) \times 0.01 + 0.76 - 0.20$$

$$= 9 \times 0.01 + 0.76 - 0.20$$

$$= 0.09 + 0.76 - 0.20$$

$$= 0.65 \text{ mm}$$

The correct shims are as follows:

Thickness	Quantity	
0.25	x 1	= 0.25
0.40	x 1	= 0.40
Total thickness		= 0.65 mm

Note: If values signifying A, B, C, D, G₁ and G₂ are not given, regard them as zero and compute. After assembly, check to see that preload and backlash are correct. If not, readjust.

Side retainer adjusting shim

Thickness mm (in)
0.20 (0.0079)
0.25 (0.0098)
0.30 (0.0118)
0.40 (0.0157)
0.50 (0.0197)

2. Press fit side bearing outer race into side retainer using a set of Drive Pinion Bearing Outer Race Drift Bar ST30611000 and Drift ST30621000.

3. Fit given shims and O-ring in both side retainers, and install retainers in gear carrier using Diff. Side Retainer Guide ST33720000, and the arrow mark on retainer positioned as shown in Fig. PD-26.

Note: When installing retainers, take care that side bearing outer races are not damaged by roller.

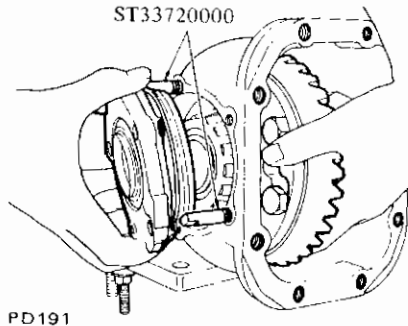


Fig. PD-25 Installing Side Retainer

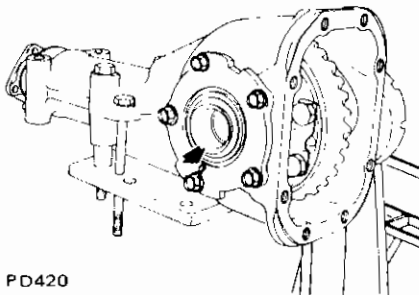


Fig. PD-26 Arrow Mark on Retainer

4. Measure ring gear-to-drive pinion backlash. If backlash is too small, decrease thickness of left shim and

increase thickness of right shim by the same amount. If backlash is too great, reverse the above procedure.

Ring gear-to-drive pinion backlash
 0.10 - 0.20 mm
 (0.0039 - 0.0079 in)

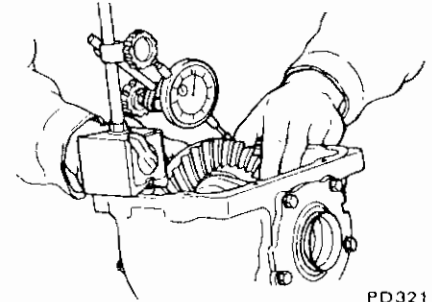


Fig. PD-27 Measuring Backlash of Ring Gear and Pinion

5. At the same time, check side bearing preload. Bearing preload should be the specified torque.

If preload is not according to this specification, adjust it with side retainer shims.

Side bearing preload:
 1.2 - 2.0 N·m
 (12 - 20 kg·cm,
 10.4 - 17.4 in·lb)
 At ring gear bolt:
 17.7 - 29.4 N
 (1.8 - 3.0 kg,
 4.0 - 6.6 lb)

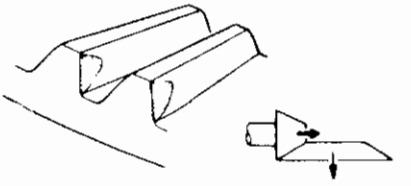
6. Check and adjust the tooth contact pattern of ring gear and drive pinion.

- (1) Thoroughly clean ring and drive pinion gear teeth.
- (2) Paint ring gear teeth lightly and evenly with a mixture of powdered ferric oxide and oil of a suitable consistency to produce a contact pattern.
- (3) Rotate pinion through several revolutions in the forward and reverse direction until a definite contact pattern is developed on ring gear.
- (4) When contact pattern is incorrect, readjust thickness of adjusting shim. Be sure to wipe off ferric oxide completely upon completion of adjustment.
- (5) Incorrect contact pattern of teeth can be adjusted in the following manner.

Contact pattern

a. Heel contact

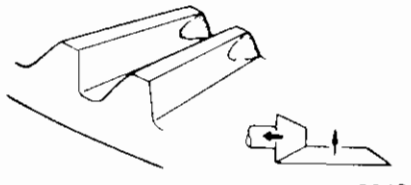
To correct, increase thickness of pinion height adjusting washer in order to bring drive pinion close to ring gear.



PD193
Fig. PD-28 Heel Contact

b. Toe contact

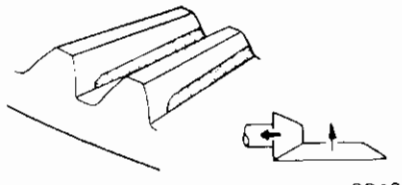
To correct, reduce thickness of pinion height adjusting washer in order to make drive pinion go away from ring gear.



PD194
Fig. PD-29 Toe-Contact

c. Flank contact

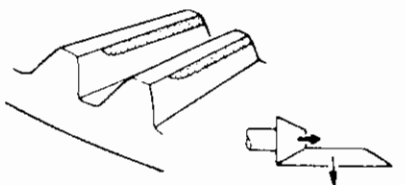
Adjust in the same manner as in b.



PD195
Fig. PD-30 Flank Contact

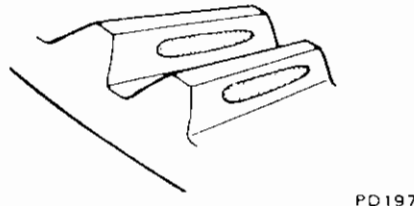
d. Face contact

Adjust in the same manner as in a.



PD196
Fig. PD-31 Face Contact

e. Correct tooth contact



PD197
Fig. PD-32 Correct Contact

Note: Change in thickness of adjusting washer is accompanied by change in backlash. Check it when installing gear.

7. Install rear cover.

- Ⓣ : Rear cover attaching bolts
39 - 49 N·m
(4.0 - 5.0 kg·m,
29 - 36 ft·lb)

INSTALLATION

Install in the reverse order of removal.

1. Position differential carrier onto suspension member, and temporarily tighten it with four bolts.
2. Fit rear cover to mounting insulator nuts ① in Fig. PD-3 and tighten nuts to specified torque.

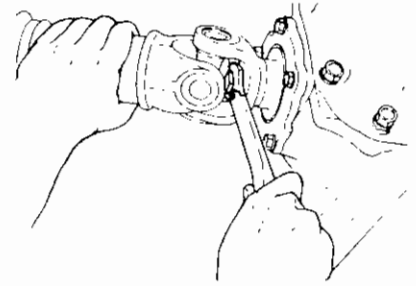
- Ⓣ : Rear cover to mounting insulator nuts
59 - 78 N·m
(6.0 - 8.0 kg·m,
43 - 58 ft·lb)

3. Secure differential carrier onto rear suspension member with bolts.

- Ⓣ : Differential carrier to suspension member bolts
59 - 78 N·m
(6.0 - 8.0 kg·m,
43 - 58 ft·lb)

4. Install side yokes together with drive shafts to differential carrier, and tighten side yoke fixing bolts to specified torque (except tripod drive shaft).

Note: Be careful not to damage side yoke and oil seal when installing.



PD324
Fig. PD-33 Tightening Side Yoke Fixing Bolt

- Ⓣ : Side yoke fixing bolts
31 - 42 N·m
(3.2 - 4.3 kg·m,
23 - 31 ft·lb)

5. Install drive shaft (tripod drive shaft).

6. Join drive shafts with companion flanges of rear axle shafts and tighten connecting bolts to specified torque.

- Ⓣ : Drive shaft to axle shaft bolts
Except tripod drive shaft
49 - 59 N·m
(5.0 - 6.0 kg·m,
36 - 43 ft·lb)

- Tripod drive shaft
27 - 37 N·m
(2.8 - 3.8 kg·m,
20 - 27 ft·lb)

7. Install other parts in the reverse manner of removal.

- Ⓣ : Drain and filler plugs
41 - 68 N·m
(4.2 - 6.9 kg·m,
30 - 50 ft·lb)

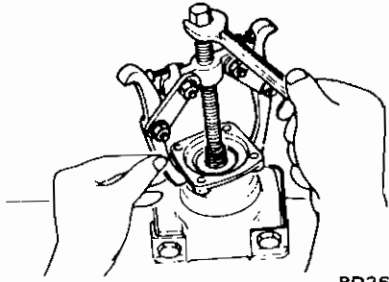
Gear oil capacity:
1.0 liter (2-1/8 US pt,
1-3/4 Imp pt)

REPLACEMENT OF OIL SEAL

FRONT OIL SEAL

To replace front oil seal with differential carrier installed on the car, proceed as follows:

1. Drain gear oil.
2. Raise car on hoist.
3. Detach propeller shaft.
4. Remove drive pinion nut.
5. Extract companion flange using a standard puller.



PD264

Fig. PD-34 Removing Companion Flange

6. Remove oil seal.
7. Set new oil seal in position using Oil Seal Drift ST30720000. Apply grease cavity between seal lips.
8. Fit companion flange on drive pinion, and secure them in position by tightening nut to specified torque confirming the following preload, using Drive Pinion Flange Wrench ST31530000.

- Ⓣ : Drive pinion nut
 167 - 196 N·m
 (17 - 20 kg·m,
 123 - 145 ft·lb)
 Pinion bearing preload
 (with oil seal):
 0.9 - 1.7 N·m
 (9 - 17 kg·cm,
 7.8 - 14.8 in·lb)

Note: The preload of old bearing is the same value as that of a new bearing.

9. Reinstall propeller shaft by reversing the foregoing removal procedure. And fill up gear oil.

SIDE OIL SEAL

Side oil seal is replaced by using the

following procedures.

- (1) Detach drive shaft from differential carrier.
- (2) Remove oil seal.
- (3) Set in new oil seal with Side Oil Seal Drift ST33270000.

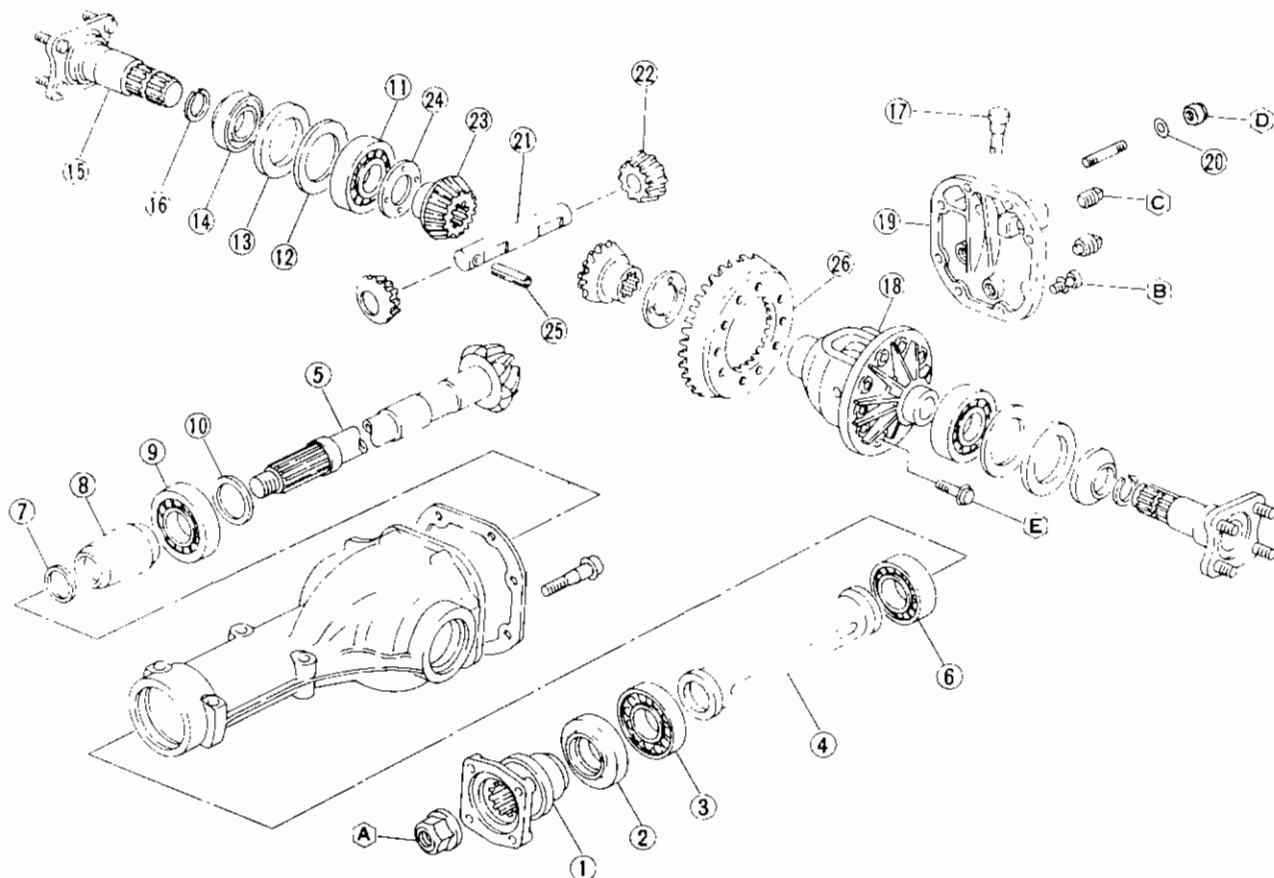
Note: Apply grease cavity between oil seal lips.

- (4) Reinstall drive shaft.

Note: Check O-ring of side flange fixing bolt, and replace if necessary.

- Ⓣ : Side yoke fixing bolt
 31 - 42 N·m
 (3.2 - 4.3 kg·m,
 23 - 31 ft·lb)
 Drive shaft to axle shaft bolts
 49 - 59 N·m
 (5.0 - 6.0 kg·m,
 36 - 43 ft·lb)

DIFFERENTIAL CARRIER (Type R200)



- | | | |
|-----------------------------------|--|----------------------|
| 1 Companion flange | 11 Side bearing | 21 Pinion mate shaft |
| 2 Front oil seal | 12 Side bearing adjusting washer | 22 Pinion mate |
| 3 Front pilot bearing | 13 Side bearing spacer | 23 Side gear |
| 4 Front pilot bearing spacer | 14 Side oil seal | 24 Thrust washer |
| 5 Drive pinion | 15 Side flange (Except tripod drive shaft) | 25 Lock pin |
| 6 Pinion front bearing | 16 Side flange circlip | 26 Ring gear |
| 7 Pinion bearing adjusting washer | 17 Breather | |
| 8 Pinion bearing adjusting spacer | 18 Differential case | |
| 9 Pinion rear bearing | 19 Rear cover | |
| 10 Pinion height adjusting washer | 20 Special washer | |

Tightening torque T of bolts and nuts N·m (kg-m, ft-lb)

- | | |
|----------|----------------------------------|
| A | : 186 - 216 (19 - 22, 137 - 159) |
| B | : 16 - 24 (1.6 - 2.4, 12 - 17) |
| C | : 39 - 59 (4 - 6, 29 - 43) |
| D | : 88 - 118 (9.0 - 12.0, 65 - 87) |
| E | : 59 - 69 (6.0 - 7.0, 43 - 51) |

Using locking agent
[Locktite (stud lock) or equivalent]

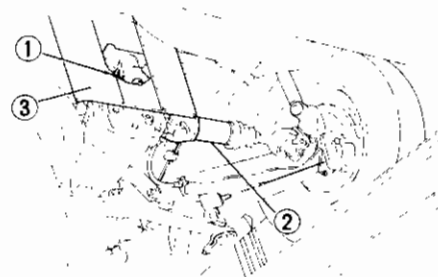
PD467

Fig. PD-35 Differential Carrier (R200)

REMOVAL

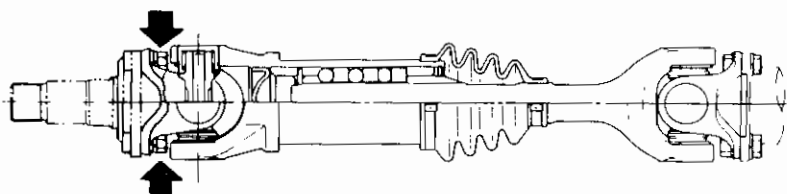
1. Jack up rear of car and support on safety stands. Drain gear oil.
2. Disconnect propeller shaft at companion flange.
3. Disconnect drive shafts **2** on the wheel side. See Fig. PD-36.
4. Remove side flange fixing bolts, and disconnect flange yokes together with drive shafts from differential carrier (except tripod type drive shaft).

5. Draw out drive shaft (tripod type drive shaft). Refer to section RA.
6. Remove plate **3**. See Fig. PD-36.
7. With differential carrier jacked up, remove nuts **1**.



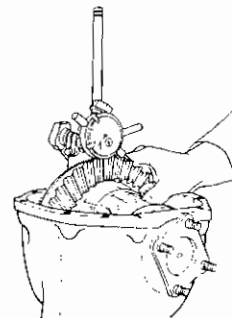
PD470

Fig. PD-36 Under View



PD468

Fig. PD-37 Removing Side Flange Fixing Bolt

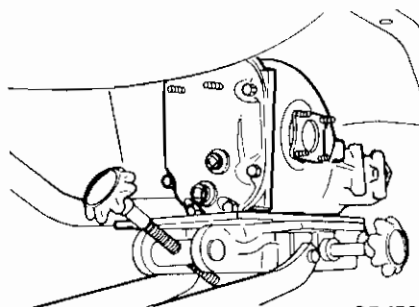


PD341

Fig. PD-41 Measuring Backlash of Ring Gear and Pinion

8. Loosen off four fitting bolts that hold differential carrier onto suspension member.

9. Pull off differential carrier backward together with jack.



PD472

Fig. PD-38 Removing Differential Carrier

After carrier assembly is removed, support suspension member on a stand to prevent its insulators being twisted or damaged.

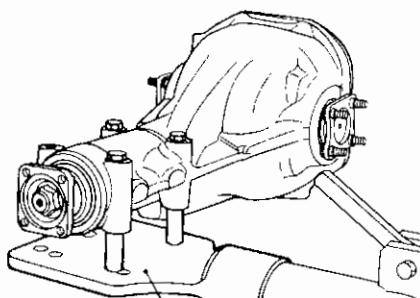
Note: Do not place the center of suspension member on the stand before removal operation. Otherwise, it will be difficult to extract the gear carrier assembly.

PRE-DISASSEMBLY INSPECTION

Differential carrier should be inspected before parts except rear cover are removed from it.

These inspections are helpful in finding the cause of the problem and in determining necessary corrections.

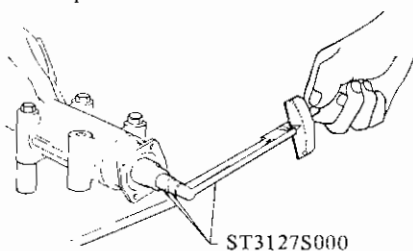
1. Using three 45 mm (1.77 in) spacers, mount carrier on Diff. Attachment KV38100800.



PD418

Fig. PD-39 Mounting Differential Carrier

2. Remove rear cover.
3. Visually inspect parts for wear or damage.
4. Rotate gears checking for any roughness which would indicate damaged bearings or chipped gears. Check gear teeth for scoring or signs of abnormal wear. Measure preload of drive pinion.



PD340

Fig. PD-40 Measuring Pinion Preload

5. Set up a dial indicator and check the backlash at several points around ring gear.

Ring gear-to-drive pinion backlash:
0.13 - 0.18 mm
(0.0051 - 0.0071 in)

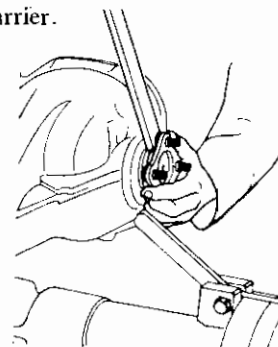
6. Check gear tooth contact with a mixture of recommended powder and oil.

For the tooth contact pattern, see Figs. PD-28 through PD-32. — Contact Pattern.

DISASSEMBLY

1. Drive side flange out with pry bar.

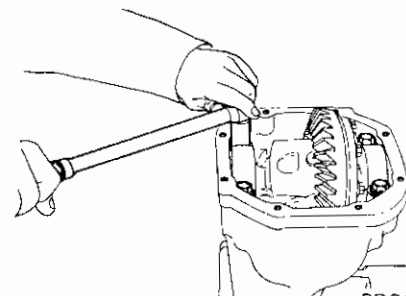
Note: Hold side flange with hand to prevent it from jumping out of carrier.



PD342

Fig. PD-42 Removing Side Flange

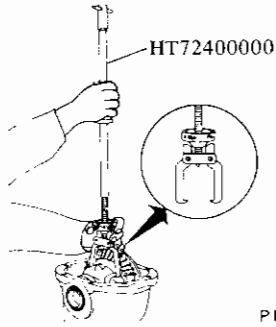
2. Put match marks on side bearing caps and carrier.
3. Loosen side bearing cap bolts and remove bearing caps.



PD343

Fig. PD-43 Removing Side Bearing Cap

4. Using Slide Hammer HT72400000 lift differential case assembly out.

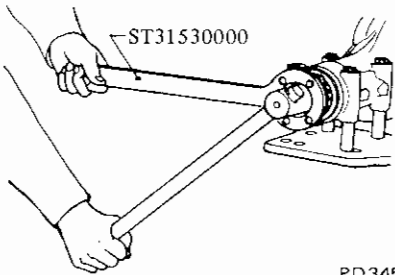


PD344

Fig. PD-44 Removing Differential Assembly Case

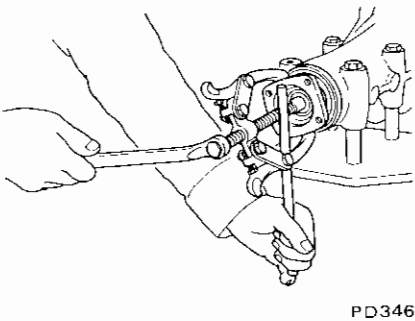
Note: Care should be taken not to confuse the left and right hand bearing caps and bearing outer races so that parts may be installed to the original position.

5. Loosen drive pinion nut, holding companion flange with Drive Pinion Flange Wrench ST31530000 and pull off companion flange using a suitable puller.



PD345

Fig. PD-45 Removing Drive Pinion Nut



PD346

Fig. PD-46 Removing Companion Flange

6. Extract drive pinion from carrier using a press. Take out drive pinion together with rear bearing inner race, bearing spacer and adjusting washer.

7. Remove oil seal.

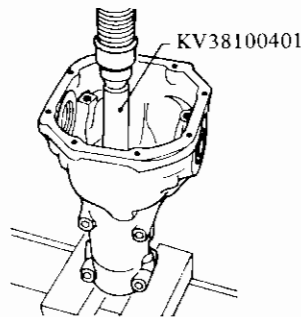
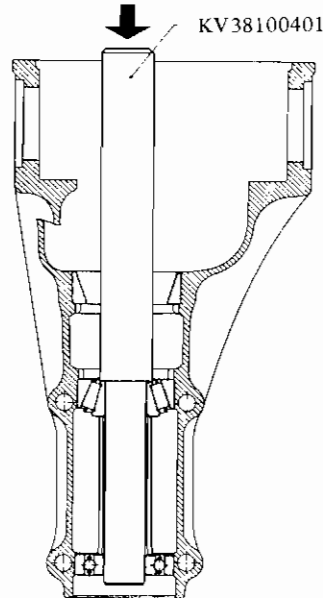
Note: Oil seal must not be reused.

8. Remove pilot bearing together with pilot bearing spacer and front bearing inner race using Pilot Bearing Drift KV38100401. See Fig. PD-47.

9. Remove side oil seal.

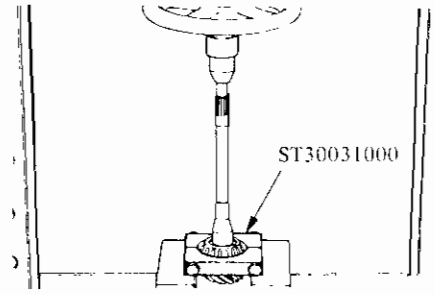
Note: Oil seal must not be reused.

10. Hold rear bearing inner race with Puller ST30031000 and extract from drive pinion with a press. See Fig. PD-48.



PD348

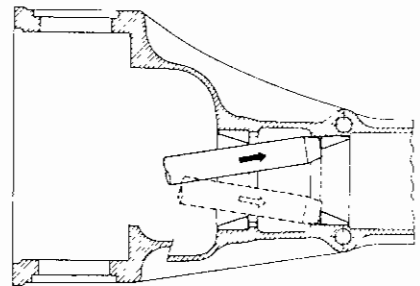
Fig. PD-47 Removing Pilot Bearing



PD179

Fig. PD-48 Removing Pinion Rear Bearing Inner Race

11. To remove front and rear bearing outer races, put a drift to race surface, and withdraw them by tapping the top of drift with a hammer.

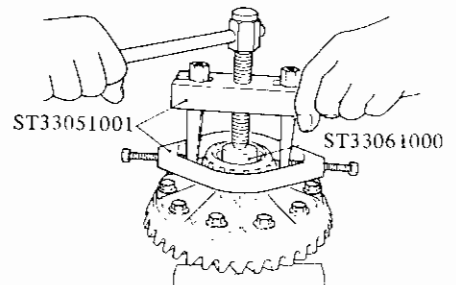


PD349

Fig. PD-49 Removing Pinion Bearing Outer Races

DIFFERENTIAL CASE

1. Extract bearing using Differential Side Bearing Puller ST3306S001 (set of ST33051001 and ST33061000).



PD350

Fig. PD-50 Removing Side Bearing

Note:

- a. Securely attach puller to bearing inner race, utilizing two grooves in differential case.
- b. Be careful not to confuse the left and right hand parts.

2. Remove ring gear by loosening ring gear bolts.

Note: Loosen bolts diagonally.

3. Punch off pinion mate shaft lock pin from ring gear side using Sold Punch KV31100300.

Note: Lock pin is caulked at pin hole mouth on differential case. Do not punch it off forcibly without checking how it is caulked.

4. Draw out pinion mate shaft and remove pinion mate gears, side gears and thrust washers.

Note: Put marks on gear and thrust washer so that they can be re-installed in their original positions from which they were removed.

INSPECTION

Thoroughly clean all disassembled parts, and examine them to see that they are worn, damaged or otherwise faulty, and how they are affected. Repair or replace all faulty parts, whichever is necessary.

1. Check gear teeth for scoring, cracking or chipping, and make sure that tooth contact pattern indicates correct meshing depth. If any fault is evident, replace parts as required.

Note: Drive pinion and drive gear are supplied for replacement as a set, therefore, should either part be damaged, replace as a set.

2. Check pinion gear shaft, and pinion gear for scores and signs of wear, and replace as required.

Follow the same procedure for side gears and their seats on differential case.

3. Inspect all bearing races and rollers for scoring, chipping or evidence of excessive wear. They should be in tiptop condition such as not worn and with mirror-like surfaces. Replace if there is a shadow of doubt on their efficiency, as an incorrect bearing operation may result in noise and gear seizure.

4. Inspect thrust washer faces. Small faults can be corrected with sand-paper. If pinion mate to side gear backlash (or the clearance between side gear and thrust washer) exceeds the specified value, replace thrust washers.

Pinion mate-to-side gear backlash:

For tripod drive shaft

Less than 0.15 mm
(0.0059 in)

Except tripod drive shaft

0.10 - 0.20 mm
(0.0039 - 0.0079 in)

5. Inspect carrier and differential case for cracks or distortion. If either condition is evident, replace faulty parts.

6. As a general rule, oil seal should be replaced at each disassembly.

ASSEMBLY AND ADJUSTMENT

Assembly can be done in the reverse order of disassembly. Adherence to the following directions for adjustment and usage of special tools enable to obtain a perfect differential operation.

PRECAUTIONS IN REASSEMBLY

1. Arrange shims, washers and the like to install them correctly.

2. Thoroughly clean the surfaces on which shims, washers, bearings and bearing retainers are installed.

3. Thoroughly clean oil from ring gear bolt and its hole with "Locktite Lacquic Primer" or equivalent.

4. Apply gear oil when installing bearings.

5. Pack recommended multi-purpose grease into cavity between lips when fitting oil seal.

ASSEMBLY OF DIFFERENTIAL GEAR CASE

1. Assemble pinion mates, side gears and thrust washers in differential case.

2. Fit pinion shaft to differential case so that it meets lock pin holes.

3. Adjust side gear-to-pinion mate backlash or adjust the clearance between the rear face of side gear and thrust washer.

If above procedure is not effective with existing washer, try with other washers.

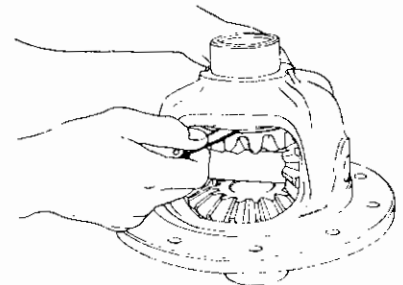
Pinion mate-to-side gear backlash:

For tripod drive shaft

Less than 0.15 mm
(0.0059 in)

Except tripod drive shaft

0.10 - 0.20 mm
(0.0039 - 0.0079 in)



PD023

Fig. PD-51 Measuring Clearance

4. Lock pinion shaft lock pin using a punch after it is secured in place.

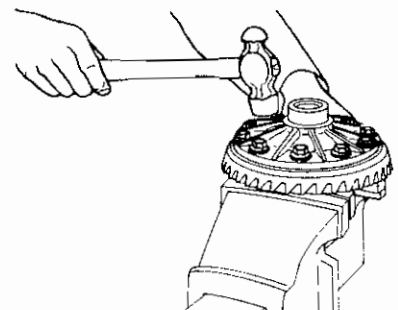
5. Apply oil to gear tooth surfaces and thrust surfaces and check that they turn properly.

6. Place ring gear on differential case and apply a small amount of locking agent [Locktite (stud lock) or equivalent] to the bolts; then install bolts.

CAUTION:

- a. Use only genuine drive gear bolts and new lock straps.
- b. Tighten bolts in criss-cross fashion lightly tapping around bolt heads with a hammer.

Ⓣ : Ring gear bolts
59 - 69 N·m
(6.0 - 7.0 kg-m,
43 - 51 ft-lb)

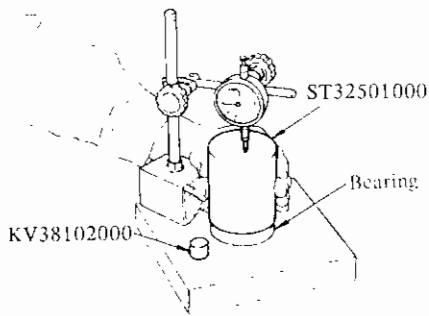


PD351

Fig. PD-52 Tapping Bolt Heads

7. When replacing side bearing, measure bearing width using Master Gauge KV38102000 and Weight Block ST32501000 prior to installation.

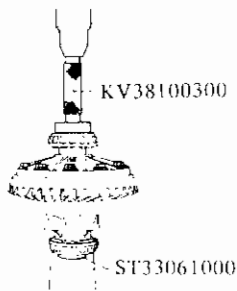
**Standard bearing width:
21.0 mm (0.827 in)**



PD425

Fig. PD-53 Measuring Bearing Width

8. Press fit side bearing inner race on differential case with Diff. Side Bearing Drift KV38100300 and Adapter ST33061000.



PD353

Fig. PD-54 Installing Side Bearing Inner Race

ADJUSTMENT OF DRIVE PINION PRELOAD

Adjust drive pinion preload with spacer and washer between front and rear bearing inner races, regardless of thickness of pinion height adjusting washer.

This adjustment must be carried out without oil seal inserted.

1. Press fit front and rear bearing outer races into gear carrier using Drive Pinion Outer Race Drift Set ST30611000, ST30613000 and ST30621000.

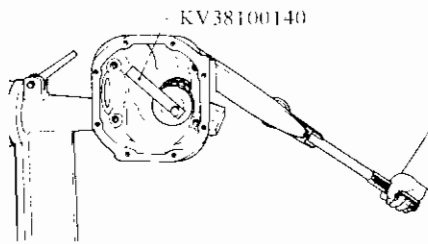
Front: ST30611000 and ST30613000

Rear: ST30611000 and ST30621000

2. Insert rear bearing inner race into Dummy Shaft KV38100110.

3. Fit drive pinion bearing spacer, washer, front bearing inner race, Dummy Shaft Collar KV38100130 and companion flange in that order on dummy shaft and tighten drive pinion nut with Stopper KV38100140.

**Note: Drive pinion nut
186 - 216 N·m
(19 - 22 kg·m,
137 - 159 ft·lb)**



PD354

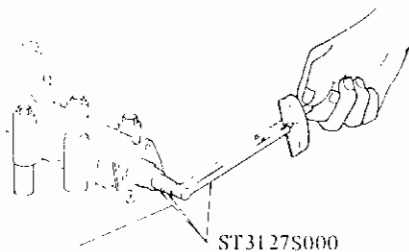
Fig. PD-55 Tightening Drive Pinion Nut

4. Measure pinion bearing preload using Preload Gauge ST3127S000, and select washer and spacer that will provide required preload.

**Pinion bearing preload
(without oil seal):
1.0 - 1.3 N·m
(10 - 13 kg·cm,
8.7 - 11.3 in·lb)**

Note:

- a. Replace bearing washer and spacer with thicker ones if pinion cannot be turned by hand while it is being tightened.
- b. Preload of old bearing is the same value as that of a new bearing.



PD340

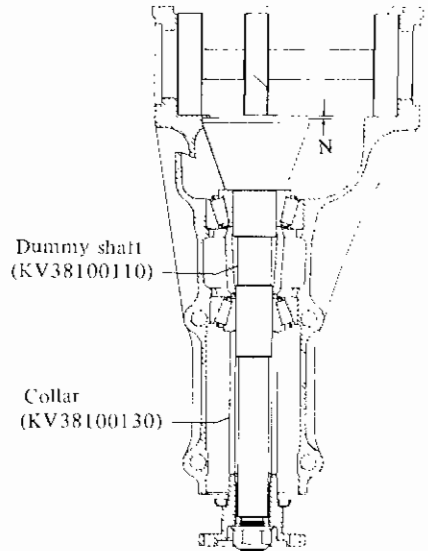
Fig. PD-56 Measuring Pinion Preload

ADJUSTMENT OF DRIVE PINION HEIGHT

Adjust pinion height with washer located between rear bearing inner race and back of pinion gear.

1. Install Height Gauge KV38100120 on carrier with dummy shaft mounted.

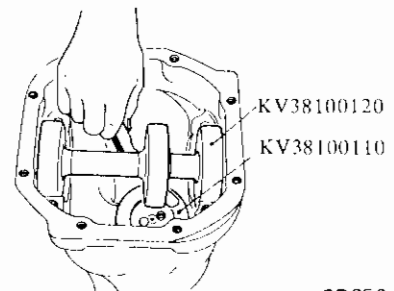
Height gauge (KV38100120)



PD355

Fig. PD-57 Measuring Clearance (N)

2. Measure the clearance (N) between the tip end of height gauge and the end surface of dummy shaft, using a thickness gauge.



PD356

Fig. PD-58 Adjusting Pinion Height

3. The thickness of drive pinion height adjusting washer can be obtained from the following formula:

$$T = N - [(H - D') \times 0.01] + 3.00$$

Where,

- T : Required thickness of rear bearing adjusting washers (mm).
- N : Measured value with thickness gage (mm).
- H : Figure marked on the drive pinion head. See Fig. PD-59.
- D' : Figure marked on the dummy shaft.

Note: Figures for H and D' are dimensional variations in a unit of 1/100 mm (4/10,000 in) against each standard measurement.

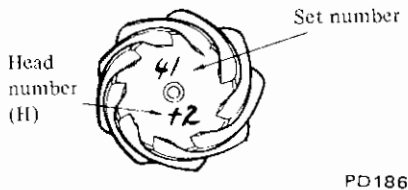


Fig. PD-59 Variation Number on Drive Pinion

Examples of calculation

Ex. 1 --

N = 0.23 mm
H = +2, D' = 1

$$T = N - [(H - D') \times 0.01] + 3.00$$

$$= 0.23 - [((+2) - 1) \times 0.01] + 3.00$$

$$= 0.23 - [(2 - 1) \times 0.01] + 3.00$$

$$= 0.23 - [1 \times 0.01] + 3.00$$

$$= 0.23 - 0.01 + 3.00$$

$$= 3.22 \text{ mm}$$

The correct washer is 3.21 mm thick.

Ex. 2 --

N = 0.35 mm
H = -1, D' = 2

$$T = N - [(H - D') \times 0.01] + 3.00$$

$$= 0.35 - [((-1) - 2) \times 0.01] + 3.00$$

$$= 0.35 - [(-1 - 2) \times 0.01] + 3.00$$

$$= 0.35 - [(-3) \times 0.01] + 3.00$$

$$= 0.35 - [-0.03] + 3.00$$

$$= 0.35 + 0.03 + 3.00$$

$$= 3.38$$

The correct washer is 3.39 mm thick.

Ex. 3 --

N = 0.27 mm
H = 0, D' = 0

$$T = N - [(H - D') \times 0.01] + 3.00$$

$$= 0.27 - [(0 - 0) \times 0.01] + 3.00$$

$$= 0.27 - [0 \times 0.01] + 3.00$$

$$= 0.27 - 0 + 3.00$$

$$= 3.27$$

The correct washer is 3.27 mm thick.

Note: If values signifying H and D' are not given, regard them as zero and compute. After assembly, check to see that tooth contact is correct. If not, readjust.

For the tooth contact pattern, see Figs. PD-28 through PD-32 for Contact Pattern.

Note: Pinion height adjustment can be made in a unit of 1/100 mm (4/10,000 in) by selecting either 0.05 mm (0.0020 in) or 0.07 mm (0.0028 in) shim in above chart.

4. Fit determined pinion height adjusting washer in drive pinion, and press fit rear bearing inner race in it using Base ST30901000.

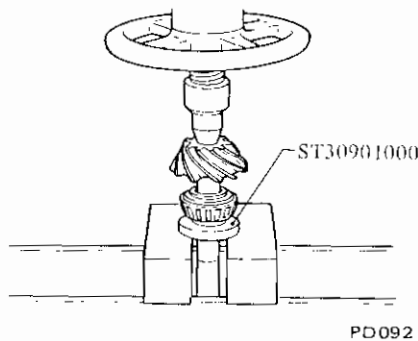


Fig. PD-60 Pressing Rear Bearing Inner Race

Note: Insert washer into pinion with the chamfered side towards gear.

5. Lubricate pinion front and rear bearings. Install drive pinion in gear carrier into which drive pinion bearing spacer and washer, front bearing inner race and front pilot bearing spacer, moreover, pilot bearing and front oil seal are fitted. Fit front oil seal using Gear Carrier Front Oil Seal Drift KV38100500.

6. Fit companion flange on drive pinion, and secure it in position by tightening nut to specified torque confirming preload.

Note: If drive pinion lock nut is worn, replace it.

- (T): Drive pinion nut
186 - 216 N·m
(19 - 22 kg·m,
137 - 159 ft·lb)
- Drive pinion preload
(with oil seal)
1.13 - 1.72 N·m
(11.5 - 17.5 kg·cm,
10.0 - 15.2 in·lb)

ADJUSTMENT OF SIDE BEARING WASHERS

1. If the hypoid gear set, carrier, differential case or side bearing has been replaced with new part, adjust the side bearing preload with adjusting washer. The required thicknesses of the left and right washers can be obtained from the following formulas:

$$T_1 = (A - C + D - H') \times 0.01 + E + 2.05$$

$$T_2 = (B - D + H') \times 0.01 + F + G + 1.95$$

Where,

- T₁ : Required thickness of left side washer (mm).
- T₂ : Required thickness of right side washer (mm).
- A & B : Figure marked on the gear carrier. See Fig. PD-62.
- C & D : Figure marked on the differential case. See Fig. PD-63.
- E & F : These are differences in width of left or right side bearing against the standard width (21.00 mm).

If bearing width is 20.82 mm, this figure will be as follows:

$$21.00 - 20.82 = 0.18 \text{ (mm)}$$

G : This is the difference in thickness of side spacer against the standard width (8.10 mm). If spacer width is 8.02 mm, this figure will be as follows.

H' : Figure marked on ring gear. See Fig. PD-64.

$$8.10 - 8.02 = 0.08 \text{ (mm)}$$

Figures for A, B, C and D are dimensional variations in a unit of 1/100 mm against each standard measurement.

To measure width of side bearing, see differential case assembly procedure.

Before calculation, determine "G" value by measuring spacer thickness. If spacer is deformed or scratched, replace.

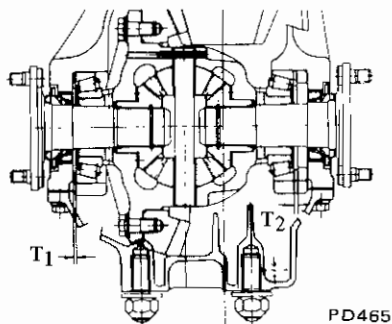


Fig. PD-61 Thickness of Left and Right Washers

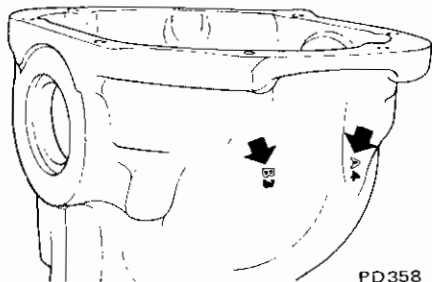


Fig. PD-62 A & B Figures

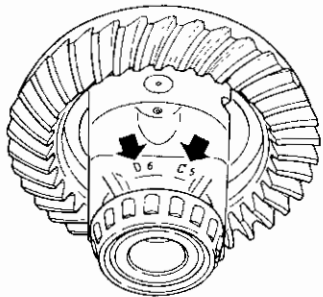


Fig. PD-63 C & D Figures

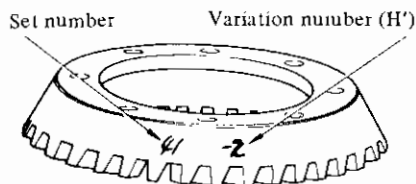


Fig. PD-64 Variation Number on Ring Gear

Example of calculation

Ex. 1 ---

A = 4, B = 3, C = 5, D = 6
 E = 0.18 mm, F = 0.15 mm
 G = 0.08 mm, H' = -2

Left side:

$$T_1 = (A - C + D - H') \times 0.01 + E + 2.05$$

$$= [4 - 5 + 6 - (-2)] \times 0.01 + 0.18 + 2.05$$

$$= 7 \times 0.01 + 0.18 + 2.05$$

$$= 0.07 + 0.18 + 2.05$$

$$= 2.30$$

The correct washer is 2.30 mm thick.

Right side:

$$T_2 = (B - D + H') \times 0.01 + F + G + 1.95$$

$$= [3 - 6 + (-2)] \times 0.01 + 0.15 + 0.08 + 1.95$$

$$= (-5) \times 0.01 + 0.15 + 0.08 + 1.95$$

$$= -0.05 + 0.15 + 0.08 + 1.95$$

$$= 2.13$$

The correct washer is 2.15 mm thick.

Ex. 2 ---

A = 6, B = 6, C = 5, D = 3
 E = 0.17 mm, F = 0.22 mm
 G = 0.10 mm, H' = 2

Left side:

$$T_1 = (A - C + D - H') \times 0.01 + E + 2.05$$

$$= (6 - 5 + 3 - 2) \times 0.01 + 0.17 + 2.05$$

$$= 2 \times 0.01 + 0.17 + 2.05$$

$$= 0.02 + 0.17 + 2.05$$

$$= 2.24$$

The correct washer is 2.25 mm thick.

Right side:

$$T_2 = (B - D + H') \times 0.01 + F + G + 1.95$$

$$= (6 - 3 + 2) \times 0.01 + 0.22 + 0.10 + 1.95$$

$$= 5 \times 0.01 + 0.22 + 0.10 + 1.95$$

$$= 0.05 + 0.22 + 0.10 + 1.95$$

$$= 2.32$$

The correct washer is 2.30 mm thick.

Note: If values signifying A, B, C and D are not given, regard them as zero and compute.

After assembly, check to see that preload and backlash are correct. If not, readjust.

2. Install differential case assembly with side bearing outer races into carrier.

3. Insert left and right side bearing preload adjusting washers in place between side bearings and housing.

4. Drive in side bearing spacer between R.H. washer and housing with Side Bearing Spacer Drift KV38100600. If too great or too small a driving force is required, check to be sure that calculation and side bearing width are correct.

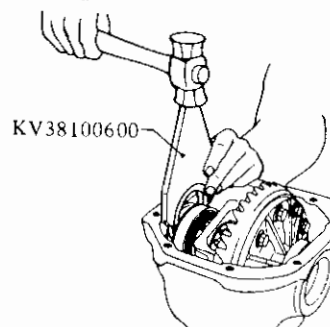


Fig. PD-65 Driving Spacer Into Place

Note: When driving spacer into place, be careful not to tilt side bearing outer race to either side.

5. Align mark on bearing cap with that on carrier and install bearing cap on carrier. And tighten bolts to specified torque.

⊕ : Side bearing cap bolts
 88 - 98 N-m
 (9.0 - 10.0 kg-m,
 65 - 72 ft-lb)

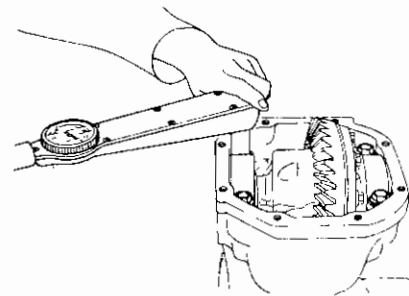


Fig. PD-66 Tightening Side Bearing Cap

6. Measure ring gear-to-drive pinion backlash with a dial indicator.

If it is below the specified value, replace left washer with a thinner one and right washer with a thicker one. If it is over it, replace left washer with a thicker one and right washer with a thinner one.

Note: To maintain correct preload at all times, do not change total thickness of washers.

Ring gear-to-drive pinion backlash:
0.13 - 0.18 mm
(0.0051 - 0.0071 in)

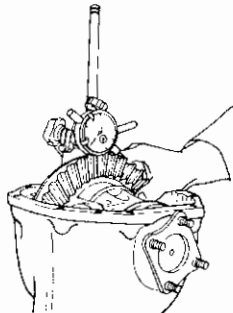


Fig. PD-67 Measuring Backlash of Ring Gear and Pinion

Incidentally a decrease or increase in thickness of washers causes change in ring gear-to-pinion backlash.

Thus, check for proper backlash.

7. Check and adjust the tooth contact pattern of ring gear and drive pinion.

- (1) Thoroughly clean ring and drive pinion gear teeth.
- (2) Paint ring gear teeth lightly and evenly with a mixture of powdered ferric oxide and oil of a suitable consistency to produce a contact pattern.
- (3) Rotate pinion through several revolutions in the forward and reverse direction until a definite contact pattern is developed on ring gear.
- (4) If contact pattern is incorrect, readjust thickness of adjusting washer.
 Be sure to completely wipe off red lead upon completion of adjustment.
- (5) Incorrect teeth contact pattern can be adjusted in the following manner.

Contact pattern

a. Heel contact

To correct, increase thickness of pinion height adjusting washer in order

to bring drive pinion close to ring gear.

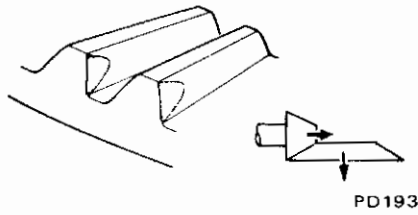


Fig. PD-68 Heel Contact

b. Toe contact

To correct, reduce thickness of pinion height adjusting washer in order to make drive pinion move away from ring gear.

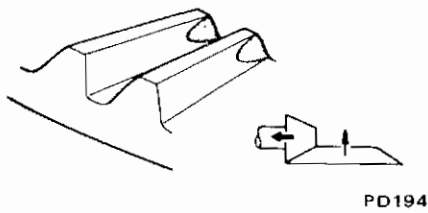


Fig. PD-69 Toe Contact

c. Flank contact

Adjust in the same manner as in b.

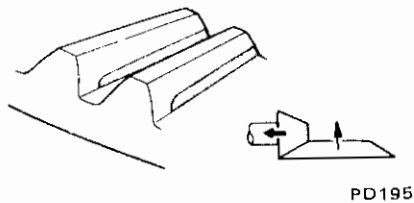


Fig. PD-70 Flank Contact

d. Face contact

Adjust in the same manner as in a.

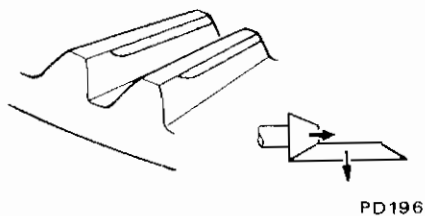


Fig. PD-71 Face Contact

e. Correct tooth contact

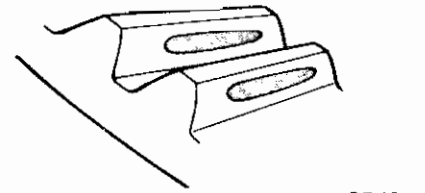


Fig. PD-72 Correct Contact

Note: Change in thickness of adjusting washer is accompanied by change in backlash. Check it when installing gear.

8. Install rear cover.

Ⓣ : Rear cover attaching bolts
16 - 24 N·m
(1.6 - 2.4 kg·m,
12 - 17 ft·lb)

9. Apply grease to cavity at sealing lips of oil seal.

Press side oil seal into carrier with Gear Carrier Side Oil Seal Drift KV38100200.

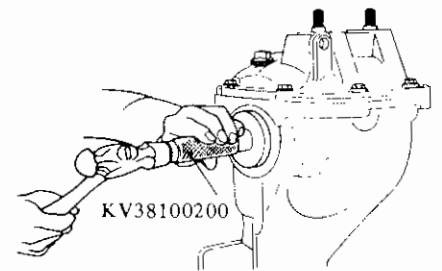


Fig. PD-73 Installing Side Oil Seal

10. Install side flange on carrier. Engage spline in side flange with that in side gear and apply light hammer blows until side flange circlip is fitted into groove in side flange.

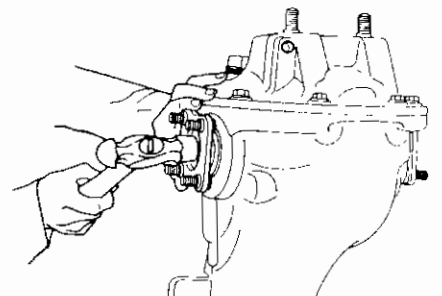


Fig. PD-74 Installing Side Flange

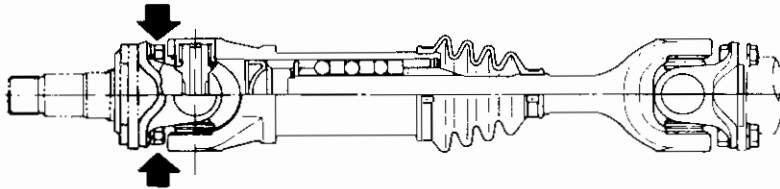
Note:

- a. The length of side flanges differs for their locations. Install the shorter flange on the left side (ring gear) and the longer one on the right side.
- b. Be careful not to scratch oil seal lips with side flange.

INSTALLATION

Install in the reverse order of removal.

1. Position differential carrier onto suspension member, and temporarily tighten it with four bolts.
2. Fit rear cover to mounting insulator nuts ①. See Fig. PD-36.



PD468

Fig. PD-75 Tightening Side Flange Fixing Bolt

- Ⓣ : Side flange fixing bolts
 49 - 59 N·m
 (5.0 - 6.0 kg·m,
 36 - 43 ft·lb)

5. Install drive shaft (tripod drive shaft).
6. Join drive shafts with companion flanges of rear axle shafts and tighten connecting bolts.

- T : Drive shaft to axle shaft bolts
- Except tripod drive shaft**
 49 - 59 N·m
 (5.0 - 6.0 kg·m,
 36 - 43 ft·lb)
- Tripod drive shaft**
 27 - 37 N·m
 (2.8 - 3.8 kg·m,
 20 - 27 ft·lb)

7. Install other parts in the reverse manner of removal.
8. Fill with correct gear oil.

Note: Gear oil capacity:
 1.3 liter (2-3/4 US pt, 2-1/4 Imp pt)

- Ⓣ : Rear cover to mounting insulator nuts
 88 - 118 N·m
 (9.0 - 12.0 kg·m,
 65 - 87 ft·lb)

3. Secure differential carrier onto rear suspension member with four bolts.

- Ⓣ : Differential carrier to suspension member bolts
 59 - 78 N·m
 (6.0 - 8.0 kg·m,
 43 - 58 ft·lb)

4. Install flange yokes together with drive shafts to differential carrier, and tighten side flange fixing bolts to specified torque (except tripod drive shaft).

9. Fit companion flange on drive pinion, and secure it in position by tightening nut to specified torque confirming the following preload, with Drive Pinion Flange Wrench ST31530000.

- Ⓣ : Drive pinion nut
 186 - 216 N·m
 (19 - 22 kg·m,
 137 - 159 ft·lb)
- Pinion bearing preload (with oil seal):**
 1.13 - 1.72 N·m
 (11.5 - 17.5 kg·cm,
 10.0 - 15.2 in·lb)

- At companion flange bolt hole**
 30.4 - 48.1 N
 (3.1 - 4.9 kg,
 6.8 - 10.8 lb)

10. Reinstall propeller shaft in reverse order of removal, and fill up with gear oil.

SIDE OIL SEAL

Side oil seal is replaced as follows:

1. Disconnect drive shaft on the gear carrier side.
2. Drive side flange out with pry bar.

Note: Hold side bearing flange with hand to prevent it from jumping out of carrier.

3. Remove oil seal.
4. Set in new oil seal with Gear Carrier Side Oil Seal Drift KV38100200.

Note: Apply grease to cavity between oil seal lips.

5. Install side flange on carrier. Engage spline in side flange with that in side gear and apply light hammer blows until side flange circlip is fitted into groove in side flange.
6. Join drive shaft with side flange and tighten nuts.

- Ⓣ : Drive shaft to axle shaft bolts
 49 - 59 N·m
 (5.0 - 6.0 kg·m,
 36 - 43 ft·lb)

Note: Be careful not to scratch oil seal lips with side flange.

REPLACEMENT OF OIL SEALS

Replacement of oil seals with differential gear carrier assembly installed on the car.

FRONT OIL SEAL

Procedures are as follows:

1. Drain gear oil.
2. Raise car on hoist.
3. Remove insulator, exhaust tube and main muffler mounting bolt to free them from car body.
4. Detach propeller shaft.
5. Remove drive pinion nut.
6. Extract companion flange with a suitable puller.
7. Remove oil seal.
8. Set new oil seal in position with Gear Carrier Front Oil Seal Drift KV38100500. Apply grease to cavity between seal lips.

SERVICE DATA AND SPECIFICATIONS (S.D.S.)

PROPELLER SHAFT

GENERAL SPECIFICATIONS

Unit: mm (in)

Applied model	S130 (2 seater)			GS130 (2+2 seater)		
	L28E engine		L28ET engine	L28E engine		L28ET engine
	M/T	A/T		M/T	A/T	
Type	2S63A		2S71A	2S63A		2S71A
Length	580 (22.83)	550 (21.65)	575 (22.64)	780 (30.71)	750 (29.53)	775 (30.51)
Outer diameter	63.5 (2.500)		75 (2.95)	63.5 (2.500)		75 (2.95)

SERVICE DATA

Permissible dynamic unbalance	gr-cm (oz-in)	35 (0.49)/5,800 rpm
Axial play of spider journal	mm (in)	0 (0)
Journal swinging torque	N·m (kg-cm, in-lb)	0.3 - 1.5 (3 - 15, 2.6 - 13.0)

TIGHTENING TORQUE

	Unit	N·m	kg-m	ft-lb
Shaft to companion flange bolts	2S63A	34 - 44	3.5 - 4.5	25 - 33
	2S71A	39 - 44	4.0 - 4.5	29 - 33

DIFFERENTIAL CARRIER

GENERAL SPECIFICATIONS

Applied model	S130 (2 seater)				GS130 (2+2 seater)		
	L28E engine		L28ET engine		L28E engine		L28ET engine
	Deluxe	GL		GL	M/T	A/T	M/T A/T
Type	R180	R200	R180	R200			
Gear ratio (number of teeth)	3.545 (39/11)	3.900 (39/10)	3.545 (39/11)	3.545 (39/11)	3.900 (39/10)	3.545 (39/11)	3.545 (39/11)
Drive pinion preload adjusted by	Washer						
Oil capacity (about) liter (US pt, Imp pt)	1.0 (2-1/8, 1-3/4)	1.3 (2-3/4, 2-1/4)	1.0 (2-1/8, 1-3/4)	1.3 (2-3/4, 2-1/4)	1.0 (2-1/8, 1-3/4)	1.3 (2-3/4, 2-1/4)	1.3 (2-3/4, 2-1/4)

Propeller Shaft & Differential Carrier

SERVICE DATA

Type		R180		R200	
Drive pinion					
Preload (without oil seal) (with oil seal)	N·m (kg·cm, in·lb)	1.0 - 1.3 (10 - 13, 8.7 - 11.3) 0.9 - 1.7 (9 - 17, 7.8 - 14.8)		1.0 - 1.3 (10 - 13, 8.7 - 11.3) 1.13 - 1.72 (11.5 - 17.5, 10.0 - 15.2)	
Thickness of pinion height adjusting washer	mm (in)	3.09 (0.1217) 3.12 (0.1228) 3.15 (0.1240) 3.18 (0.1252) 3.21 (0.1264) 3.24 (0.1276) 3.27 (0.1287) 3.30 (0.1299) 3.33 (0.1311) 3.36 (0.1323)	3.39 (0.1335) 3.42 (0.1346) 3.45 (0.1358) 3.48 (0.1370) 3.51 (0.1382) 3.54 (0.1394) 3.57 (0.1406) 3.60 (0.1417) 3.63 (0.1429) 3.66 (0.1441)	3.09 (0.1217) 3.12 (0.1228) 3.15 (0.1240) 3.18 (0.1252) 3.21 (0.1264) 3.24 (0.1276) 3.27 (0.1287) 3.30 (0.1299) 3.33 (0.1311) 3.36 (0.1323)	3.39 (0.1335) 3.42 (0.1346) 3.45 (0.1358) 3.48 (0.1370) 3.51 (0.1382) 3.54 (0.1394) 3.57 (0.1406) 3.60 (0.1417) 3.63 (0.1429) 3.66 (0.1441) 0.05 (0.0020) 0.07 (0.0028)
Length of pinion bearing adjusting spacer	mm (in)	52.20 (2.0551) 52.40 (2.0630) 52.60 (2.0709) 52.80 (2.0787) 53.00 (2.0866) 53.20 (2.0945)		55.10 (2.1693) 55.40 (2.1811) 55.70 (2.1929) 56.00 (2.2047) 56.25 (2.2146)	
Thickness of pinion bearing adjusting washer	mm (in)	2.30 - 2.32 (0.0906 - 0.0913) 2.32 - 2.34 (0.0913 - 0.0921) 2.34 - 2.36 (0.0921 - 0.0929) 2.36 - 2.38 (0.0929 - 0.0937) 2.38 - 2.40 (0.0937 - 0.0945) 2.40 - 2.42 (0.0945 - 0.0953) 2.42 - 2.44 (0.0953 - 0.0961) 2.44 - 2.46 (0.0961 - 0.0969) 2.46 - 2.48 (0.0969 - 0.0976) 2.48 - 2.50 (0.0976 - 0.0984) 2.50 - 2.52 (0.0984 - 0.0992) 2.52 - 2.54 (0.0992 - 0.1000) 2.54 - 2.56 (0.1000 - 0.1008) 2.56 - 2.58 (0.1008 - 0.1016) 2.58 - 2.60 (0.1016 - 0.1024)		3.80 - 3.82 (0.1496 - 0.1504) 3.82 - 3.84 (0.1504 - 0.1512) 3.84 - 3.86 (0.1512 - 0.1520) 3.86 - 3.88 (0.1520 - 0.1528) 3.88 - 3.90 (0.1528 - 0.1535) 3.90 - 3.92 (0.1535 - 0.1543) 3.92 - 3.94 (0.1543 - 0.1551) 3.94 - 3.96 (0.1551 - 0.1559) 3.96 - 3.98 (0.1559 - 0.1567) 3.98 - 4.00 (0.1567 - 0.1575) 4.00 - 4.02 (0.1575 - 0.1583) 4.02 - 4.04 (0.1583 - 0.1591) 4.04 - 4.06 (0.1591 - 0.1598) 4.06 - 4.08 (0.1598 - 0.1606) 4.08 - 4.10 (0.1606 - 0.1614)	
Side gear and pinion mate					
Thickness of side gear thrust washer	mm (in)	0.75 - 0.80 (0.0295 - 0.0315) 0.80 - 0.85 (0.0315 - 0.0335) 0.85 - 0.90 (0.0335 - 0.0354)		0.75 - 0.80 (0.0295 - 0.0315) 0.80 - 0.85 (0.0315 - 0.0335) 0.85 - 0.90 (0.0335 - 0.0354)	
Pinion mate-to-side gear backlash (or clearance between side gear and thrust washer)	mm (in)	For tripod drive shaft Less than 0.15 (0.0059) Except tripod drive shaft 0.10 - 0.20 (0.0039 - 0.0079)		For tripod drive shaft Less than 0.15 (0.0059) Except tripod drive shaft 0.10 - 0.20 (0.0039 - 0.0079)	

Propeller Shaft & Differential Carrier

Type		R180	R200
Ring gear			
Ring gear-to-drive pinion backlash	mm (in)	0.10 - 0.20 (0.0039 - 0.0079)	0.13 - 0.18 (0.0051 - 0.0071)
Thickness of side retainer shim (R180) or side bearing adjusting washer (R200)	mm (in)	0.20 (0.0079) 0.25 (0.0098) 0.30 (0.0118) 0.40 (0.0157) 0.50 (0.0197)	2.00 (0.0787) 2.35 (0.0925) 2.05 (0.0807) 2.40 (0.0945) 2.10 (0.0827) 2.45 (0.0965) 2.15 (0.0846) 2.50 (0.0984) 2.20 (0.0866) 2.55 (0.1004) 2.25 (0.0886) 2.60 (0.1024) 2.30 (0.0906)
Side bearing standard width	mm (in)	20.0 (0.787)	21.0 (0.827)

TIGHTENING TORQUE

Type	R180			R200			
	Unit	N·m	kg·m	ft·lb	N·m	kg·m	ft·lb
Drive pinion nut		167 - 196	17 - 20	123 - 145	186 - 216	19 - 22	137 - 159
Ring gear bolt [using Loctite (stud lock) or equivalent]		88 - 98	9.0 - 10.0	65 - 72	59 - 69	6.0 - 7.0	43 - 51
Side bearing cap bolt		--	--	--	88 - 98	9.0 - 10.0	65 - 72
Side retainer bolt		8.8 - 11.8	0.9 - 1.2	6.5 - 8.7	--	--	--
Rear cover fixing bolt		39 - 49	4.0 - 5.0	29 - 36	16 - 24	1.6 - 2.4	12 - 17
Rear cover to mounting insulator nut		59 - 78	6.0 - 8.0	43 - 58	88 - 118	9.0 - 12.0	65 - 87
Differential carrier to suspension member bolt		59 - 78	6.0 - 8.0	43 - 58	59 - 78	6.0 - 8.0	43 - 58
Companion flange to propeller shaft fixing bolt		34 - 44	3.5 - 4.5	25 - 33	34 - 44	3.5 - 4.5	25 - 33
Side flange to drive shaft fixing nut		--	--	--	49 - 59	5.0 - 6.0	36 - 43
Side yoke fitting bolt		31 - 42	3.2 - 4.3	23 - 31	--	--	--
Filler and drain plug		39 - 59	4 - 6	29 - 43	39 - 59	4 - 6	29 - 43

TROUBLE DIAGNOSES AND CORRECTIONS

PROPELLER SHAFT

Condition	Probable cause	Corrective action
Vibration at medium or high speed	Worn or damaged universal joint needle bearing. Unbalance due to bent or dented propeller shaft. Loose propeller shaft installation. Worn transmission rear extension bushing. Undercoating or mud on the shaft causing unbalance. Tire unbalance. Balance weights missing.	Replace propeller shaft assembly. Replace propeller shaft assembly. Retighten. Replace. Clean shaft. Balance wheel and tire assembly. Replace.
Knocking sound on propeller shaft while starting or noise while coasting.	Worn or damaged universal joint. Worn sleeve yoke and main shaft spline. Loose propeller shaft installation.	Replace propeller shaft assembly. Replace propeller shaft assembly. Retighten.
Scraping noise	Dust cover on sleeve yoke rubbing on transmission rear extension. Dust cover on companion flange rubbing on differential carrier.	Straighten dust cover to remove interference.

DIFFERENTIAL CARRIER

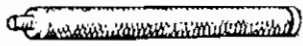
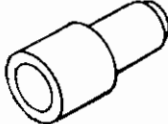

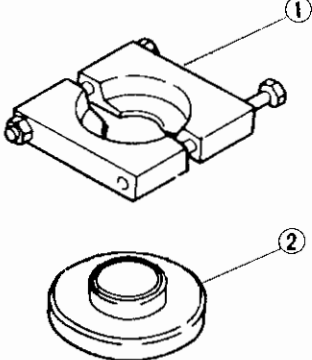

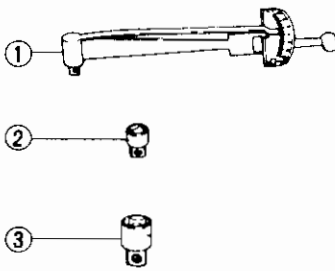
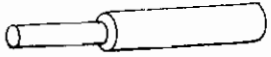


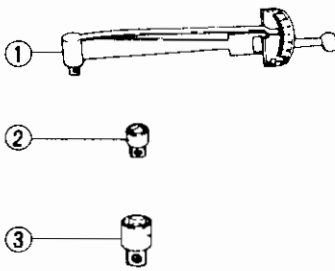
When gear carrier is suspected causing noise, it is advisable to make a thorough test to determine whether the noise originates in the tires, road surface, exhaust, universal joint, propeller shaft, wheel bearings, engine, transmission, or gear carrier. Noise which originates in other places cannot be corrected by adjustment or replacement of parts in the rear axle assembly.

Condition	Probable cause	Corrective action
Noise during driving and/or coasting	Shortage of oil. Incorrect tooth contact between ring gear and drive pinion. Incorrect backlash between ring gear and drive pinion. Seized or damaged ring gear and drive pinion. Seized, damaged or broken drive pinion bearing. Seized, damaged or broken side bearing. Loose bolts or nuts fixing ring gear, side bearing caps, etc.	Supply gear oil. Rebuild gear carrier if necessary. Adjust tooth contact or replace the hypoid gear set. Adjust backlash or replace the hypoid gear set if necessary. Replace the hypoid gear set. Replace the pinion bearing and faulty parts. Replace the side bearing and faulty parts. Tighten to specified torque, and replace faulty parts.

Propeller Shaft & Differential Carrier

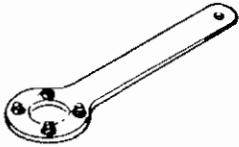
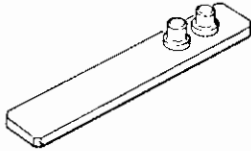
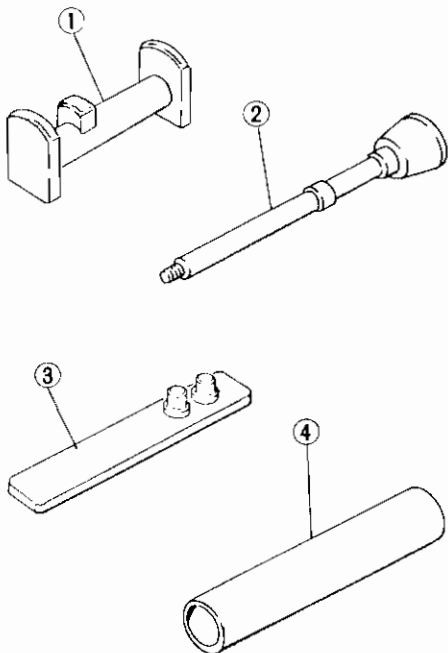
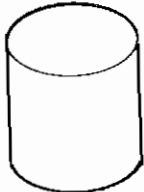
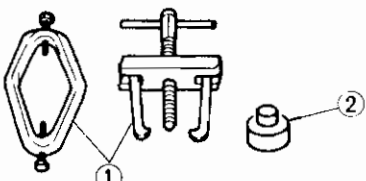
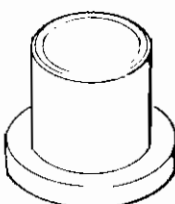
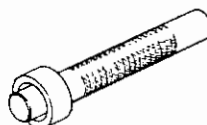
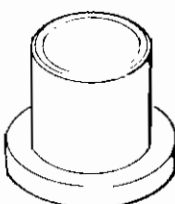
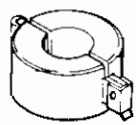
Condition	Probable cause	Corrective action
Noise on turns.	<p>Seized, damaged or broken side and pinion gears.</p> <p>Seized, damaged or broken side gear and pinion thrust washer.</p> <p>Pinion gears too tight on their shaft.</p> <p>Interference between side flange and differential case.</p>	<p>Replace faulty parts.</p> <p>Replace faulty parts.</p> <p>Replace faulty parts.</p> <p>Repair the part responsible for interference, or replace the side flange and differential case.</p>
Knocking sound during starting or gear shifting	<p>Excessive backlash.</p> <p style="padding-left: 20px;">Incorrect backlash of ring gear-to-drive pinion or side gear-to-pinion gear.</p> <p style="padding-left: 20px;">Worn gears or case.</p> <p style="padding-left: 20px;">Worn side flange and side gear spline.</p> <p>Pinion bearing under preload.</p> <p>Loose drive pinion nut.</p> <p>Loose bolts or nuts fixing ring gear, side bearing caps, etc.</p>	<p>Adjust backlash.</p> <p>Replace worn parts.</p> <p>Replace worn parts.</p> <p>Adjust preload.</p> <p>Repair or replace.</p> <p>Tighten or replace if necessary.</p>
Seizure or breakage.	<p>Shortage of oil or use of unsuitable oil.</p> <p>Excessively small backlash.</p> <p>Incorrect adjustment of bearings or gears.</p> <p>Severe service due to excessive loading, improper use of clutch.</p> <p>Loose bolts and nuts, such as ring gear bolts.</p>	<p>Replace faulty parts.</p> <p>Adjust backlash and replace as required.</p> <p>Replace faulty parts.</p> <p>Replace faulty parts.</p> <p>Replace faulty parts.</p>
Oil leakage.	<p>Worn-out, damaged or improperly driven front oil seal, or bruised, dented or abnormally worn slide face of companion flange.</p> <p>Worn, damaged or improperly driven side oil seal, or bruised, dented or abnormally worn slide flange.</p> <p>Loose rear cover bolts.</p> <p>Worn rear cover gasket.</p> <p>Loose filler or drain plug.</p> <p>Clogged or damaged breather.</p>	<p>Replace the faulty oil seal. Ammend the affected flange with sandpaper or replace if necessary.</p> <p>Treat as above.</p> <p>Tighten the bolts to specified torque.</p> <p>Replace the faulty gasket with new one.</p> <p>Tighten the plug.</p> <p>Repair or replace.</p>

SPECIAL SERVICE TOOLS

Tool number & tool name	Kent-Moore No.	Tool number & tool name	Kent-Moore No.
	Reference page or Fig. No.		Reference page or Fig. No.
	Unit application		Unit application
ST30611000 Drift 	J 25742-1	ST30720000 Gear carrier front oil seal drift 	J 25751
	Page PD-6 Page PD-9 Page PD-16		Page PD-8 Page PD-11
	*		R180
ST30613000 Drift 	J 25742-3	ST3090S000 Drive pinion rear bearing inner race puller set ① ST30031000 Puller ② ST30901000 Base 	① J25733-1 ② —
	Page PD-16		Fig. PD-10 Fig. PD-20 Fig. PD-48 Fig. PD-60
	R200 (Front)		*
ST30621000 Drift 	—	ST3127S000 Preload gauge ① GG91030000 Torque wrench ② HT62940000 Socket adapter ③ HT62900000 Socket adapter 	See J 25765 ① J25765 ② — ③ —
	Page PD-9 Page PD-16		Fig. PD-16 Fig. PD-40 Fig. PD-56
	*		*
ST30650001 Pilot bearing drift 	J 25749	ST30701000 Drive pinion outer race drift 	See J 25765 ① J25765 ② — ③ —
	Page PD-4		Fig. PD-16 Fig. PD-40 Fig. PD-56
	R180		*
ST30701000 Drive pinion outer race drift 	J 25742-2	ST3127S000 Preload gauge ① GG91030000 Torque wrench ② HT62940000 Socket adapter ③ HT62900000 Socket adapter 	See J 25765 ① J25765 ② — ③ —
	Page PD-6		Fig. PD-16 Fig. PD-40 Fig. PD-56
	R180 (Front)		*

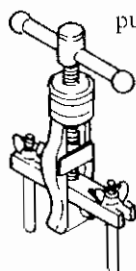
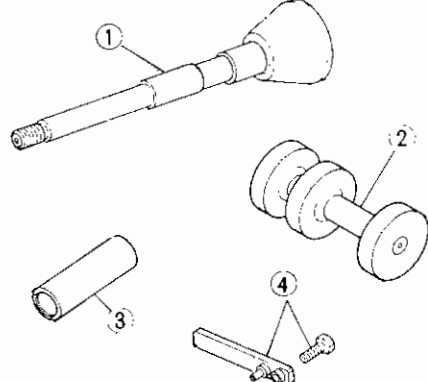
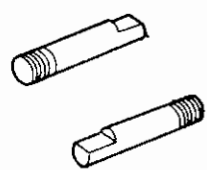
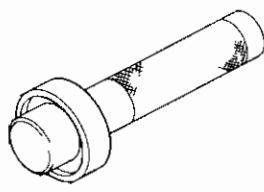
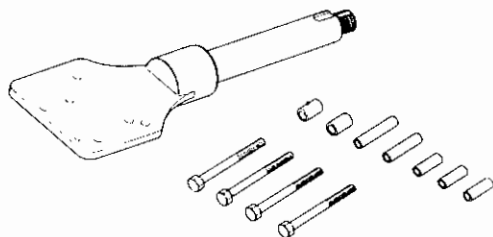
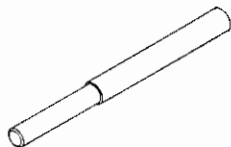
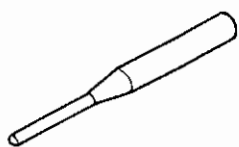
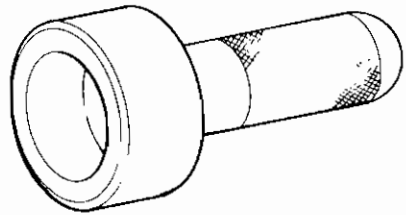
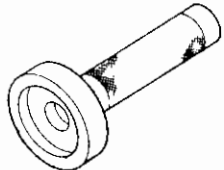
*: Applicable to all S130 series models

Propeller Shaft & Differential Carrier

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	Reference page or Fig. No.		Reference page or Fig. No.
	Unit application		Unit application
ST31530000 Drive pinion flange wrench 	J25774-A	ST31852000 Stopper (R180) 	—
	Page PD-11 Page PD-20 Fig. PD-9 Fig. PD-45		Fig. PD-15
	*		R180
ST3121S000 Height gauge assembly ① ST31211000 Height gauge ② ST31212000 Dummy shaft ③ ST31213000 Stopper (R160 only) ④ ST31214000 Collar 	See J 25269-01	ST32501000 Weight block 	J 25407-3
	① See J25269-B ② See J25269-B ③ See J25269-B ④ See J25269-B	Fig. PD-13 Fig. PD-53	*
	Fig. PD-17 Fig. PD-18	ST3306S001 Diff. side bearing puller set ① ST33051001 Body ② ST33061000 Adapter 	① — ② J25797-2
	R180	Fig. PD-11 Fig. PD-14 Fig. PD-50 Fig. PD-54 *	
ST31851000 Spacer (R180) 	See J25269-B	ST33230000 Diff. side bearing drift 	J 25805-01
	Fig. PD-17	Fig. PD-14	
	R180	R180	
ST31851000 Spacer (R180) 	See J25269-B	ST33270000 Gear carrier side oil seal drift 	J 25809
	Fig. PD-17	Page PD-11	
	R180	R180	

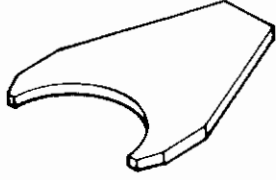


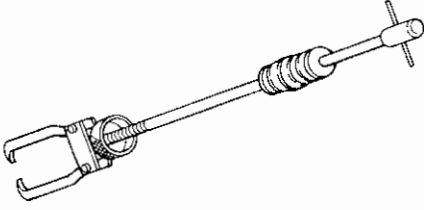

*: Applicable to all S130 series models

Propeller Shaft & Differential Carrier

Tool number & tool name	Kent-Moore No.	Tool number & tool name	Kent-Moore No.
	Reference page or Fig. No.		Reference page or Fig. No.
	Unit application		Unit application
ST33290001 Side bearing outer race puller 	J 25810	KV381001S0 Drive pinion setting gauge set (R200) ① KV38100110 Dummy shaft ② KV38100120 Height gauge ③ KV38100130 Collar ④ KV38100140 Stopper 	— Page PD-16 Fig. PD-55 Fig. PD-57 Fig. PD-58
	Fig. PD-8			R180
ST33720000 Gear carrier side retainer guide (R160, R180) 	J 25817	KV38100300 Diff. side bearing drift 	R200
	Fig. PD-25			R180
KV38100800 Diff. attachment 	—	KV38100401 Pilot bearing drift 	— Fig. PD-47
	Fig. PD-6 Fig. PD-39			*	R200
KV31100300 Solid punch 	J25689-A	KV38100500 Gear carrier front oil seal drift 	— Page PD-17 Page PD-20
	Page PD-15 Fig. PD-12			*	R200
KV38100200 Gear carrier side oil seal drift 	—	R200	R200
	Page PD-20 Fig. PD-73			R200

*: Applicable to all S130 series models

Propeller Shaft & Differential Carrier

Tool number & tool name	Kent-Moore No.	Tool number & tool name	Kent-Moore No.
	Reference page or Fig. No.		Reference page or Fig. No.
	Unit application		Unit application
KV38100600 Side bearing spacer drift 	—	KV38102000 Master gauge [21.0 mm (0.827 in)] 	—
	Fig. PD-65		Fig. PD-53
	R200		R200
KV38101900 Master gauge [20.0 mm (0.787 in)] 	—	HT72400000 Slide hammer 	—
	Fig. PD-13		Fig. PD-44
	R180		R200
ST33710000 Diff. side retainer attachment 	—		
	Fig. PD-7		
	R180		

*: Applicable to all S130 series models

FRONT AXLE & FRONT SUSPENSION

CONTENTS

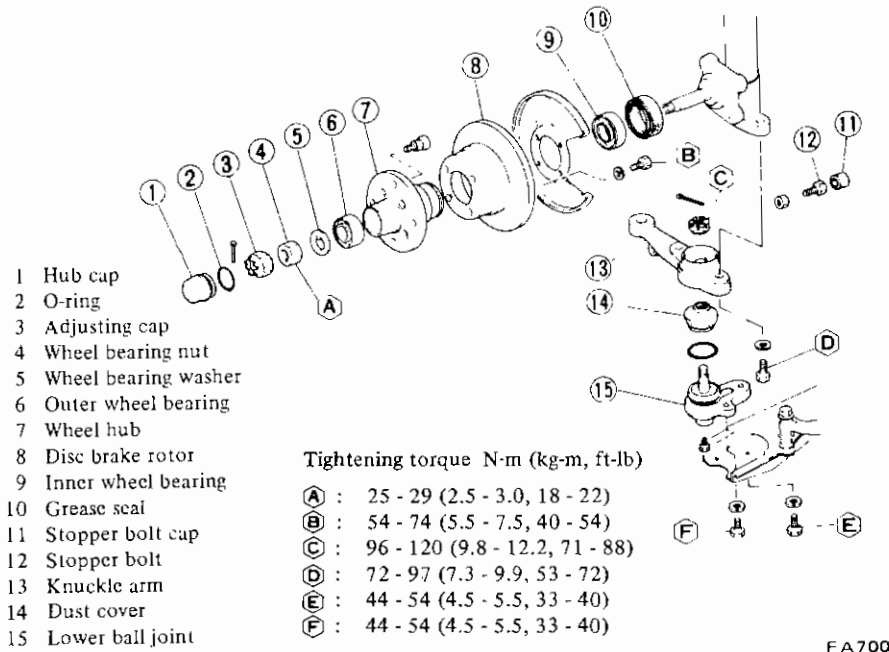
FRONT AXLE	FA- 2	SUSPENSION CROSSMEMBER	FA-10
REMOVAL	FA- 2	SERVICE DATA AND	
INSPECTION	FA- 2	SPECIFICATIONS (S.D.S.)	FA-10
INSTALLATION	FA- 3	GENERAL SPECIFICATIONS	FA-10
FRONT SUSPENSION	FA- 4	INSPECTION AND ADJUSTMENT	FA-11
SPRING AND STRUT ASSEMBLY	FA- 4	TIGHTENING TORQUE	FA-11
CARTRIDGE TYPE SHOCK ABSORBER ...	FA- 7	TROUBLE DIAGNOSES AND	
TENSION ROD AND STABILIZER BAR ...	FA- 8	CORRECTIONS	FA-12
TRANSVERSE LINK AND LOWER		SPECIAL SERVICE TOOLS	FA-15
BALL JOINT	FA- 9		

Refer to Section MA (Front Axle and Front Suspension)

for:

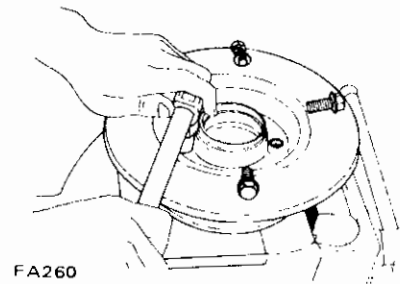
- ADJUSTING WHEEL BEARING PRELOAD
- CHECKING WHEEL ALIGNMENT

FRONT AXLE



Note: Be careful not to drop outer bearing cone out of hub when removing hub from knuckle spindle.

8. Remove outer bearing inner race and washer.
9. Loosen four bolts securing brake disc; remove disc brake rotor from wheel hub assembly.

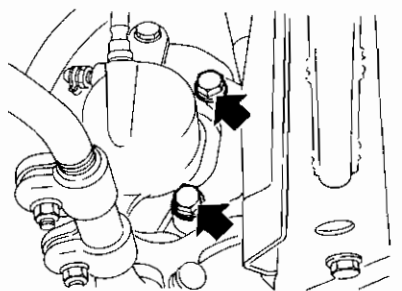


Loosen screws securing baffle plate; take out baffle plate.

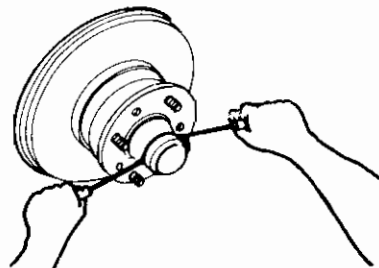
REMOVAL

1. Block rear wheels with chocks.
2. Jack up front of car and support it with safety stands.
3. Remove wheel and tire assembly.
4. Remove brake caliper assembly.

Note: Brake tube must not be disconnected from brake carrier assembly.



5. Work off hub cap from hub using thin screwdrivers as shown below. If necessary, tap around it with a soft hammer while removing cap.

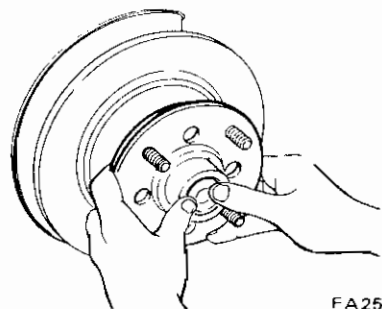


O-ring must not be reused.

6. Pry off cotter pin; take out adjusting cap and wheel bearing lock nut.

Cotter pin must not be reused.

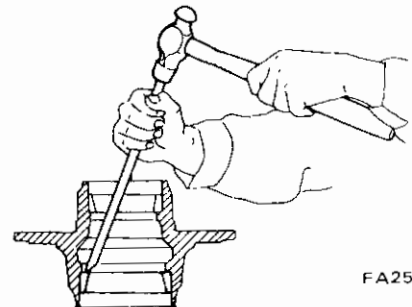
7. Remove wheel hub with disc brake rotor from spindle with bearing installed.



FA-2

10. Remove inner bearing race after prying out grease seal. Discard grease seal.

11. If it is necessary to replace bearing outer race, drive it out from hub with a brass drift and mallet. Evenly tap bearing outer race through two grooves inside hub.



INSPECTION

WHEEL BEARING

Thoroughly clean grease and dirt from wheel bearing with cleaning solvent, and dry with compressed air free from moisture. Check wheel bearing to see that it rolls freely and is free from noise, crack, pitting, or wear.

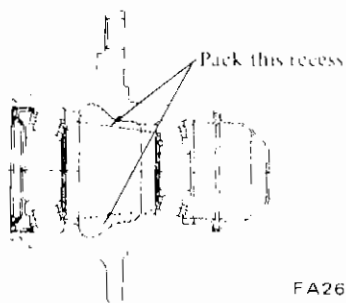
WHEEL HUB

Check wheel hub for crack by means of a magnetic exploration or dyeing test, and replace if cracked.

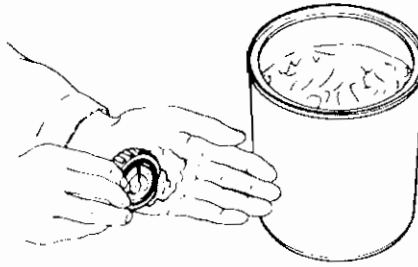
INSTALLATION

Install front axle in the reverse order of removal, noting the following:

1. Install bearing outer race with Front Wheel Bearing Drift ST35.300000 until they seat in hub.
2. Pack hub and hub cap with recommended multi-purpose grease up to shaded portions.



3. Coat each bearing cone with recommended multi-purpose grease.



4. Place inner bearing cone in hub and install a new grease seal, coating sealing lips with recommended multi-purpose grease.
5. Concerning installation of brake parts, refer to Section BR.

Torque: Rotor to hub
54 - 74 N·m
(5.5 - 7.5 kg·m,
40 - 54 ft·lb)

6. Install hub with rotor and outer bearing cone.

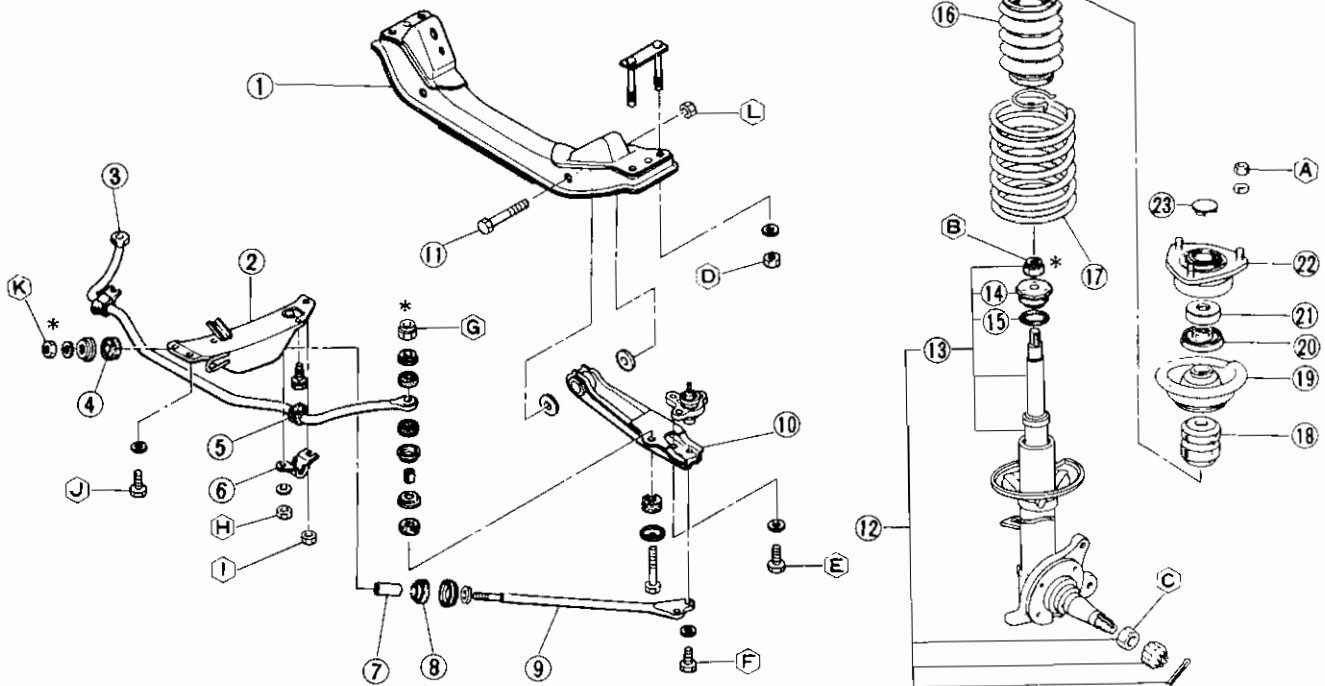
7. Sparingly apply recommended multi-purpose grease to threaded portion of spindle and bearing washer to bearing contacting face. Then install washer and wheel bearing nut.
8. Adjust wheel bearing preload. Refer to Section MA for adjustment.

- a. In order to assure correct bearing starting torque and to extend service life of wheel bearings, be sure to avoid dirt and foreign particles getting in bearings, grease seal, washer, bearing nut, etc.
- b. Grease should be changed at each disassembly and in accordance with Periodic Maintenance Schedule.

8. Install O-ring on hub cap and install hub cap on hub.
9. Install brake caliper assembly, referring to Section BR.
10. Install wheel and tire.

FRONT SUSPENSION

When removing each suspension part, check wheel alignment and adjust if necessary. Refer to section MA for front axle and front suspension.



- 1 Suspension crossmember
- 2 Tension rod bracket
- 3 Stabilizer bar
- 4 Tension rod mounting bushing
- 5 Stabilizer bushing
- 6 Stabilizer bracket
- 7 Tension rod collar
- 8 Tension rod mounting bushing
- 9 Tension rod
- 10 Transverse link

- 11 Transverse link mounting bolt
- 12 Strut assembly
- 14 Gland packing
- 15 O-ring
- 16 Dust cover
- 17 Front spring
- 18 Bound bumper
- 19 Front spring upper seat
- 20 Dust seal
- 21 Strut mounting bearing
- 22 Strut mounting insulator
- 23 Cap

Tightening torque N-m (kg-m, ft-lb)

- A : 29 - 39 (3.0 - 4.0, 22 - 29)
- B : 59 - 74 (6.0 - 7.5, 43 - 54)
- C : 25 - 29 (2.5 - 3.0, 18 - 22)
- D : 69 - 88 (7.0 - 9.0, 51 - 65)
- E : 44 - 54 (4.5 - 5.5, 33 - 40)
- F : 44 - 54 (4.5 - 5.5, 33 - 40)
- G : 16 - 22 (1.6 - 2.2, 12 - 16)
- H : 26 - 36 (2.7 - 3.7, 20 - 27)
- I : 26 - 36 (2.7 - 3.7, 20 - 27)
- J : 31 - 42 (3.2 - 4.3, 23 - 31)
- K : 44 - 54 (4.5 - 5.5, 33 - 40)
- L : 78 - 98 (8.0 - 10.0, 58 - 72)

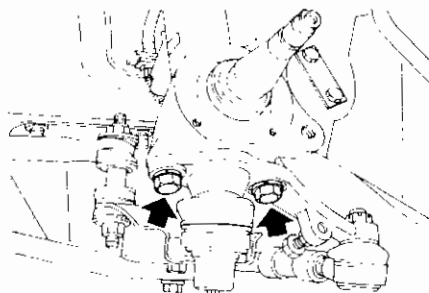
*: Replace self-locking nut whenever strut, tension rod and stabilizer are disassembled.

FA790

SPRING AND STRUT ASSEMBLY

REMOVAL

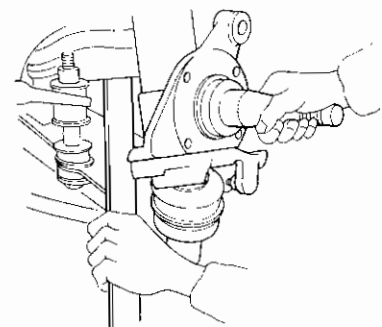
1. Disconnect brake tube from brake assembly.
2. Remove brake caliper assembly.
3. Remove wheel hub and wheel bearing, if necessary.
4. Remove bolt connecting strut to knuckle arm.



FA704

5. Detach knuckle arm from bottom of strut. This can be done by forcing

lower arm down with a suitable bar.



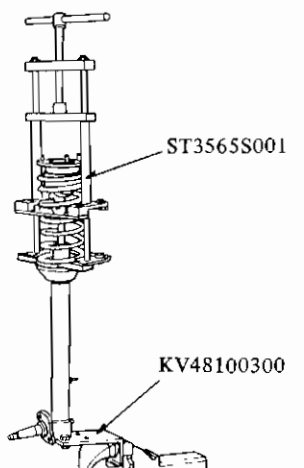
FA791

6. Support strut assembly with a jack or suitable stand and remove three nuts securing strut to hoodledge. Strut assembly and spring can then be removed as a unit.

DISASSEMBLY

When disassembling a strut, extra caution should be exercised to avoid dirt and dust getting inside strut. This dirt and dust is loaded with abrasive which, if enters strut, causes internal leak and premature wear of moving parts.

1. Secure Strut & Steering Gear Housing Attachment KV48100300 in a vise and install strut on attachment.
2. Set up Spring Compressor ST3565S001 on spring. Compress spring just far enough to permit turning of strut mounting insulator by hand.

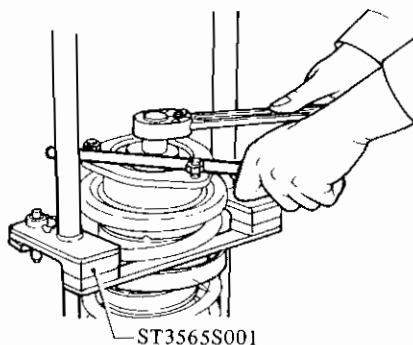


FA658

3. Remove lock nut on top of piston rod; remove mounting insulator, strut mounting bearing, dust seal, spring seat, spring and bumper rubber.

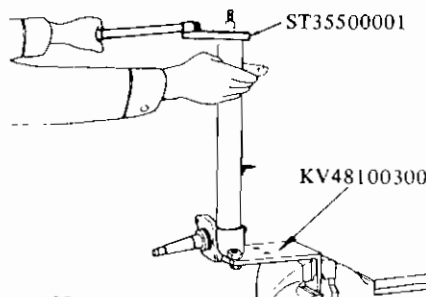
CAUTION:

Be sure to hook special tool (ST35651001) evenly on a minimum of three coils, paying attention not to damage piston rod.



FA706

4. Retract piston rod by pushing it down until it bottoms. Remove gland packing with Gland Packing Wrench ST35500001.

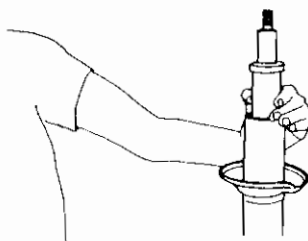


FA209

Note: Clean gland packing of mud and other foreign particles accumulated.

5. Remove O-ring from top of piston rod guide bushing.
6. Lift out piston rod together with cylinder.

Note: Do not remove piston rod quickly as this will cause oil to spurt out.



FA275

Note: Piston rod, piston rod guide and cylinder are adjusted to provide precision mating surfaces and should be handled as a matched set.

7. Drain fluid thoroughly from inner cylinder and discard.
8. Wash all parts in suitable solvent.
9. Drain fluid thoroughly from outer casing.

Note: This operation is very important since performance of strut varies with amount of fluid filled within strut.

INSPECTION

1. Replace gland packing, O-ring and fluid whenever strut is disassembled.
2. Wash all parts, except for non-metallic parts, with suitable solvent and dry with compressed air.
3. Blow dirt and dust off of non-metallic parts using compressed air.

Note:

- a. Oil oozing out at and around gland packing does not call for strut maintenance. If oil leaks past spring seat, check piston rod and gland packing to correct the cause of problem. If oil leakage occurs on welded portion of outer strut casing, replace strut outer casing assembly.
- b. If shock absorber itself is malfunctioning, replace as an assembly (including piston rod, cylinder, bottom valve and guide bushing).

Outer casing

Check outer casing for evidences of deformation, cracking or other damage. If necessary, discard.

Strut mounting insulator

Replace if cemented rubber-to-metal joints are melted or cracked. Rubber parts should also be replaced, if deteriorated.

Strut mounting bearing

Replace if inspection reveals abnormal noise or excessive rattle in axial direction.

Note: Check dust seal for scratches or cracks on lips and replace if necessary.

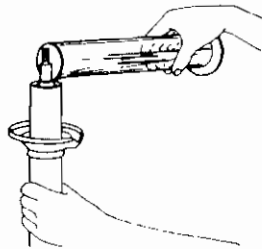
ASSEMBLY

When assembling strut, be careful not to drop or scratch parts since they are precisely machined to very close tolerances. Before assembly, clean away all dirt to prevent any possible entry of dirt into strut.

Note: If replacement of any strut component parts is found to be necessary, make sure that parts are the same brand as those used in the strut assembly.

1. Install strut outer casing on Strut & Steering Gear Housing Attachment KV48100300.
2. Install cylinder and piston rod assembly (shock absorber kit) in outer casing.
3. Remove piston rod guide from cylinder and pour correct amount of new fluid into cylinder and strut outer casing.

Amount of oil:
 275 ml (9.3 US fl oz,
 9.7 Imp fl oz)



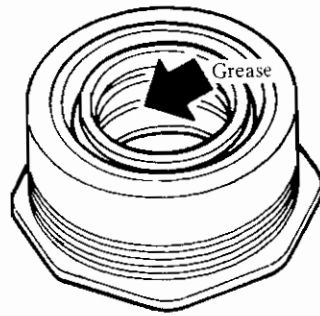
FA065

Note:

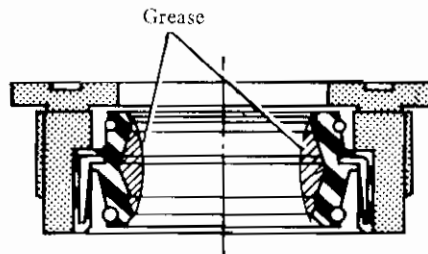
- a. It is important that correct amount of fluid be poured into strut to assure correct damping force of shock absorber.
 - b. Use GENUINE NISSAN STRUT OIL or equivalent every after overhaul.
4. Securely install piston rod guide in cylinder.

Note: Be careful not to damage guide with thread portion of piston rod.

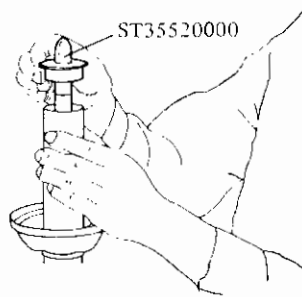
5. Install new O-ring over rod guide.
6. Lubricate sealing lips of gland packing with lithium base grease (containing molybdenum disulphide) and install gland packing with Gland Packing Guide ST35520000.



FA659



FA464



FA276

7. Tighten gland packing.

Ⓜ : **Gland packing**
 98 - 127 N·m
 (10.0 - 13.0 kg·m,
 72 - 94 ft·lb)

Note:

- a. When tightening gland packing, it is important that piston rod be extended approximately 120 mm (4.72 in) from upper surface of gland packing to facilitate spring installation.
- b. Gland packing should be tightened to specified torque with the aid of Gland Packing Wrench ST35500001. When doing so, the amount of torque to be read beneath wrench needle should be modified according to the following formula:

$$C \text{ N}\cdot\text{m} = 98 \times \left(\frac{L}{L + 0.10} \right) \text{ or}$$

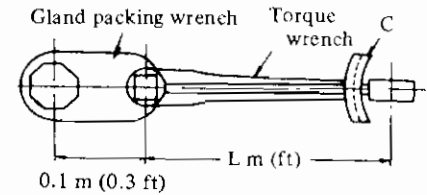
$$C \text{ kg}\cdot\text{m} = 10 \times \left(\frac{L}{L + 0.10} \right) \text{ or}$$

$$C \text{ ft}\cdot\text{lb} = 72 \times \left(\frac{L}{L + 0.33} \right)$$

where,

C ... Value to be read on the torque wrench [N·m (kg·m, ft·lb)]

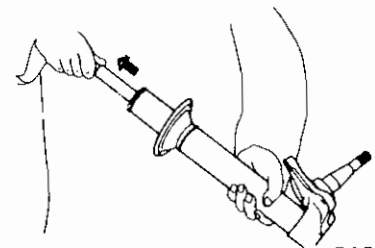
L ... Effective length of torque wrench [m (ft)]



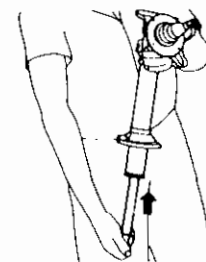
FA278

8. Bleed air out of shock absorber as follows:

- (1) Holding strut by hand with its spindle side facing down, pull out piston rod completely. Then, turn strut upside down so that spindle side is now facing up. Under this condition, retract piston rod all the way in.
- (2) Repeat the above procedure several times so that air will be bled out from strut thoroughly.
- (3) If, during the above step, an equal pressure is felt through the hand gripping piston rod on both strokes, it is an indication that air is expelled from strut thoroughly.



FA070

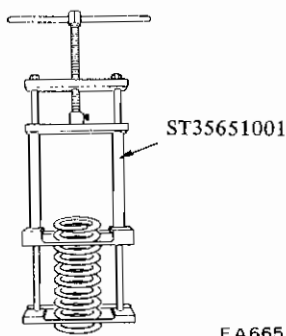


FA071

9. Place Strut & Steering Gear Housing Attachment KV48100300 in jaws of a vise.

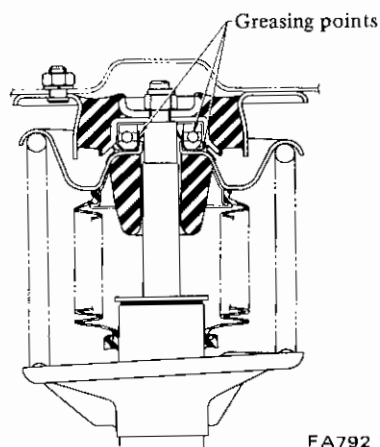
10. Before proceeding with further steps, pull piston rod all the way out to the limit of its stroke; install bound bumper rubber in place to prevent piston rod from falling by its own weight.

11. Compress spring with Spring Compressor ST35651001.



Note: To prevent interference between upper spring seat and special tool, leave upper 2.5 to 3 turns of spring coils free, compress spring and assemble to strut.

12. Lubricate dust seal indicated by arrow in following figure with recommended multi-purpose grease.



13. Install dust cover, upper spring seat, dust seal, mounting bearing and insulator in this written order.

Note:

- Do not allow piston rod to go too far into strut. If it does, screw Piston Rod Puller ST35600000 into rod end and pull out.
- Be careful to avoid damaging piston rod during disassembly and assembly. Do not use pliers or the like in an effort to extract piston rod.
- Install thrust bearing so that it points in correct direction.

14. Tighten new piston rod self-locking nut.

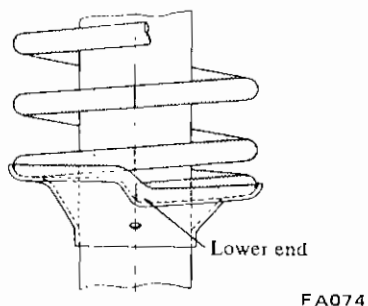
Ⓣ : Piston rod self-locking nut
59 - 74 N·m
(6.0 - 7.5 kg-m,
43 - 54 ft-lb)

Note:

- Temporarily tighten self-locking nut on tip of piston rod. After installing piston rod on car, tighten self-locking nut to specification.
- Replace self-locking nut whenever strut is disassembled.

15. To prevent entry of water and dust, apply a thick coat of recommended multi-purpose grease

16. After placing spring in position between upper and lower spring seats, release compressor gradually.



17. Raise bound bumper rubber to upper spring seat.

INSTALLATION

Install strut and spring assembly in reverse order of removal.

Ⓣ : Strut to hoodledge

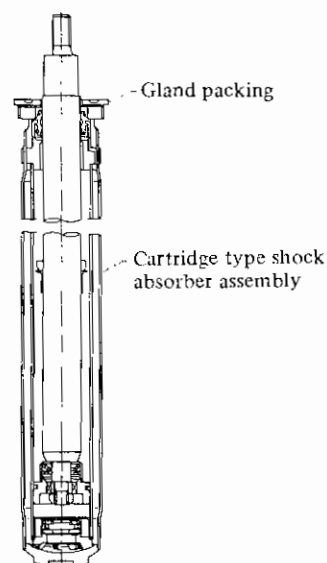
29 - 39 N·m
(3.0 - 4.0 kg-m,
22 - 29 ft-lb)

Steering knuckle arm to strut

72 - 97 N·m
(7.3 - 9.9 kg-m,
53 - 72 ft-lb)

Note: Make sure brake hose is secure and not twisted.

CARTRIDGE TYPE SHOCK ABSORBER



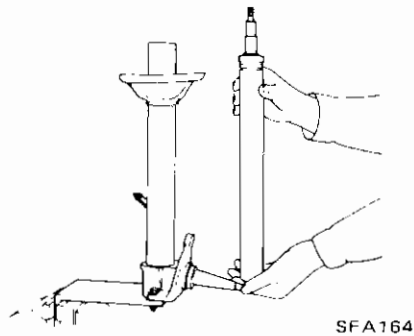
REMOVAL, INSTALLATION AND DISASSEMBLY

Refer to Spring and Strut Assembly for removal, disassembly and installation.

ASSEMBLY

1. Visually check the exterior of the shock absorber for any abnormality.

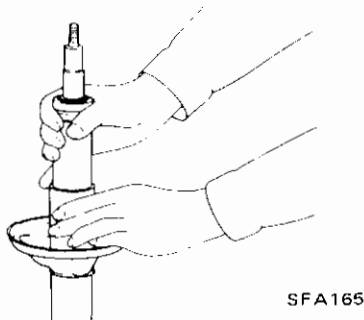
Note: Also check the part number of the shock absorber to see that the shock absorber is the correct type specified for the car.



2. Carefully insert the shock absorber into the outer strut tube.

CAUTION:

Do not drop the shock absorber or otherwise mishandle it.

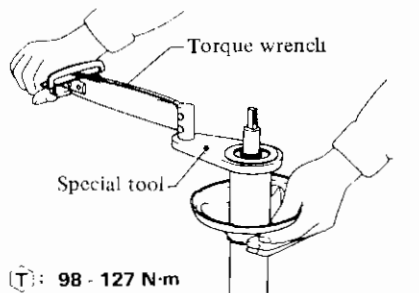


3. After the shock absorber has been inserted into the outer tube, gently shake the strut assembly right and left so that the shock absorber is centered.

4. Install gland packing and tighten the gland packing with the Gland Packing Wrench and a torque wrench.

Refer to items 6 and 7 of Spring and Strut Assembly for assembly.

Note: Be careful not to damage the piston rod during tightening.



(T): 98 - 127 N·m
(10 - 13 kg·m,
72 - 94 ft·lb)

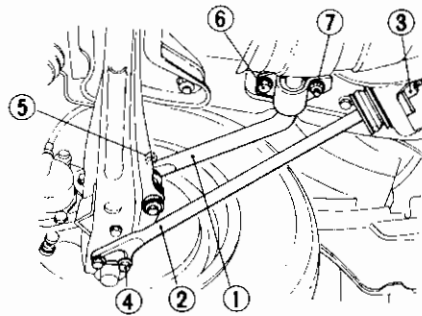
SFA167

5. Further steps are the same procedure as the standard type spring and strut assembly. Refer to item 8 through 17 of Spring and Strut Assembly for assembly.

TENSION ROD AND STABILIZER BAR

REMOVAL

1. Jack up the front of car and support it with safety stands; remove wheels.
2. Remove splashboard.
3. Back off nut (3) securing tension rod to bracket and remove bolts (4) which secure tension rod to lower arm. Tension rod can then be taken out.



- 1 Stabilizer bar
- 2 Tension rod

FA835

4. Remove nuts (5) securing stabilizer bar to connecting rod.

Note: Two wrenches are necessary in this operation.

5. Remove bolts (6) and nuts (7) securing stabilizer bar bracket in position. Stabilizer bar can then be taken out.

INSPECTION

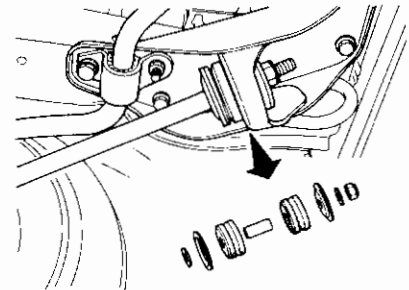
1. Check tension rod and stabilizer bar for evidence of deformation or cracks; if necessary, replace.
2. Check rubber parts (such as tension rod and stabilizer bar bushings) to be sure they are not deteriorated or cracked; if necessary, replace.

INSTALLATION

Install tension rod and stabilizer bar in the reverse order of removal.

Note:

- a. To install stabilizer bar, first temporarily tighten stabilizer bar bracket securing nuts and bolts. Final tightening should be carried out at curb weight with tires on ground.
- b. Noting direction of tension rod bushing, properly center bushing in tension rod bushing washer.



FA793

- c. After installation, make sure minimum clearances between tension rods and stabilizer bar are equal on both sides.
- d. Closely observe torque specification when tightening tension rod bracket retaining bolts.
- e. First tighten tension rod on bracket side to specified torque setting; then tighten the other end on lower arm.

(T) : Tension rod bushing

installation nut
44 - 54 N·m
(4.5 - 5.5 kg·m,
33 - 40 ft·lb)

Tension rod to transverse link
44 - 54 N·m
(4.5 - 5.5 kg·m,
33 - 40 ft·lb)

Tension rod bracket to body
31 - 42 N·m
(3.2 - 4.3 kg·m,
23 - 31 ft·lb)

Stabilizer bar bracket
26 - 36 N·m
(2.7 - 3.7 kg·m,
20 - 27 ft·lb)

Stabilizer bar connecting rod
16 - 22 N·m
(1.6 - 2.2 kg·m,
12 - 16 ft·lb)

TRANSVERSE LINK AND LOWER BALL JOINT

The transverse link is connected to the suspension member through a rubber bushing and to the strut through a ball joint.

The lower ball joint is assembled at factory and cannot be disassembled.

REMOVAL

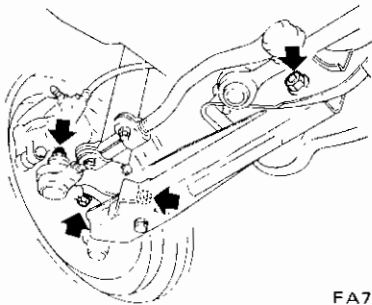
1. Block rear wheels with chocks.
2. Jack up the front of car and support it with safety stands; remove wheel.
3. Remove splashboard.
4. Pry cotter pin off side rod socket ball joint.

Remove castle nut and separate side rod from knuckle arm with Ball Joint Remover HT72520000. For details, refer to Steering Linkage (Section ST) for removal.

5. Loosen bolts securing knuckle arm to lower end of strut, and separate knuckle arm from strut. For details, refer to Spring and Strut Assembly for removal.

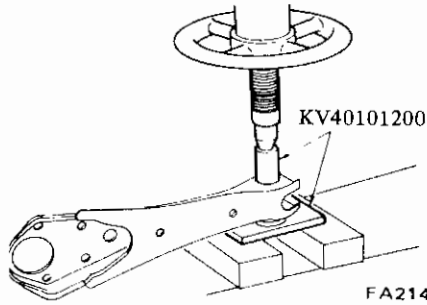
6. Remove tension rod and stabilizer bar. For details, refer to Tension Rod and Stabilizer Bar for removal.

7. Loosen transverse link mounting bolt and separate transverse link from suspension member. Remove transverse link with lower ball joint and knuckle arm.



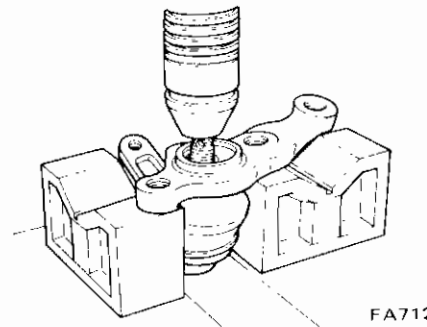
FA794

8. Place transverse link in a vise, loosen bolt securing ball joint to transverse link and remove ball joint from transverse link.
9. Withdraw transverse link bushing from transverse link using Front Transverse Link Bushing Replacer Set KV40101200.



FA214

10. Remove suspension ball joint from knuckle arm using a press.



FA712

INSPECTION

Transverse link

1. Repair or replace transverse link if deformed, cracked or damaged.
2. If rubber bushing shows evidence of cracking, replace with a new one.
3. Make sure mating surface of bushing is clean and free from oil or grease.

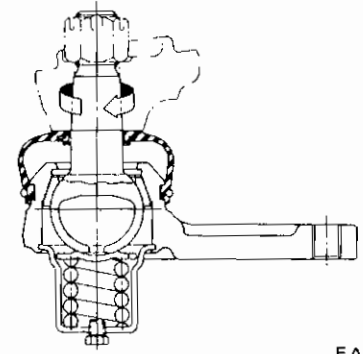
Lower ball joint

1. Ball joint is assembled at factory and cannot be disassembled. Check ball stud turning torque with nut in place on ball stud.

If it is far from specifications, replace.

Turning torque:

- New parts**
 2.5 - 7.8 N·m
 (25 - 80 kg·cm,
 22 - 69 in·lb)
Used parts
 More than 1.5 N·m
 (15 kg·cm, 13 in·lb)



FA333

2. Check condition of dust cover. If it is cracked excessively, replace ball joint.
3. Lubricate ball joint with recommended multi-purpose grease.
 To lubricate, remove plug and install grease nipple.
 Pump grease slowly until old grease is completely forced out. After greasing, reinstall plug.

Note: When a high-pressure grease gun is used, operate it carefully so that grease is injected slowly and new grease does not come out from clamp portion.

INSTALLATION

Install transverse link and suspension ball joint in reverse order of removal.

Note:

- a. When installing transverse link spindle, install it together with rear side lower arm bushing.
- b. To install transverse link, first temporarily tighten nuts securing transverse link spindle which connects transverse link to suspension crossmember. Final tightening should be carried out at curb weight with tires on ground. And also, at this time, front side nut should be tightened before rear side nuts.
- c. Make sure mating surface of bushing is clean and free from oil and grease.

Ⓣ : Ball joint socket to transverse link

44 - 54 N·m
(4.5 - 5.5 kg·m,
33 - 40 ft·lb)

Ball joint to knuckle arm

96 - 120 N·m
(9.8 - 12.2 kg·m,
71 - 88 ft·lb)

Transverse link to suspension crossmember

78 - 108 N·m
(8.0 - 11.0 kg·m,
58 - 80 ft·lb)

Side rod ball joint to knuckle arm

54 - 98 N·m
(5.5 - 10.0 kg·m,
40 - 72 ft·lb)

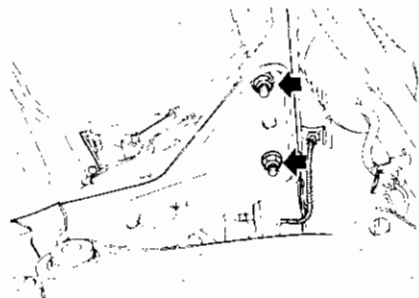
Knuckle arm to strut

72 - 97 N·m
(7.3 - 9.9 kg·m,
53 - 72 ft·lb)

SUSPENSION CROSSMEMBER

REMOVAL

1. Remove transverse link, referring to previous part of this section.
2. With an overhead hoist and lifting cable, support weight of engine to remove loads from mountings.
3. Remove engine mounting nuts. Separate suspension crossmember from engine.
4. Separate steering gear from suspension crossmember. Refer to section ST.
5. Remove bolt, indicated by arrow, and separate suspension crossmember from car body.



FA713

INSPECTION

Check suspension crossmember for evidence of deformation or cracking; if necessary, replace.

INSTALLATION

Install suspension crossmember in reverse order of removal.

Ⓣ : Suspension member to body frame

69 - 88 N·m
(7.0 - 9.0 kg·m,
51 - 65 ft·lb)

Engine mounting insulator to suspension member

31 - 42 N·m
(3.2 - 4.3 kg·m,
23 - 31 ft·lb)

SERVICE DATA AND SPECIFICATIONS (S.D.S.)

GENERAL SPECIFICATIONS

COIL SPRING

Item	Side	Dimension A x C x L *1	Color identifi- cation	Spring constant N/mm (kg/mm, lb/in)
2 seater (Except GL)	R.H.	13.0 x 150 x 306.5 (0.512 x 5.91 x 12.07)	White & Yellow	22.16 (2.26 126.6)
	L.H.			
2 seater GL 2 + 2 seater (Except GL)	R.H.	13.0 x 150 x 315.5 (0.512 x 5.91 x 12.42)	White & White	22.16 (2.26, 126.6)
	L.H.			
2 + 2 seater GL	R.H.	13.0 x 150 x 324.5 (0.512 x 5.91 x 12.78)	Red & Blue	22.16 (2.26, 126.6)
	L.H.			

*1: A x C x L

Wire diameter [mm (in)] x Coil diameter [mm (in)]
x Free length [mm (in)]

STRUT ASSEMBLY

Shock absorber type	Double acting hydraulic	
Shock absorber fluid mℓ (US fl oz, Imp fl oz)	275 (9.3, 9.7)	
Piston rod diameter	mm (in)	22 (0.87)
Piston diameter	mm (in)	32 (1.26)
Stroke	mm (in)	More than 165 (6.50)
Damping force [at 0.3 m (1.0 ft)/sec.]		
Expansion	N (kg, lb)	1,177 (120, 265)
Compression	N (kg, lb)	392 (40, 88)

STABILIZER BAR

Bar diameter	mm (in)	23 (0.91)
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INSPECTION AND ADJUSTMENT

WHEEL ALIGNMENT (Unladen * 1)

		Power steering models	Manual steering models
Camber	degree	-35' - 55'	
Caster	degree	4° 10' - 5° 40'	
Toe-in	mm (in)	1 - 3 (0.04 - 0.12)	
	degree *2	6' - 16'	
Kingpin inclination	degree	8° 35' - 10° 5'	
Front wheel turning angle	Toe-out-turns (Inside/Outside) degree	20°/18.1°	20°/18.7°
	Inside degree	32° - 36°	
	Outside degree	24-1/2° - 28-1/2°	

- *1: Tankful of fuel, radiator coolant and engine oil full.
Spare tire, jack, hand tools, mats in designed position.
*2: On both sides

WHEEL BEARING

Wheel bearing axial play	mm (in)	0 (0)	
Wheel bearing nut tightening torque	N·m (kg·m, ft·lb)	25 - 29 (2.5 - 3.0, 18 - 22)	
Return angle	degree	60°	
Wheel bearing starting torque at wheel bearing nut	With new grease seal	N·m (kg·cm, in·lb)	0.39 - 0.83 (4.0 - 8.5, 3.5 - 7.4)
	With used grease seal	N·m (kg·cm, in·lb)	0.10 - 0.44 (1.0 - 4.5, 0.9 - 3.9)
At wheel hub bolt	With new grease seal	N (kg, lb)	Less than 17.7 (1.8, 4.0)
	With used grease seal	N (kg, lb)	Less than 6.9 (0.7, 1.5)

LOWER BALL JOINT

Turning torque	New parts	N·m (kg·cm, in·lb)	2.5 - 7.8 (25 - 80, 22 - 69)
	Used parts	N·m (kg·cm, in·lb)	More than 1.5 (15, 13)

TIGHTENING TORQUE

Unit	N·m	kg·m	ft·lb
BALL JOINT			
Socket to transverse link	44 - 54	4.5 - 5.5	33 - 40
Ball joint to knuckle arm (stud nut)	96 - 120	9.8 - 12.2	71 - 88
STRUT			
Knuckle arm to strut	72 - 97	7.3 - 9.9	53 - 72
Strut to hoodledge	29 - 39	3.0 - 4.0	22 - 29
Piston rod self-locking nut	59 - 74	6.0 - 7.5	43 - 54
Gland packing	98 - 127	10.0 - 13.0	72 - 94
DISC BRAKE			
Rotor to hub	54 - 74	5.5 - 7.5	40 - 54
SIDE ROD			
Ball joint nut	54 - 98	5.5 - 10.0	40 - 72
Side rod lock nut	78 - 98	8.0 - 10.0	58 - 72
TRANSVERSE LINK			
Transverse link to suspension cross-member	78 - 108	8.0 - 11.0	58 - 80
TENSION ROD			
Bushing nut	44 - 54	4.5 - 5.5	33 - 40
Tension rod to transverse link	44 - 54	4.5 - 5.5	33 - 40
Tension rod bracket	31 - 42	3.2 - 4.3	23 - 31
STABILIZER BAR			
Stabilizer bar bracket	26 - 36	2.7 - 3.7	20 - 27
Stabilizer mounting nut	16 - 22	1.6 - 2.2	12 - 16
SUSPENSION CROSSMEMBER			
Suspension member to body frame	69 - 88	7.0 - 9.0	51 - 65
Engine mounting insulator to suspension member	31 - 42	3.2 - 4.3	23 - 31

TROUBLE DIAGNOSES AND CORRECTIONS

Condition	Probable cause	Corrective action
<p>Vibration, shock and shimmy of steering wheel.</p> <p>Vibration: Loose connection of the serration parts and wear of each part of linkage cause vibration of front wheels and, steering wheel vibration. This is very noticeable when travelling on rough road.</p> <p>Shock: When the front wheels are travelling on bumpy roads, the play of the steering linkage is transmitted to the steering wheel. This is especially noticeable when travelling on rough road.</p> <p>Shimmy: Abnormal vibration of the front suspension system and the whole steering linkage, which occurs at specific speeds.</p>	<p>Improper tire pressure.</p> <p>Imbalance and deformation of road wheel.</p> <p>Unevenly worn tire or insufficient tightening of wheel nuts.</p> <p>Improperly adjusted or worn front wheel bearing.</p> <p>Faulty wheel alignment.</p> <p>Worn lower arm bushings.</p> <p>Insufficiently tightened steering gear housing.</p> <p>Wear of steering linkage.</p> <p>Worn suspension ball joint.</p> <p>Excessive backlash due to improper adjustment of the steering gear box.</p> <p>Damaged idler arm.</p> <p>Worn column bearing, weakened column bearing spring, or loose clamp.</p> <p>Malfunction of shock absorber (inside the strut) or loose installation bolts.</p> <p>Imbalance of car level.</p>	<p>Adjust.</p> <p>Correct the imbalance or replace.</p> <p>Replace or tighten.</p> <p>Adjust or tighten.</p> <p>Adjust.</p> <p>Replace.</p> <p>Retighten.</p> <p>Replace faulty parts.</p> <p>Replace.</p> <p>Adjust correctly.</p> <p>Replace.</p> <p>Replace or retighten.</p> <p>Replace or retighten.</p> <p>Correct the imbalance.</p>
<p>Car pulls to right or left.</p> <p>When driving with hands off the steering wheel on a flat road, the car gently swerves to right or left.</p> <p>Note: A faulty rear suspension may also be the cause of this problem and, therefore, see also Section RA.</p>	<p>Improper tire pressure or insufficient tightening of wheel nuts.</p> <p>Difference in wear and tear of right and left tire treads.</p> <p>Incorrect adjustment or abrasion of front wheel bearing.</p> <p>Collapsed or twisted front spring.</p> <p>Incorrect wheel alignment.</p> <p>Incorrect brake adjustment (binding).</p> <p>Worn rubber bushings for lower arm and tension rod.</p> <p>Deformed steering linkage and lower arm and tension rod.</p> <p>Imbalance of car level.</p>	<p>Adjust or tighten.</p> <p>Replace tires.</p> <p>Adjust or replace.</p> <p>Replace.</p> <p>Adjust.</p> <p>Adjust.</p> <p>Replace.</p> <p>Replace.</p> <p>Correct the imbalance.</p>

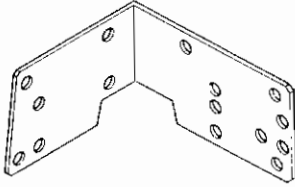
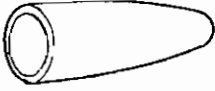
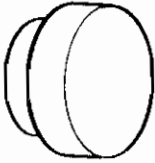
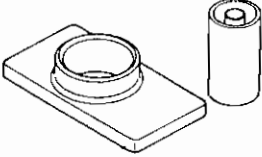
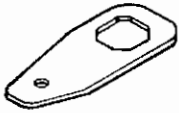
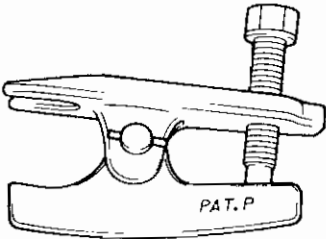
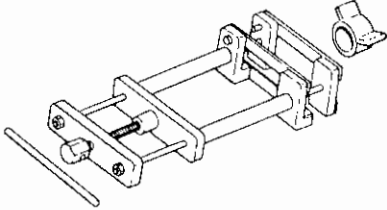
Front Axle & Front Suspension

Condition	Probable cause	Corrective action
Instability of car.	<p>Improper tire pressure.</p> <p>Worn rubber bushings for lower arm and tension rod.</p> <p>Incorrect wheel alignment.</p> <p>Worn or deformed steering linkage and suspension link.</p> <p>Incorrect adjustment of steering gear.</p> <p>Deformed or unbalanced wheel.</p>	<p>Adjust.</p> <p>Replace.</p> <p>Adjust.</p> <p>Replace.</p> <p>Adjust.</p> <p>Correct or replace.</p>
<p>Stiff steering wheel. (Checking up procedure)</p> <p>Jack up front wheels, detach the steering gear arm and operate the steering wheel, and;</p> <p>If it is light, check steering linkage, and suspension parts.</p> <p>If it is heavy, check steering gear and steering column parts.</p>	<p>Improper tire pressure.</p> <p>Insufficient lubricants or mixing impurities in steering gear box or excessively worn steering linkage.</p> <p>Stiff or damaged suspension ball joint, or lack of grease.</p> <p>Worn or incorrectly adjusted wheel bearing.</p> <p>Worn or damaged steering gear and bearing.</p> <p>Incorrectly adjusted steering gear.</p> <p>Deformed steering linkage.</p> <p>Incorrect wheel alignment.</p> <p>Damaged strut mounting bearing.</p> <p>Damaged or stiff piston or shock absorber piston rod (in the strut).</p> <p>Interference of steering column with turn signal switch.</p>	<p>Adjust.</p> <p>Replenish grease or replace the part.</p> <p>Replace.</p> <p>Replace or adjust.</p> <p>Replace.</p> <p>Adjust.</p> <p>Replace.</p> <p>Adjust.</p> <p>Replace.</p> <p>Replace.</p> <p>Replace.</p>
Excessive steering wheel play.	<p>Incorrectly adjusted steering gear housing.</p> <p>Worn steering linkage.</p> <p>Improperly fitted gear housing.</p> <p>Incorrectly adjusted wheel bearing.</p> <p>Worn lower arm and tension rod bushings.</p>	<p>Adjust.</p> <p>Replace.</p> <p>Retighten.</p> <p>Adjust.</p> <p>Replace.</p>
Noises.	<p>Improper tire pressure.</p> <p>Insufficient lubricating oil and grease for suspension ball joint and steering linkage, or their breakage.</p> <p>Loose steering gear bolts, linkage and suspension parts.</p> <p>Faulty shock absorber (inside the strut).</p> <p>Faulty wheel bearing.</p> <p>Worn steering linkage and steering gear.</p> <p>Worn lower arm and tension rod bushings.</p> <p>Broken or collapsed coil spring.</p>	<p>Adjust.</p> <p>Replenish lubricating oil and grease, or replace.</p> <p>Retighten.</p> <p>Replace.</p> <p>Replace.</p> <p>Replace.</p> <p>Replace.</p> <p>Replace.</p>

Front Axle & Front Suspension

Condition	Probable cause	Corrective action
	Loose stabilizer bar installation bolts and nuts.	Retighten.
	Loose strut to hoodledge installation nuts.	Retighten.
Grating tire noise.	Improper tire pressure. Incorrect wheel alignment. Deformed knuckle spindle and suspension linkage.	Adjust. Adjust. Replace.
Jumping of disc wheel.	Improper tire pressure. Imbalanced wheels. Faulty shock absorber. Faulty tire. Deformed wheel rim.	Adjust. Adjust. Replace. Replace. Replace.
Excessively or partially worn tire.	Improper tire pressure. Incorrect wheel alignment. Faulty wheel bearing. Incorrect brake adjustment. Tires not rotated. Rough and improper driving manner.	Adjust. Adjust. Replace. Adjust. Rotate tires at recommended intervals. Drive more gently.

SPECIAL SERVICE TOOLS

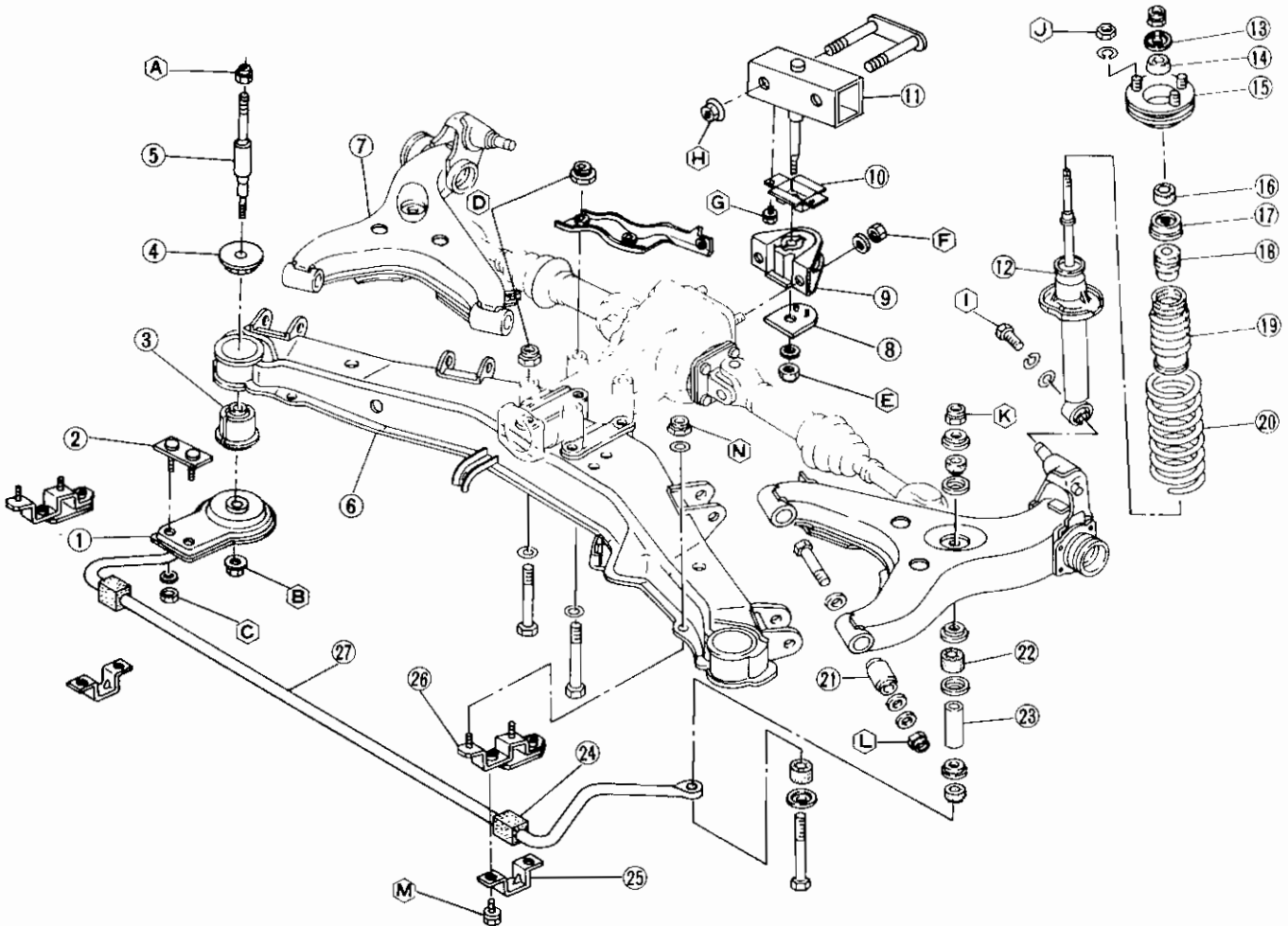
Tool number & tool name	Kent-Moore No.	Tool number & tool name	Kent-Moore No.
	Reference page		Reference page
KV48100300 Strut and steering gear housing attachment 	J 25729	ST35520000 Gland packing guide 	J25826
	Page FA-5		Page FA-6
ST35300000 Front wheel bearing drift 	—	KV40101200 Transverse link bushing replacer 	See J26363-A
	Page FA-3		Page FA-9
ST35500001 Gland packing wrench 	J 25825	HT72520000 Ball joint remover 	J25730-A
	Page FA-5		Page FA-9
ST3565S001 Coil spring compressor set 	J 25833		
	Page FA-5		

REAR AXLE & REAR SUSPENSION

CONTENTS

REAR SUSPENSION	RA- 2	DRIVE SHAFT (Cardan universal joint type) . .	RA- 9
REAR AXLE AND SUSPENSION		DRIVE SHAFT (Tripod universal joint type) . .	RA-11
ASSEMBLY	RA- 3	SERVICE DATA AND	
SUSPENSION MEMBER AND		SPECIFICATIONS (S.D.S.)	RA-15
STABILIZER	RA- 5	GENERAL SPECIFICATIONS	RA-15
COIL SPRING AND SHOCK ABSORBER		INSPECTION AND ADJUSTMENT	RA-16
ASSEMBLY	RA- 6	TIGHTENING TORQUE	RA-16
REAR AXLE	RA- 7	TROUBLE DIAGNOSES AND	
REAR AXLE SHAFT, WHEEL BEARINGS		CORRECTIONS	RA-17
AND SEALS	RA- 7	SPECIAL SERVICE TOOLS	RA-18
SUSPENSION ARM	RA- 8		

REAR SUSPENSION



- 1 Suspension member mounting stay
- 2 Suspension member mounting bolt
- 3 Member mounting insulator
- 4 Member mounting upper stopper
- 5 Suspension mounting bolt
- 6 Suspension member assembly
- 7 Suspension arm assembly
- 8 Differential mounting plate
- 9 Differential mounting insulator
- 10 Differential mounting adapter plate
- 11 Differential mounting bracket
- 12 Shock absorber assembly
- 13 Special washer
- 14 Shock absorber mounting bushing A

- 15 Shock absorber mounting insulator
- 16 Shock absorber mounting bushing B
- 17 Bound bumper cover
- 18 Bound bumper
- 19 Dust cover
- 20 Coil spring
- 21 Suspension arm bushing
- 22 Stabilizer bushing
- 23 Stabilizer collar
- 24 Stabilizer mounting bushing
- 25 Stabilizer mounting clip
- 26 Stabilizer mounting bracket
- 27 Rear stabilizer

Tightening torque N-m (kg-m, ft-lb)

- A** : 118 - 157 (12 - 16, 87 - 116)
- B** : 78 - 98 (8 - 10, 58 - 72)
- C** : 20 - 25 (2.0 - 2.6, 14 - 19)
- D** : 59 - 78 (6 - 8, 43 - 58)
- E** : 118 - 147 (12 - 15, 87 - 108)
- F** : R200 Diff.:
88 - 118 (9 - 12, 65 - 87)
R180 Diff.:
59 - 78 (6 - 8, 43 - 58)
- G** : 31 - 42 (3.2 - 4.3, 23 - 31)
- H** : 59 - 78 (6 - 8, 43 - 58)
- I** : 59 - 78 (6 - 8, 43 - 58)
- J** : 29 - 39 (3 - 4, 22 - 29)
- K** : 16 - 21 (1.6 - 2.1, 12 - 15)
- L** : 78 - 98 (8 - 10, 58 - 72)
- M** : 16 - 21 (1.6 - 2.1, 12 - 15)
- N** : 16 - 21 (1.6 - 2.1, 12 - 15)

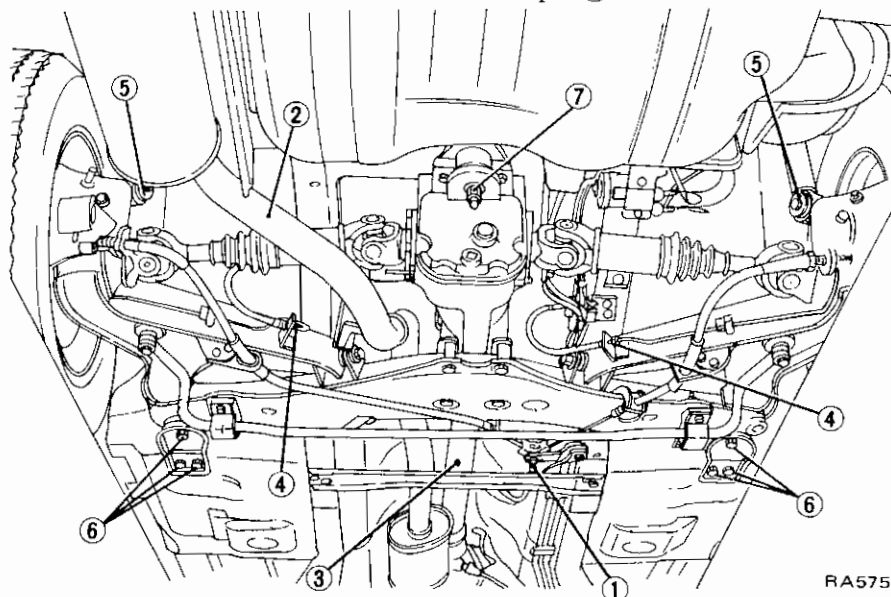
SRA237

REAR AXLE AND SUSPENSION ASSEMBLY

REMOVAL

It is not necessary to remove rear axle and suspension assembly for any normal repairs. However, if the rear suspension member is damaged, the rear axle and the suspension member assembly may be removed and installed using the following procedure.

1. Block front wheels with chocks.
2. Raise the rear of car high enough to permit working underneath, and support it on safety stands. Place stands solidly under body member on both sides.



GI414

3. Remove rear wheels.
4. Remove heat shield plate located in front of fuel tank.
5. Disconnect hand brake cable by removing lock nut at adjuster and clevis pin ①.

6. Remove rear exhaust tube and muffler ②. Refer to Exhaust System (Section FE).

7. Mark flange yoke of propeller shaft and companion flange of differential gear carrier for proper reassembly, then remove propeller shaft ③.

8. Disconnect rear brake hoses ④.

CAUTION:

- a. When disconnecting brake tube, use suitable tube wrench. Never use open-end or adjustable wrench.
- b. Cover brake hose and tube openings to prevent entrance of dirt.

9. Support under center of suspension member and differential carrier with a transmission jack.

10. Disconnect shock absorbers at lower end ⑤.

11. Disconnect suspension member from body by removing nuts ⑥ at both ends of member.

12. Disconnect differential carrier mounting lock nut ⑦.

13. Carefully lower jack with suspension assembly, and take it out from under car. Support suspension assembly so that it does not tilt and fall off jack.

INSPECTION AND REPAIR

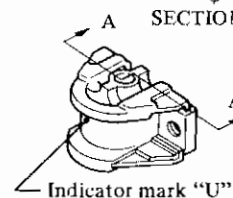
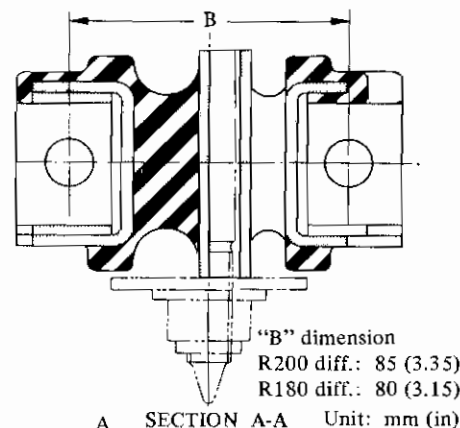
When the rear suspension has been removed, examine all parts for wear or damage. Particular attention should be given to bushing in suspension arms and bound bumper rubbers. Also check the condition of rubber insulators in the suspension member and the differential mounting.

Any of these components, if worn, can result in noise and vibration to the interior of car.

If necessary, replace differential mounting insulator.

Note:

- a. Mounting insulator of R200 differential carrier differs in dimension "B" from that of R180 differential carrier.
- b. When replacing, be sure to install differential mounting insulator with "U" mark facing upward.



RA576

INSTALLATION

Install rear axle and suspension assembly in the reverse order of removal, noting the following points.

CAUTION:

When installing brake tubes, use Flare Nut Torque Wrench GG94310000.

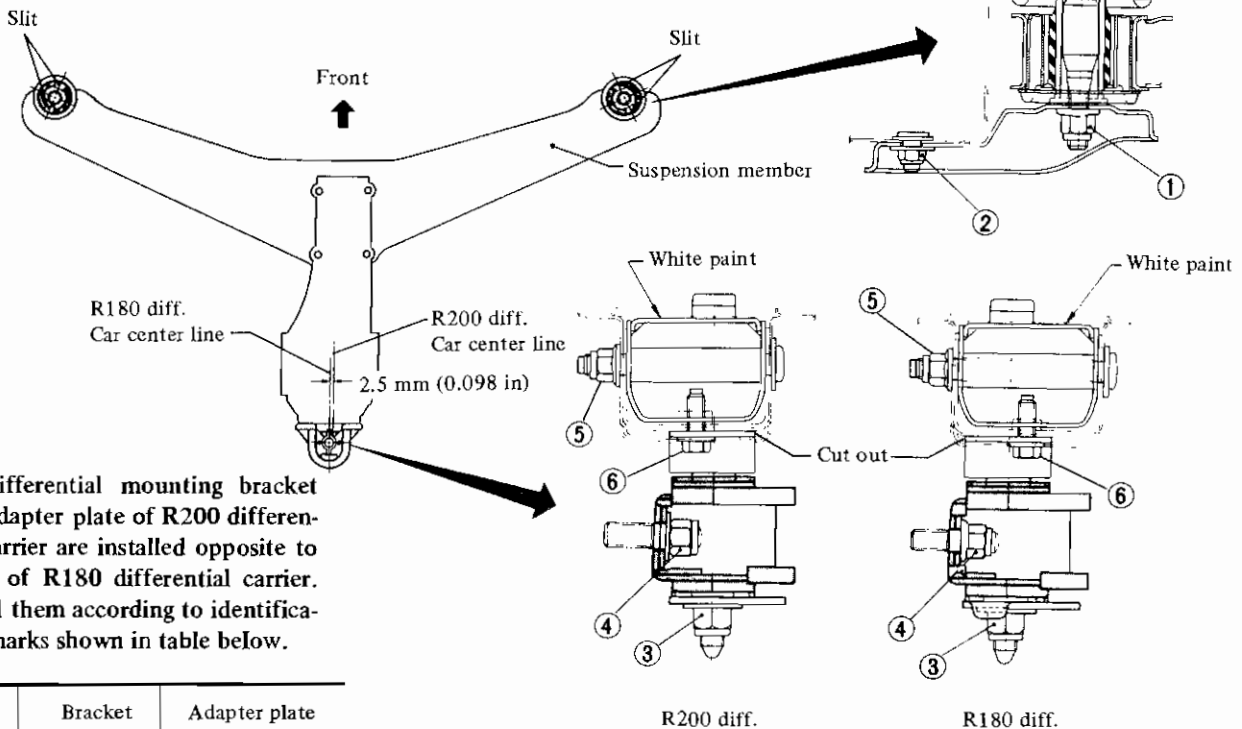
1. Ensure suspension member and differential mounting insulator are correctly lined up.
2. When installing suspension member insulator, two slits in rubber insulators should be positioned in fore-and-after direction as shown below. Rubber insulators should be inserted from the underside of member.
3. Do not use lesser quality or substitute design parts.
4. Replace self-locking nuts at each removal.
5. Tightening torque values must be used as specified during reassembly to assure proper retention of parts.

CAUTION:

When reinstalling suspension member mounting bolt, make sure that bolt and tapered surface of collar are free from foreign material. Be sure to tighten lock nut (A) on body side to specification before tightening suspension member mounting lock nut (1).

- Ⓣ : Propeller shaft to companion flange connecting nut
34 - 44 N·m
(3.5 - 4.5 kg-m,
25 - 33 ft-lb)
- Brake tube connector flare nut
15 - 18 N·m
(1.5 - 1.8 kg-m,
11 - 13 ft-lb)
- Shock absorber lower end fixing bolt
59 - 78 N·m
(6 - 8 kg-m,
43 - 58 ft-lb)
- Suspension member mounting lock nut (1)
78 - 98 N·m
(8 - 10 kg-m,
58 - 72 ft-lb)
- Suspension member mounting stay nut (2)
20 - 25 N·m
(2.0 - 2.6 kg-m,
14 - 19 ft-lb)
- Differential carrier mounting lock nut (3)

- 118 - 147 N·m
(12 - 15 kg-m,
87 - 108 ft-lb)
- Differential carrier to mounting insulator (4)
(R200 diff.)
88 - 118 N·m
(9 - 12 kg-m,
65 - 87 ft-lb)
(R180 diff.)
59 - 78 N·m
(6 - 8 kg-m,
43 - 58 ft-lb)
- Differential mounting bracket fixing nut (5)
59 - 78 N·m
(6 - 8 kg-m,
43 - 58 ft-lb)
- Differential mounting adapter plate bolt (6)
31 - 42 N·m
(3.2 - 4.3 kg-m,
23 - 31 ft-lb)



Note: Differential mounting bracket and adapter plate of R200 differential carrier are installed opposite to those of R180 differential carrier. Install them according to identification marks shown in table below.

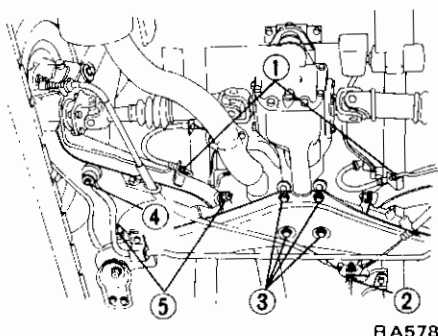
	Bracket	Adapter plate
	White paint	Cutout
R200 diff.	Front	Rear
R180 diff.	Rear	Front

Tightening torque N·m (kg-m, ft-lb)
 (A) : 118 - 157 (12 - 16, 87 - 116)

SUSPENSION MEMBER AND STABILIZER

REMOVAL

1. Block front wheels with chocks.
2. Raise the rear of car high enough to permit working underneath, and support it on safety stands. Place stands solidly under body member on both sides.
3. Support under center of differential carrier with a garage jack.
4. Disconnect brake tube ① and hand brake cable ② from suspension arm and member.



RA578

CAUTION:

- a. When disconnecting brake tube, use suitable tube wrench. Never use open-end or adjustable wrench.
- b. Cover brake hose and tube openings to prevent entrance of dirt.
- c. When disconnecting brake hose, be careful not to twist it while holding one side of it.

5. Disconnect differential gear carrier by removing bolts ③ at center of suspension member.
6. Remove stabilizer bar fixing bolt from suspension arm ④.
7. Disconnect suspension arms by removing suspension arm pins ⑤.
8. Disconnect suspension member from body by removing nuts at both ends of member.

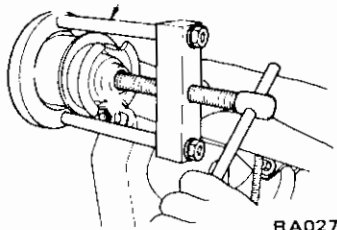
9. Carefully lower jack with suspension member together with stabilizer, and take it out from under car. Support suspension assembly so that it does not tilt and fall off jack.
10. Remove stabilizer bar from suspension member by removing mounting clip bolts.

INSPECTION AND REPAIR

1. Check for evidence of deformation or cracks; if necessary, replace.
2. Check the rubber insulators of suspension member and mounting bushing of stabilizer for deterioration or cracks; if necessary, replace.

Replace rubber insulators of the suspension member using Rear Suspension Member Insulator Replacer KV40101300.

KV40101300



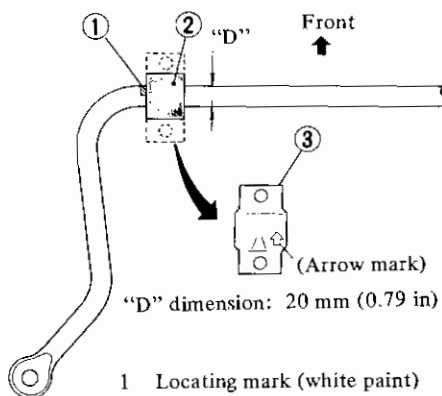
RA027

INSTALLATION

Install the rear suspension member and stabilizer in the reverse order of removal.

When installing, observe the following points:

1. Be sure to install stabilizer bushing with locating mark at outer side.
2. Install stabilizer mounting clip with arrow mark pointing to front.



- 1 Locating mark (white paint)
- 2 Stabilizer bushing
- 3 Stabilizer mounting clip

RA579

3. Securely tighten stabilizer fixing bolt self-locking nut until it will no longer go.
4. Replace self-locking nuts at each removal.

CAUTION:

When installing brake tubes, use Flare Nut Torque Wrench GG94310000.

Note: Car weight must be on rear wheels when tightening suspension arm pins in order to clamp rubber bushings in a neutral or unloaded position.

Ⓣ : Brake tube connector flare nut

15 - 18 N-m
(1.5 - 1.8 kg-m,
11 - 13 ft-lb)

Differential gear carrier fitting nut

59 - 78 N-m
(6 - 8 kg-m,
43 - 58 ft-lb)

Suspension arm pin nut

78 - 98 N-m
(8 - 10 kg-m,
58 - 72 ft-lb)

Suspension member mounting lock nut

78 - 98 N-m
(8 - 10 kg-m,
58 - 72 ft-lb)

Suspension member mounting stay nut

20 - 25 N-m
(2 - 2.6 kg-m,
14 - 19 ft-lb)

Stabilizer bar fixing bolt

16 - 21 N-m
(1.6 - 2.1 kg-m,
12 - 15 ft-lb)

Stabilizer mounting clip bolt

16 - 21 N-m
(1.6 - 2.1 kg-m,
12 - 15 ft-lb)

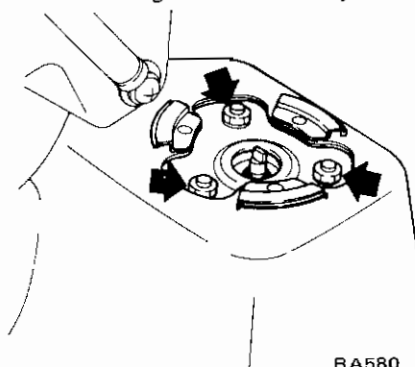
Stabilizer mounting bracket nut

16 - 21 N-m
(1.6 - 2.1 kg-m,
12 - 15 ft-lb)

COIL SPRING AND SHOCK ABSORBER ASSEMBLY

REMOVAL

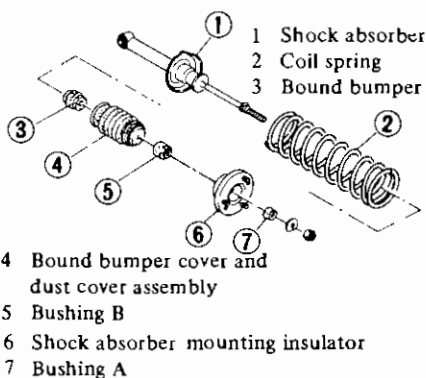
1. Block front wheels with chocks.
2. Raise the rear of car high enough to permit working underneath and until rear spring does not support car weight, and support it on safety stands. Place stands solidly under body member on both sides.
3. Open tail gate and turn cap at upper end of wheel house counter-clockwise.
4. Remove nuts securing shock absorber mounting insulator to body.



CAUTION:

Set Spring Compressor only on spring. Be careful so as not to damage shock absorber housing and piston rod.

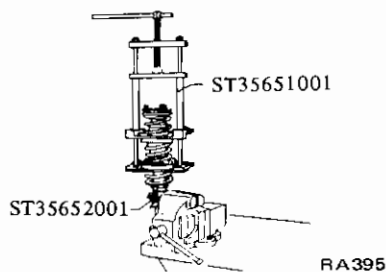
3. Remove piston rod self-locking nut and washer. Release Spring Compressor ST35651001 and remove it from spring.
4. Take out bushing A, shock absorber mounting insulator, bushing B, bound bumper cover (dust cover) and bound bumper in that order.



5. Disconnect shock absorber by removing bolt at suspension arm.

DISASSEMBLY

1. Mark position of shock absorber mounting insulator and shock absorber lower end pin for proper reassembly.
2. Set up Spring Compressor ST35651001 on spring. Compress spring just far enough to permit turning of mounting insulator by hand.



RA-6

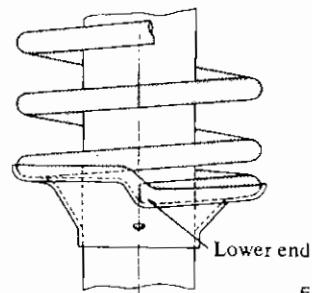
Rubber parts

Check all rubber parts for wear, cracks, damage or deformation. Replace if necessary.

ASSEMBLY

Assemble spring and shock absorber assembly in the reverse order of disassembly, noting the following:

1. Correctly place coil spring in the lower spring seat. (Flat face of spring is top.)



2. Make sure position of shock absorber mounting insulator and shock absorber lower end pin is correct.
3. Replace self-locking nut whenever it is removed.
4. Securely tighten piston rod self-locking nut until it will no longer go.

INSPECTION

Coil spring

1. Check coil spring for yield, deformation or cracks.
2. Test spring and compare with the specifications given in Service Data and Specifications.

Shock absorber

1. Test shock absorber and compare with the specification given in Service Data and Specifications. Replace if necessary.
2. Check for oil leakage and cracks. Also check piston rod for straightness.

Shock absorber mounting insulator

Replace if rubber and metal joints are melted or cracked.

INSTALLATION

Install spring and shock absorber assembly in the reverse order of removal, noting the following:

Install top end of spring and shock absorber assembly first.

Ⓧ : Shock absorber mounting insulator to body nut

29 - 39 N·m
(3 - 4 kg·m,
22 - 29 ft·lb)

Shock absorber lower end fixing bolt

59 - 78 N·m
(6 - 8 kg·m,
43 - 58 ft·lb)

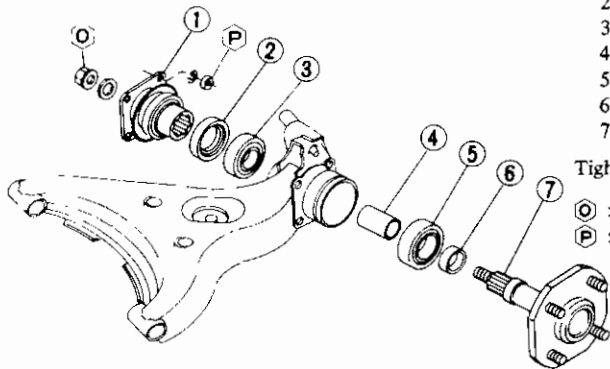
Piston rod nut

19 - 25 N·m
(1.9 - 2.6 kg·m,
14 - 19 ft·lb)

REAR AXLE

REAR AXLE SHAFT, WHEEL BEARINGS AND SEALS

REMOVAL AND DISASSEMBLY



- 1 Companion flange
- 2 Grease seal
- 3 Inner wheel bearing
- 4 Distance piece
- 5 Outer wheel bearing
- 6 Bearing spacer
- 7 Rear axle shaft assembly

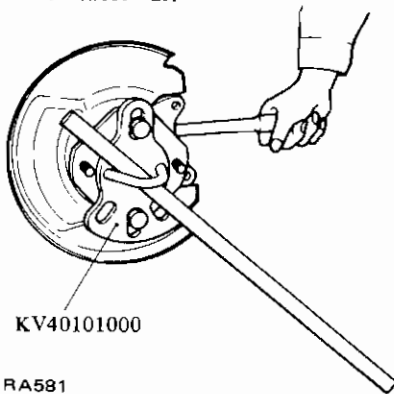
Tightening torque N·m (kg·m, ft·lb)

O : 245 - 324 (25 - 33, 181 - 239)

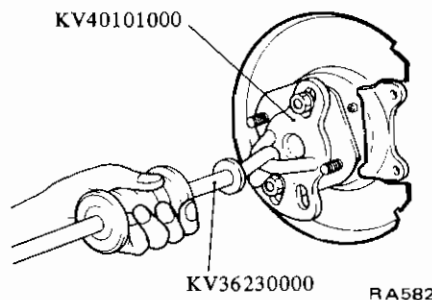
P : 49 - 59 (5 - 6, 36 - 43)

RA531

1. Chock front wheels.
2. Loosen rear wheel nuts, jack up the rear of car and support it with safety stands.
3. Remove brake rotor and caliper assembly, referring to Section BR.
4. Disconnect drive shaft from axle shaft.
5. Remove wheel bearing lock nut using Rear Axle Stand KV40101000 and suitable bar.

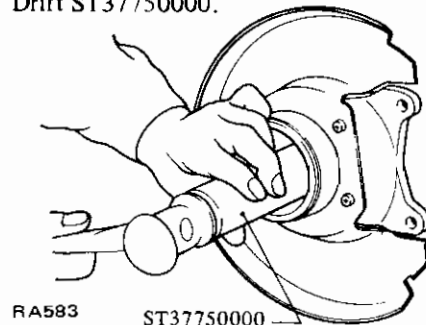


RA581



RA582

7. Remove companion flange.
8. Remove grease seal and inner bearing using Rear Axle Shaft Bearing Drift ST37750000.



RA583

ST37750000

6. Draw out axle shaft using Rear Axle Stand KV40101000 and Sliding Hammer ST36230000. Remove rear axle shaft.

9. Withdraw outer bearing from rear axle shaft using a suitable bearing puller.

Note: Do not reuse bearings and grease seal after removal.

INSPECTION

Inspect the following parts. Replace or repair if necessary.

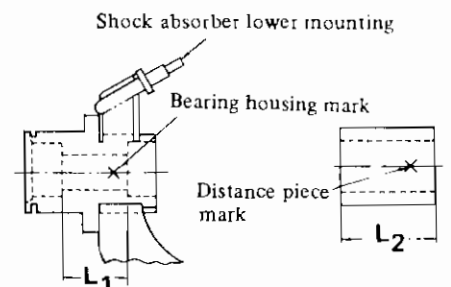
1. Check wheel bearing for end play and rolling surface for flaking, wear or seizure.
2. Check axle shaft for straightness, cracks, wear or distortion.
3. Check grease seal for cracks or deformation and seal lip for damage or wear.

ASSEMBLY AND INSTALLATION

Install in the reverse order of removal, noting the following points.

1. Clean wheel bearings, grease seal and the inside of axle shaft housing.
2. Wheel bearings are sealed type. When installing ensure that the sealed side of outer bearing faces the wheel and that the sealed side of inner bearing faces the differential.
3. When installing outer bearing to rear axle shaft, use Rear Axle Shaft Bearing Drift ST37750000.
4. A mark "N", "M", or "P" is stamped on bearing housing. Select a distance piece having a mark corresponding to the mark on bearing housing.

When a distance piece is reused, make sure that both ends are not collapsed or deformed.

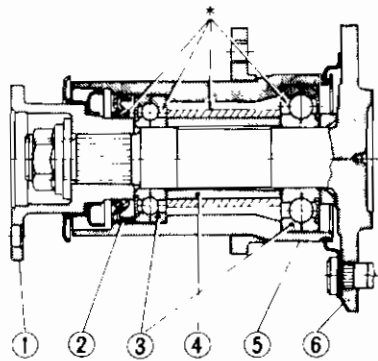


BEARING HOUSING DISTANCE PIECE

RA268

Rear bearing housing		Distance piece	
Mark	Size (L ₁ length) mm (in)	Mark	Size (L ₂ length) mm (in)
N	55.85 - 55.95 (2.1988 - 2.2028)	N	55.82 - 55.88 (2.1976 - 2.2000)
M	55.95 - 56.05 (2.2028 - 2.2067)	M	55.92 - 55.98 (2.2016 - 2.2039)
P	56.05 - 56.15 (2.2067 - 2.2106)	P	56.02 - 56.08 (2.2055 - 2.2079)

5. Fill recommended multi-purpose grease to the portions indicated by asterisk (*) as shown below.



- 1 Companion flange
- 2 Grease seal
- 3 Wheel bearing
- 4 Distance piece
- 5 Bearing housing
- 6 Rear axle shaft

RA399

6. Install grease seal by Rear Axle Grease Seal Drift ST37710000.
 7. Tighten new wheel bearing lock nut and measure the preload and rear axle shaft end play. If the correct preload or end play cannot be obtained, disassemble again and replace distance piece.

T. : Wheel bearing lock nut

245 - 324 N·m
 (25 - 33 kg-m,
 181 - 239 ft-lb)

Wheel bearing preload
 0.69 N·m (7.0 kg-cm,
 6.1 in-lb) or less

At the hub bolt
 11.8 N (1.2 kg,
 2.6 lb) or less

Rear axle shaft end play
 Less than 0.3 mm (0.012 in)

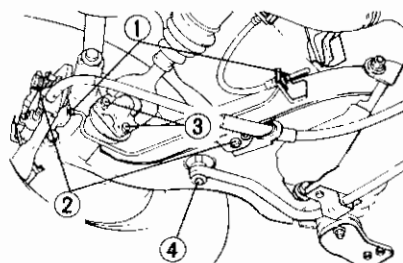
8. Caulk wheel bearing lock nut securely after checking preload and end play.

SUSPENSION ARM REMOVAL

1. Chock front wheels.
2. Loosen wheel nuts, jack up the rear of car and support it with safety stands.
3. Disconnect brake tube ① from brake hose and wheel cylinder, remove brake tube from suspension arm.
4. Disconnect hand brake cable ② from caliper assembly and remove hand brake cable from suspension arm.
5. Disconnect drive shaft ③ from axle shaft.
6. Remove stabilizer bar bolt ④

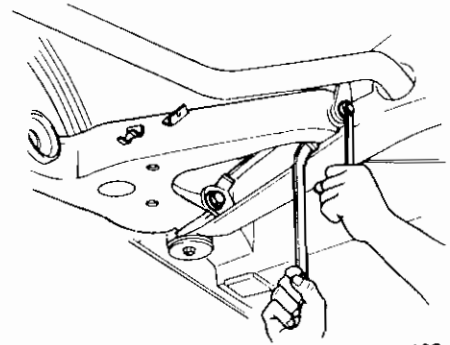
CAUTION:

- a. When disconnecting brake tube, use suitable tube wrench. Never use open-end or adjustable wrench.
- b. Cover brake hose and tube openings to prevent entrance of dirt.



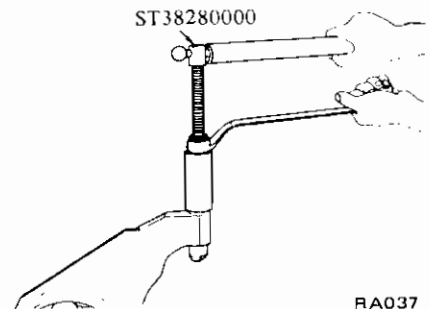
RA584

7. Remove brake rotor and caliper assembly, referring to Section BR.
8. Remove rear axle shaft, wheel bearings and grease seal. Refer to Rear Axle for removal and disassembly.
9. Disconnect shock absorber at lower end.
10. Disconnect suspension arm by removing suspension arm pins securing suspension arm to suspension member.



RA402

11. Draw out rubber bushings from suspension arm using Rear Suspension Arm Bushing Remover ST38280000.



RA037

INSPECTION

1. Examine suspension arms to ensure they are not deformed or cracked.
2. Check rubber bushings for wear, damage or separation. Replace if necessary.

INSTALLATION

Install in the reverse order of removal, noting the following points:

1. Replace self-locking nuts at each removal.
2. Finally tighten suspension arm pin nut to specifications after install-

ing wheels and placing car on ground under the curb weight in order to clamp rubber bushings in a neutral position.

3. Adjust parking brake cable. Refer to Hand Brake (Section MA) for adjustment.

4. Bleed air from brake system. Refer to Bleeding Hydraulic System (Section BR).

Ⓣ : Brake tube connector flare nut

15 - 18 N·m
(1.5 - 1.8 kg·m,
11 - 13 ft·lb)

Brake baffle plate
3.1 - 4.3 N·m
(0.32 - 0.44 kg·m,
2.3 - 3.2 ft·lb)

Brake caliper
38 - 52 N·m
(3.9 - 5.3 kg·m,
28 - 38 ft·lb)

Wheel bearing lock nut
245 - 324 N·m
(25 - 33 kg·m,
181 - 239 ft·lb)

Drive shaft flange yoke nut
49 - 59 N·m
(5 - 6 kg·m,
36 - 43 ft·lb)

Suspension arm pin nut
78 - 98 N·m
(8 - 10 kg·m,
58 - 72 ft·lb)

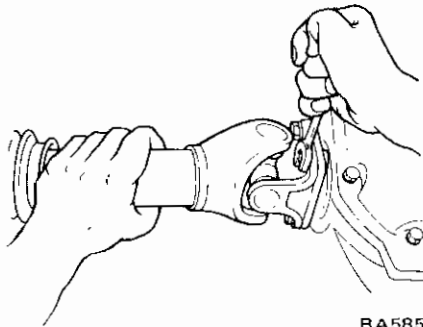
Stabilizer bar fixing or
mounting bolts
16 - 21 N·m
(1.6 - 2.1 kg·m,
12 - 15 ft·lb)

DRIVE SHAFT (Cardan universal joint type)

REMOVAL

1. Chock front wheels.
2. Jack up rear of car and support on safety stands.
3. Side Flange type (R200 diff.);

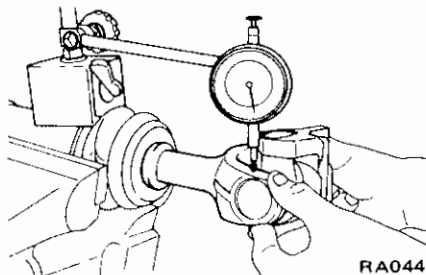
Remove drive shaft universal joint yoke flange bolts and nuts from both sides.



Pre-disassembly inspection

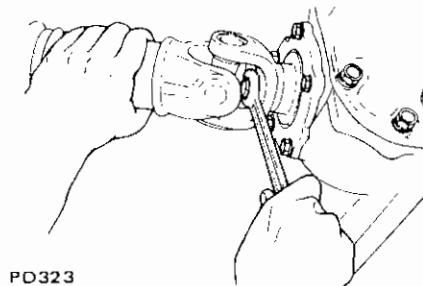
1. Visually inspect parts for wear, deformation or damage.
2. Stroke drive shaft to see if it moves smoothly.
3. Check play in drive shaft. If the play exceeds 0.2 mm (0.008 in), replace drive shaft assembly.

Note: Measurement should be taken with drive shaft fully compressed.



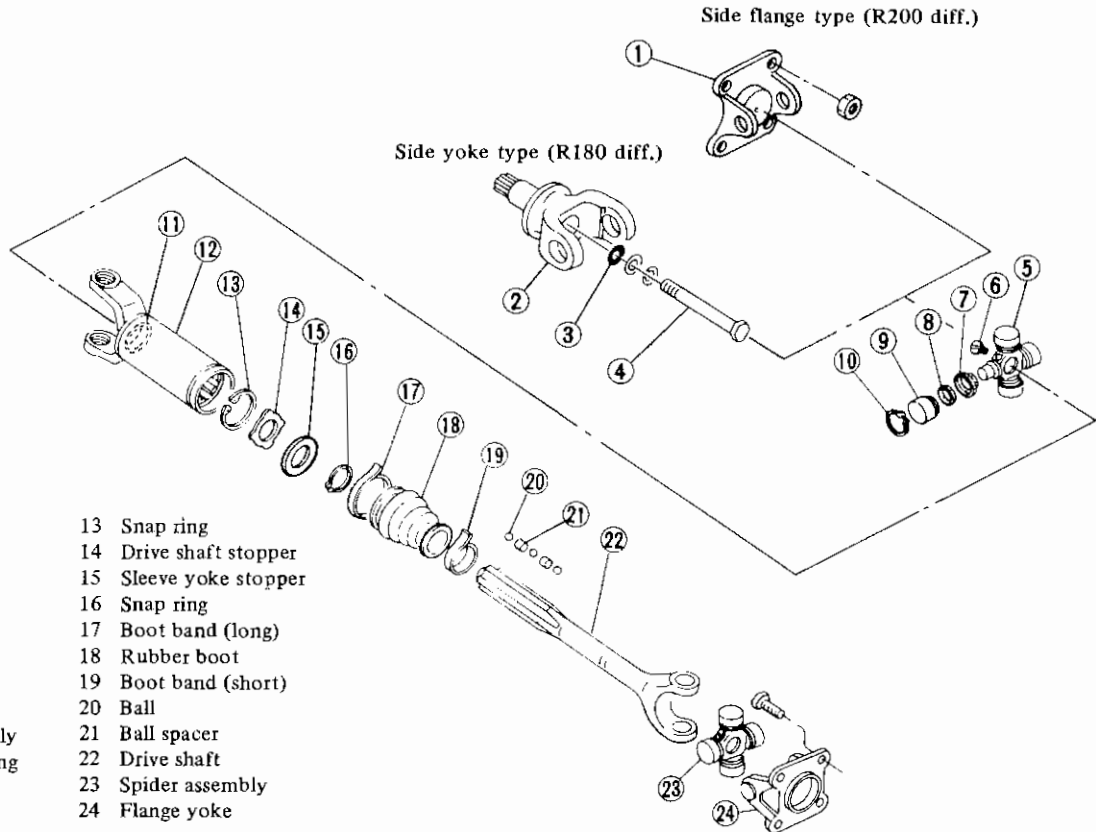
4. Side Yoke type (R180 diff.);
Disconnect drive shaft on the wheel side.

Remove side yoke fitting bolts, and extract side yokes together with drive shafts.



4. Check movement of spider journal. If journal does not move smoothly, disassemble and replace journal.
5. Check journal axial play. If the play exceeds 0.02 mm (0.0008 in), adjust or replace as required.

DISASSEMBLY



- | | |
|---------------------------|------------------------|
| 1 Yoke flange | 13 Snap ring |
| 2 Side yoke | 14 Drive shaft stopper |
| 3 O-ring | 15 Sleeve yoke stopper |
| 4 Side yoke bolt | 16 Snap ring |
| 5 Spider journal | 17 Boot band (long) |
| 6 Filler plug | 18 Rubber boot |
| 7 Dust cover | 19 Boot band (short) |
| 8 Oil seal | 20 Ball |
| 9 Bearing race assembly | 21 Ball spacer |
| 10 Bearing race snap ring | 22 Drive shaft |
| 11 Sleeve yoke plug | 23 Spider assembly |
| 12 Sleeve yoke | 24 Flange yoke |

RA586

1. Mark relationship across propeller shaft and journal so that the original combination is restored at assembly.
2. Remove snap ring with a standard screwdriver.
3. Lightly tap base of yoke with a hammer, and withdraw bearing race.
4. Cut boot band and remove boot from sleeve yoke.
5. Remove snap ring from sleeve yoke using suitable snap ring plier.
6. Withdraw drive shaft carefully from sleeve yoke so as not to lose balls and spacers.

4. Check journal pin for dent or brinell marks, and yoke hole for sign of wear or damage.

Snap ring, bearing, grease seal and dust seal should also be inspected to see if they are damaged, worn or deformed. Replace as required.

Note: Sleeve yoke, balls, spacers and drive shaft are not available as service parts. Therefore, if any wear or damage exists in above parts, drive shaft must be replaced as an assembly.

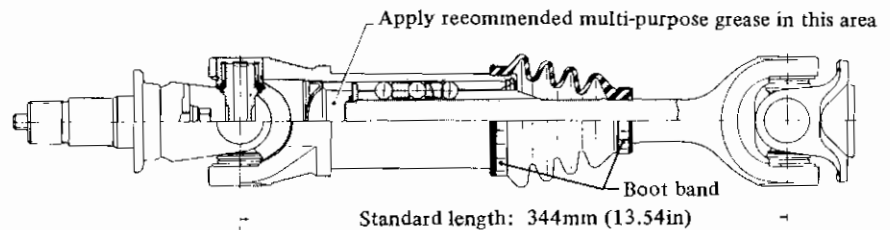
ASSEMBLY

Assemble drive shaft in the reverse order of disassembly, noting the following:

1. Thoroughly remove used grease from sleeve yoke, drive shaft ball rolling grooves and grease grooves, and clean them.
2. Align the yokes and ensure that steel balls and spacers are fitted in the correct sequence.
3. Apply an adequate quantity of multi-purpose grease to the ball rolling groove and grease groove, approximately 10 g (0.35 oz). In addition, apply 35 g (1.23 oz) of grease to the area shown below.

INSPECTION

1. Replace boot and O-ring of side yoke, if damaged.
2. Check drive shaft for straightness, cracks, damage, wear or distortion. Replace drive shaft assembly as required.
3. Check steel balls and sleeve yoke for damage, wear or distortion. Replace drive shaft assembly as required.



RA404

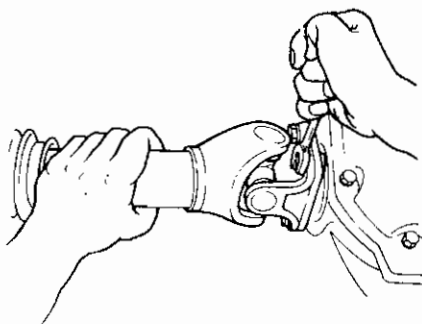
4. Check the drive shaft play. Refer to Drive Shaft for pre-disassembly inspection.
5. Adjust distance between spider journals to standard length of 344 mm (13.54 in). Cover sleeve yoke with boot and secure with boot band.
6. Selecting a suitable snap ring, adjust the axial play of universal joint to within 0.02 mm (0.0008 in). Snap rings of seven different thicknesses are available. Refer to Service Data and Specifications.

Note: Two opposite snap rings should be equal in thickness.

INSTALLATION

1. Side Flange type (R200 diff.);
Install drive shaft universal joint yoke flange bolts and nuts on both sides, and tighten yoke flange bolts and nuts to specified torque using torque wrench.

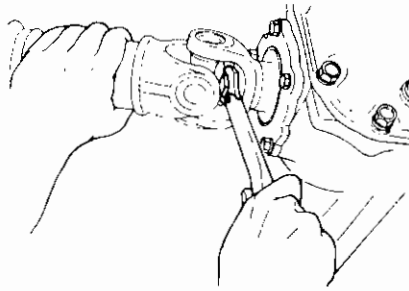
⊕ : 49 - 59 N·m
(5 - 6 kg·m,
36 - 43 ft·lb)



RA585

2. Side Yoke type (R180 diff.);
Install side yoke together with drive shafts to differential gear carrier assembly, and tighten side yoke fitting bolts to specified torque using torque wrench.

⊕ : 31 - 42 N·m
(3.2 - 4.3 kg·m,
23 - 31 ft·lb)



PD324

CAUTION:
Be careful not to damage side yoke and oil seal when installing.

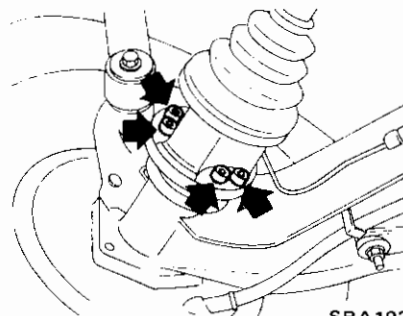
3. Join drive shafts with rear axle flanges and tighten connecting bolts to specified torque.

⊕ : 49 - 59 N·m
(5 - 6 kg·m,
36 - 43 ft·lb)

DRIVE SHAFT (Tripod universal joint type)

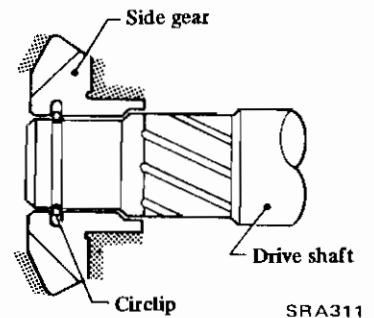
REMOVAL AND INSTALLATION

1. Block front wheels.
2. Disconnect drive shaft on the wheel side.

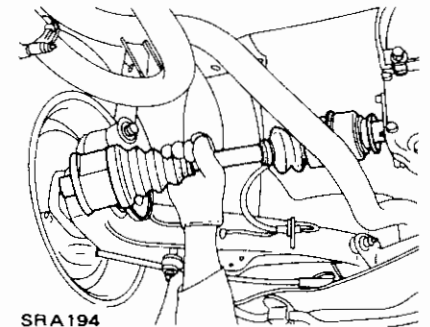


SRA193

3. Extract drive shaft from differential carrier by prying it with a suitable steel bar.



SRA311



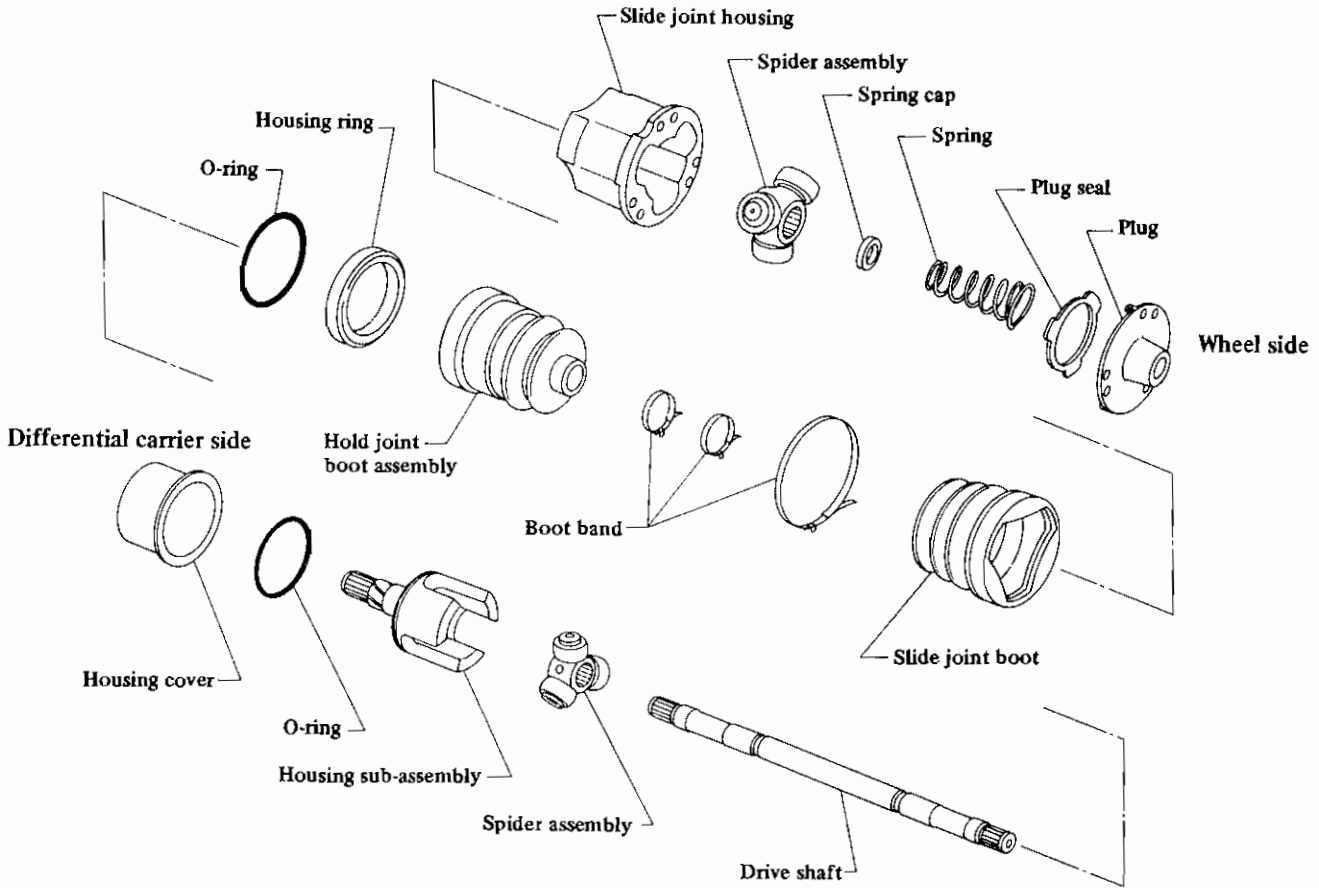
SRA194

4. Install in reverse order of removal, noting the following points.

CAUTION:
Be careful not to damage oil seal and either end of drive shaft when installing.

⊕ : Drive shaft to companion flange fixing bolt
27 - 37 N·m
(2.8 - 3.8 kg·m,
20 - 27 ft·lb)

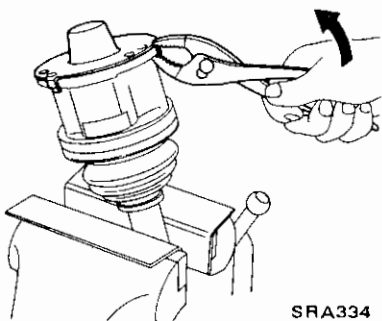
DISASSEMBLY



SRA333

Wheel side

1. Place “soft” jaws over steel jaws of bench vise, and place drive shaft securely in vise.
2. Remove plug.

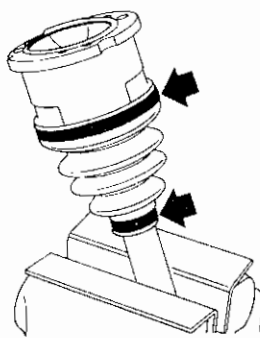


SRA334

3. Remove plug seal, spring and spring cap.

4. Remove boot bands.

Do not reuse boot bands once they have been removed.



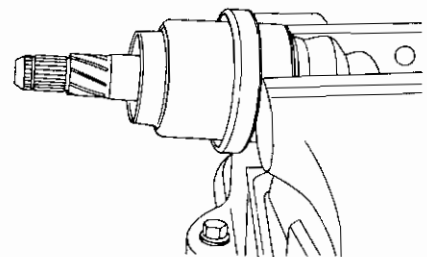
SRA335

5. Remove spider assembly. Refer to Spider Assembly for disassembly.
6. Draw out slide joint boot.

Differential carrier side

1. Snugly place drive shaft assembly in a vise.

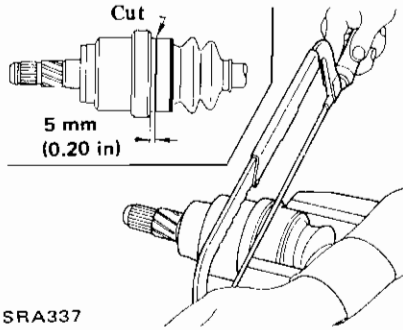
Be careful not to damage drive shaft assembly by forcing it into place.



SRA336

2. Cut off hold joint boot assembly with a metal saw blade and remove housing sub-assembly.

- When cutting off hold joint boot assembly, ensure that drive shaft is pushed into housing sub-assembly to prevent spider assembly from being scratched.
- Do not reuse hold joint boot assembly once it has been removed.



SRA337

3. Remove boot band.

Do not reuse boot band once it has been removed.

4. Remove spider assembly.

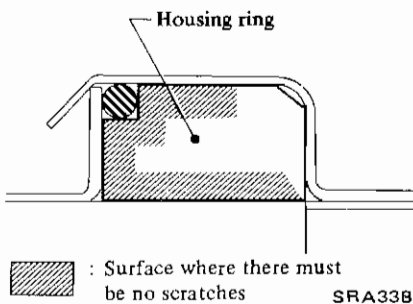
Refer to Spider Assembly for disassembly.

5. Cut off remaining part of hold joint boot assembly with a metal saw blade and remove it from housing sub-assembly.

- Be careful not to scratch housing sub-assembly.
- Be careful not to scratch housing ring excessively.

CAUTION:

Housing ring is selected to suit outside diameter of housing sub-assembly. Do not attempt to change original combination when replacing parts.



: Surface where there must be no scratches
 SRA338

6. Remove housing cover.

Do not reuse housing cover once it has been removed.

7. Remove O-ring.

Do not reuse O-ring once it has been removed.

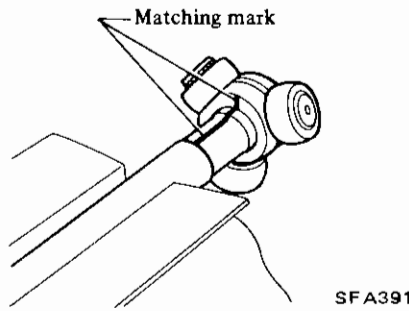
8. Remove housing ring.
9. Draw out hold joint boot.

Spider assembly

CAUTION:

The spider assembly is a non-disassembling type, consisting of a tripod, rollers, needle bearing and washer.

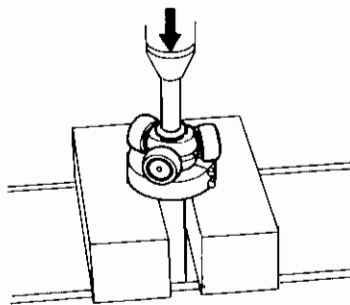
1. Make matching mark.



SFA391

2. Detach spider assembly using a press.

- Do not attempt to directly touch contact surface of drive shaft end at spring cap or housing sub-assembly. Use a suitable tool.
- To prevent drive shaft from dropping, always support drive shaft by hand when removing spider assembly.



SFA392

INSPECTION

Thoroughly clean all parts in cleaning solvent, and dry with compressed air. Check parts for evidence of deformation or other damage.

Drive shaft

1. Replace drive shaft assembly if drive shaft is twisted or cracked.
2. Replace drive shaft if it is deformed or damaged.

Spider assembly

1. Replace spider assembly if needle bearing and washer are damaged.
2. Check to see if serrated portions are deformed; also check serrated portions on the drive shaft side. If necessary, replace.
3. Check to see if roller surfaces are scratched, worn or damaged; also check housing sub-assembly for abnormalities. If necessary, replace.

Boot, boot band and O-ring

1. Replace boot if it is cracked or torn.
2. Do not reuse boot bands and O-rings after they have been removed.

Other component parts

Replace other parts if deformed or damaged.

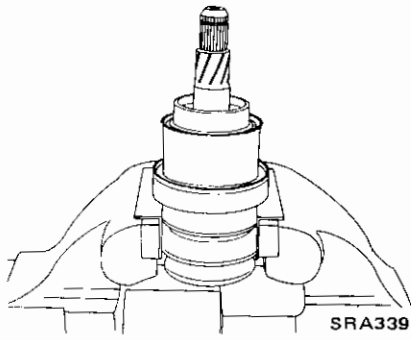
ASSEMBLY

- After drive shaft has been assembled, ensure that it moves smoothly over its entire range without binding.
- Use NISSAN GENUINE GREASE or equivalent after every overhaul.

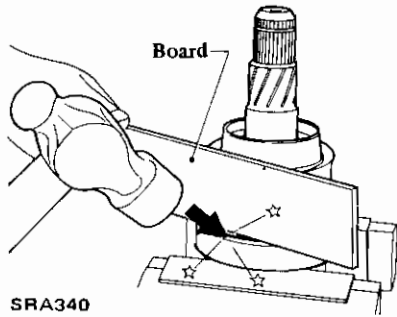
Differential carrier side

1. Attach housing ring, O-ring, housing sub-assembly and housing cover to a new hold joint boot assembly and place assembled unit flange on a vise.

- Do not place any other part of assembled unit on a vise.
- Apply a coat of grease to O-ring.

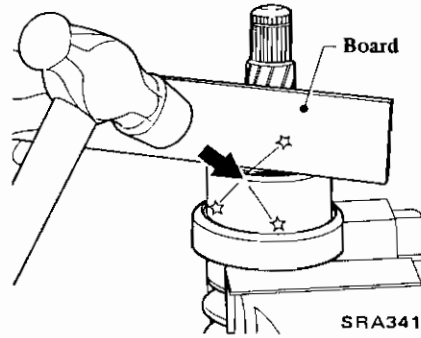


2. Bend the edge over along the entire circumference.
- Bend the edge at two positions (180° apart) and ensure that housing cover does not rattle.
 - Place a board on housing cover to prevent it from being scratched.

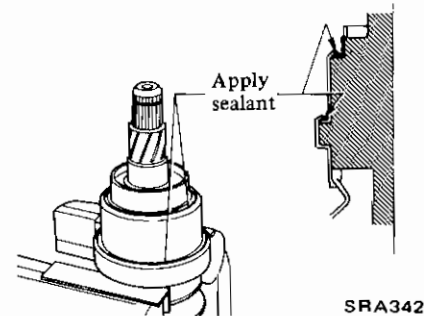


8. Place hold joint boot assembly so that its flange in vise.
- Do not place any other part of hold joint boot assembly on a vise.
9. Insert housing sub-assembly into place.
 10. Bend the edge over along the entire circumference.

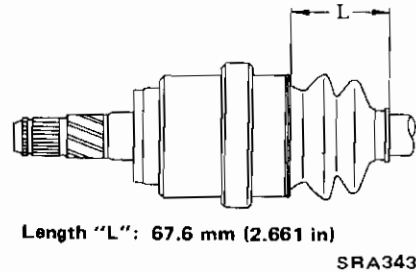
- Bend the edge at two positions (180° apart) and ensure that housing sub-assembly does not rattle.
- Place a board on housing sub-assembly to prevent it from being scratched.



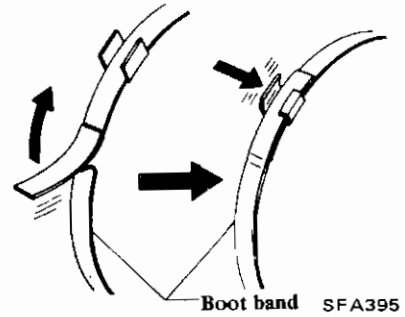
11. Apply sealant.



12. Set boot so that it does not swell or deform when its length is "L".



13. Install boot band.

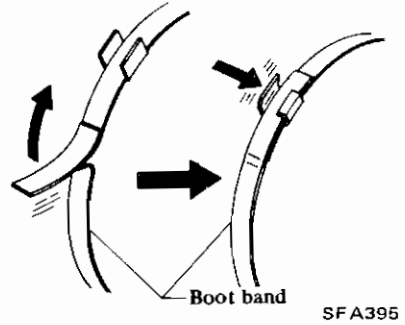


Wheel side

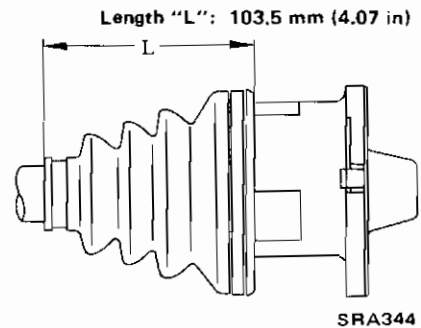
1. Insert new boot bands, slide joint boot and slide joint housing to drive shaft.

Be careful not to scratch boot with drive shaft end.

2. Install spider assembly. Refer to Spider Assembly for assembly.
3. Install large diameter boot band.



4. Pack with grease. Specified amount of grease: Approx. 175 g (6.17 oz)
5. Install spring cap, spring and plug seal.
6. Secure plugs using dummy bolts and lock plug by bending plug.
7. Set boot so that it does not swell or deform when its length is "L".

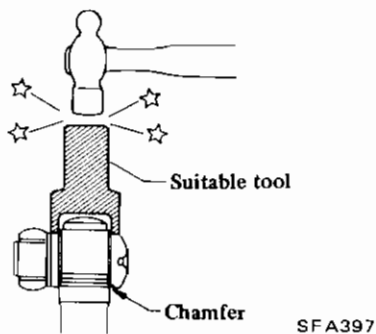


8. Install smaller diameter boot band.

Spider assembly

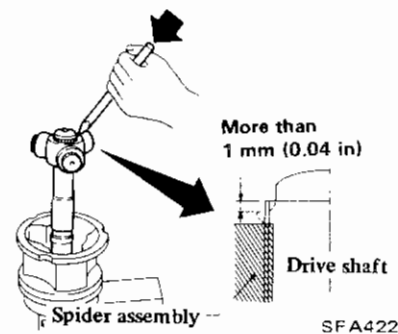
1. Place drive shaft in a vise, using soft cushioning pads.
2. Install spider assembly securely, ensuring marks are properly aligned.

- If there is no mark, position both spider assemblies (one on the wheel side and the other on the differential carrier side) so that their phases are nearly 180°.
- Press-fit with spider assembly serration chamfer facing shaft.



3. Stake serration portion evenly at three places.
- Avoid areas which have been previously staked.

- Always stake two or three teeth at a place where staked gap is more than 1 mm (0.04 in).



SERVICE DATA AND SPECIFICATIONS (S.D.S.)

GENERAL SPECIFICATIONS

Items		Models	
		S130	S130J GS130(J)
Suspension type		Independent rear suspension	
Coil spring	Wire diameter	mm (in)	11.8 (0.465)
	Coil diameter	mm (in)	100 (3.94)
	Free length	mm (in)	367 (14.45) 376 (14.80)
	Spring constant	N/mm (kg/mm, lb/in)	22.07 (2.25, 126.0)
	Identification color		Pink 1 & Orange 2 Blue 1 & Pink 2

Shock absorber	Maximum length "L"	mm (in)	547.3 (21.55)
	Stroke	mm (in)	175 (6.89)
Stabilizer bar	Bar diameter	mm (in)	20 (0.79)

Shock absorber maximum length "L" RA419

INSPECTION AND ADJUSTMENT

WHEEL ALIGNMENT (Unladen)

Camber	degree	-5' - 1°25'
Toe-in	mm (in)	0 - 2 (0 - 0.08)

SHOCK ABSORBER

Damping force at 0.3 m (1.0 ft)/s		
Expansion	N (kg, lb)	1,177 (120, 265)
Compression	N (kg, lb)	392 (40, 88)

REAR AXLE

Turning torque	N·m (kg-cm, in-lb)	Less than 0.69 (7.0, 6.1) [11.8 N (1.2 kg, 2.6 lb) at hub bolt]
End play	mm (in)	Less than 0.3 (0.012)

DRIVE SHAFT (Cardan universal joint type)

Radial play of ball spline	mm (in)	Less than 0.2 (0.008)
Axial play of spider journal	mm (in)	Less than 0.02 (0.0008)
Journal swinging torque	N·m (kg-cm, in-lb)	Less than 1.0 (10, 8.7)

Thickness of spider journal adjusting snap ring.

Thickness mm (in)	Identification color
1.49 (0.0587)	White
1.52 (0.0598)	Yellow
1.55 (0.0610)	Red
1.58 (0.0622)	Green
1.61 (0.0634)	Blue
1.64 (0.0646)	Light brown
1.67 (0.0657)	Black

TIGHTENING TORQUE

Unit	N·m	kg·m	ft·lb
Brake tube connector flare nut	15 - 18	1.5 - 1.8	11 - 13
Brake caliper	38 - 52	3.9 - 5.3	28 - 38
Brake baffle plate	3.1 - 4.3	0.32 - 0.44	2.3 - 3.2
Propeller shaft to companion flange connecting nut	34 - 44	3.5 - 4.5	25 - 33
Wheel bearing lock nut	245 - 324	25 - 33	181 - 239
Drive shaft installation bolts			
Gear carrier side (R200 diff.)	49 - 59	5 - 6	36 - 43
Gear carrier side (R180 diff.)	31 - 42	3.2 - 4.3	23 - 31
Wheel side	49 - 59	5 - 6	36 - 43
Shock absorber mounting insulator to body nut	29 - 39	3 - 4	22 - 29
Shock absorber lower end fixing bolt	59 - 78	6 - 8	43 - 58
Shock absorber piston rod nut	19 - 25	1.9 - 2.6	14 - 19
Suspension member mounting lock nut	78 - 98	8 - 10	58 - 72
Suspension member mounting stay nut	20 - 25	2.0 - 2.6	14 - 19
Differential gear carrier fitting nut	59 - 78	6 - 8	43 - 58
Differential carrier mounting lock nut	118 - 147	12 - 15	87 - 108
Differential carrier to mounting insulator (R200 diff.)	88 - 118	9 - 12	65 - 87
(R180 diff.)	59 - 78	6 - 8	43 - 58
Differential mounting bracket fixing nut	59 - 78	6 - 8	43 - 58
Differential mounting adapter plate bolt	31 - 42	3.2 - 4.3	23 - 31
Suspension arm pin nut	78 - 98	8 - 10	58 - 72
Stabilizer bar fixing bolt	16 - 21	1.6 - 2.1	12 - 15
Stabilizer mounting clip bolt	16 - 21	1.6 - 2.1	12 - 15
Stabilizer mounting bracket nut	16 - 21	1.6 - 2.1	12 - 15
Wheel nut	78 - 98	8 - 10	58 - 72

TROUBLE DIAGNOSES AND CORRECTIONS

When rear axle and suspension is suspected of being noisy it is advisable to make thorough test to determine whether the noise originates in the tires, road surface,

exhaust, propeller shaft, engine, transmission, universal joint, wheel bearings or suspension.


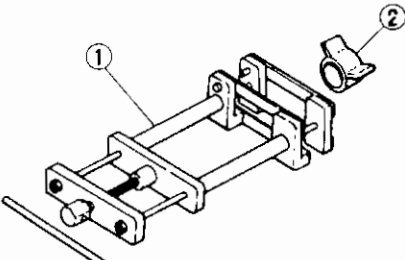
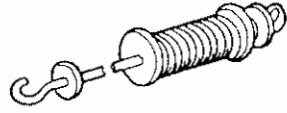
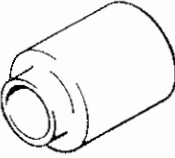
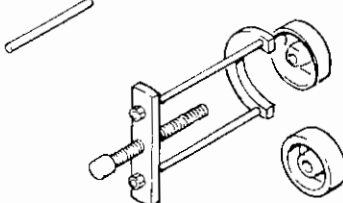
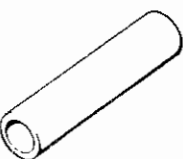
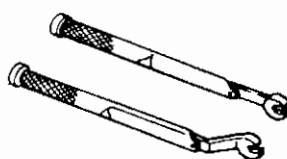
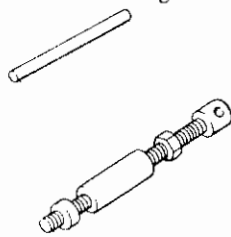
Noise which originates in other places cannot be corrected by adjust-

ment or replacement of parts in the rear axle and rear suspension.

In case of oil leak, first check if there is any damage or restriction in breather.

Condition	Probable cause	Corrective action
Noise (unusual sound)	Loose wheel nuts. One or more securing bolts loose. Lack of lubricating oil or grease. Faulty shock absorber. Incorrect adjustment of rear axle shaft end play. Damaged or worn wheel bearing. Worn spline portion of rear axle shaft. Loose journal, connections, etc. Unbalance of wheel and tire. Damage of the rubber parts such as suspension arm bush, shock absorber mounting bush, differential mounting plate rubber. Deformed differential mounting insulator. Faulty universal joints. Worn or damaged rear suspension member mounting insulator. Worn or seized sliding portion of drive shaft ball spline. Breakage of coil spring.	Tighten. Tighten to specified torque. Lubricate as required. Replace. Adjust. Replace. Replace if necessary. Tighten to torque. Balance. Replace damaged parts. Replace. Adjust or replace. Replace. Replace drive shaft assembly. Replace.
Instability in driving This problem is also related to the front suspension. For trouble diagnosis, also refer to the FA section.	Loose wheel nuts. Worn shock absorber. Incorrect wheel alignment. 1) Coil spring wear. 2) Worn-out drive shaft ball spline. Damaged rear suspension arm rubber bushing, suspension member insulator, differential mounting insulator.	Tighten to specified torque. Replace. Replace. Replace. Replace drive shaft assembly.
Oil leakage	Damaged oil seal on rear axle shaft. Oil leakage from the differential carrier. Damaged dust cover of drive shaft. Damaged grease seal of rear axle shaft.	Replace. Replace parts as required. Replace. Replace.

SPECIAL SERVICE TOOLS

Tool number & tool name	Kent-Moore No.	Tool number & tool name	Kent-Moore No.
	Reference page		Reference page
KV40101000 Rear axle stand 	J 25604-01	ST3565S001 Coil spring compressor set ① ST35651001 Spring compressor ② ST35652001 Clamp 	J 25833
	Page RA-7		Page RA-6
ST36230000 Sliding hammer 	J 25840		
	Page RA-7		
ST37710000 Rear axle grease seal drift 	J 25861	KV40101300 Rear suspension member insulator replacer 	—
	Page RA-8		Page RA-5
ST37750000 Rear axle shaft bearing drift 	J 25862	GG94310000 Flare nut torque wrench 	—
	Page RA-7		Page RA-3 Page RA-5
ST38280000 Rear suspension arm bushing remover 	J 25871		
	Page RA-8		

BRAKE SYSTEM



CONTENTS

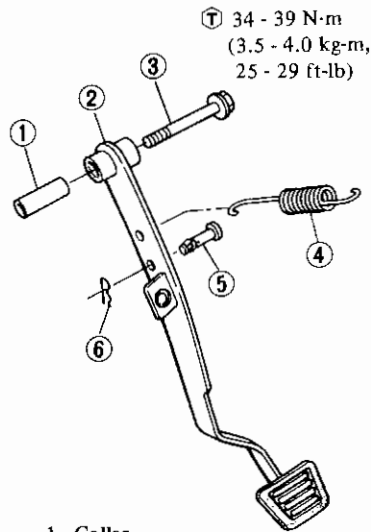
SERVICE BRAKE	BR- 2	BLEEDING HYDRAULIC SYSTEM	BR-14
BRAKE PEDAL	BR- 2	PARKING BRAKE	BR-15
MASTER CYLINDER	BR- 2	PARKING BRAKE	BR-15
BRAKE FLUID LEVEL GAUGE	BR- 4	SERVICE DATA AND	
BRAKE LINE	BR- 4	SPECIFICATIONS (S.D.S.)	BR-16
NP-VALVE	BR- 4	GENERAL SPECIFICATIONS	BR-16
FRONT DISC BRAKE	BR- 5	INSPECTION AND ADJUSTMENT	BR-16
FRONT DISC ROTOR	BR- 7	TIGHTENING TORQUE	BR-17
REAR DISC BRAKE —CL14H—	BR- 9	TROUBLE DIAGNOSES AND	
REAR DISC ROTOR	BR-12	CORRECTIONS	BR-18
BRAKE BOOSTER	BR-13	SPECIAL SERVICE TOOL	BR-20

Refer to Section MA (Brake System) for:

- CHECKING FOOT BRAKE
- CHECKING PARKING BRAKE

SERVICE BRAKE

BRAKE PEDAL



- 1 Collar
- 2 Brake pedal
- 3 Fulcrum bolt
- 4 Return spring
- 5 Clevis pin
- 6 Snap pin

SBR242

REMOVAL

1. Remove instrument lower cover and floor assist nozzle.
2. Remove snap pin and clevis pin and then separate Brake Booster operating rod from pedal.
3. Remove fulcrum bolt.

INSPECTION

Check brake pedal for the following items, servicing as necessary.

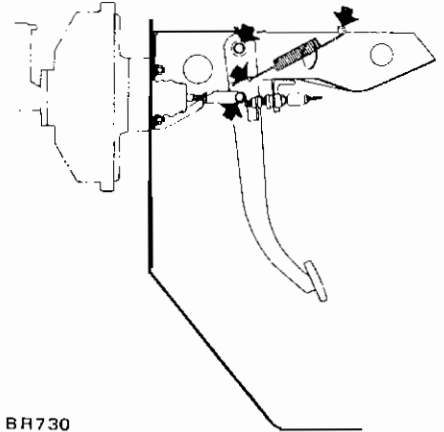
1. Check pedal bushing for wear, deformation or damage.
2. Check for bent brake pedal.
3. Check for fatigued return spring.

INSTALLATION

Install brake pedal in reverse order of removal, paying attention to the following:

⊕ : Fulcrum bolt
34 - 39 N·m
(3.5 - 4.0 kg-m,
25 - 29 ft-lb)

1. Apply sufficient amount of recommended multi-purpose grease to sliding contact surface and hook of return spring.

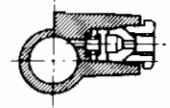
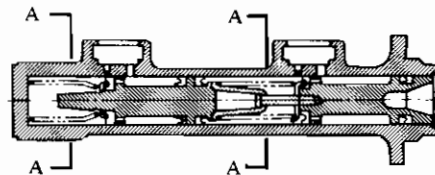
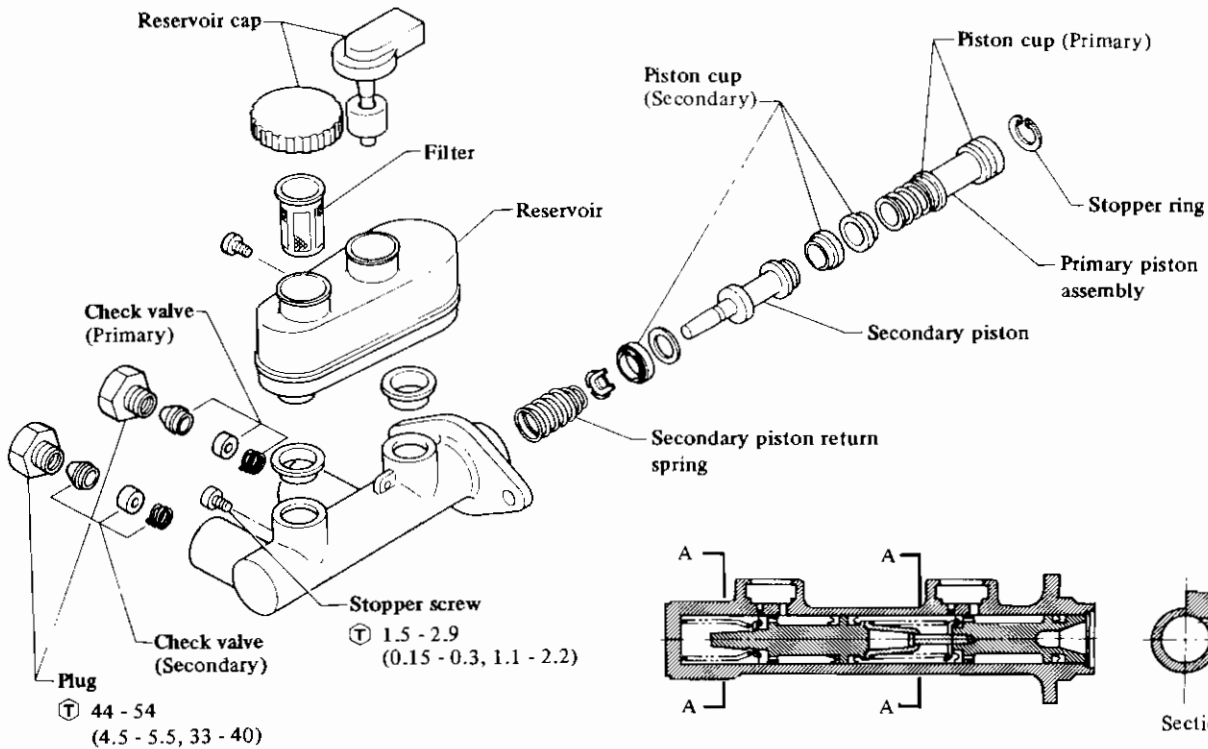


BR730

2. Adjust brake pedal, referring to Section MA.

MASTER CYLINDER

NABCO make



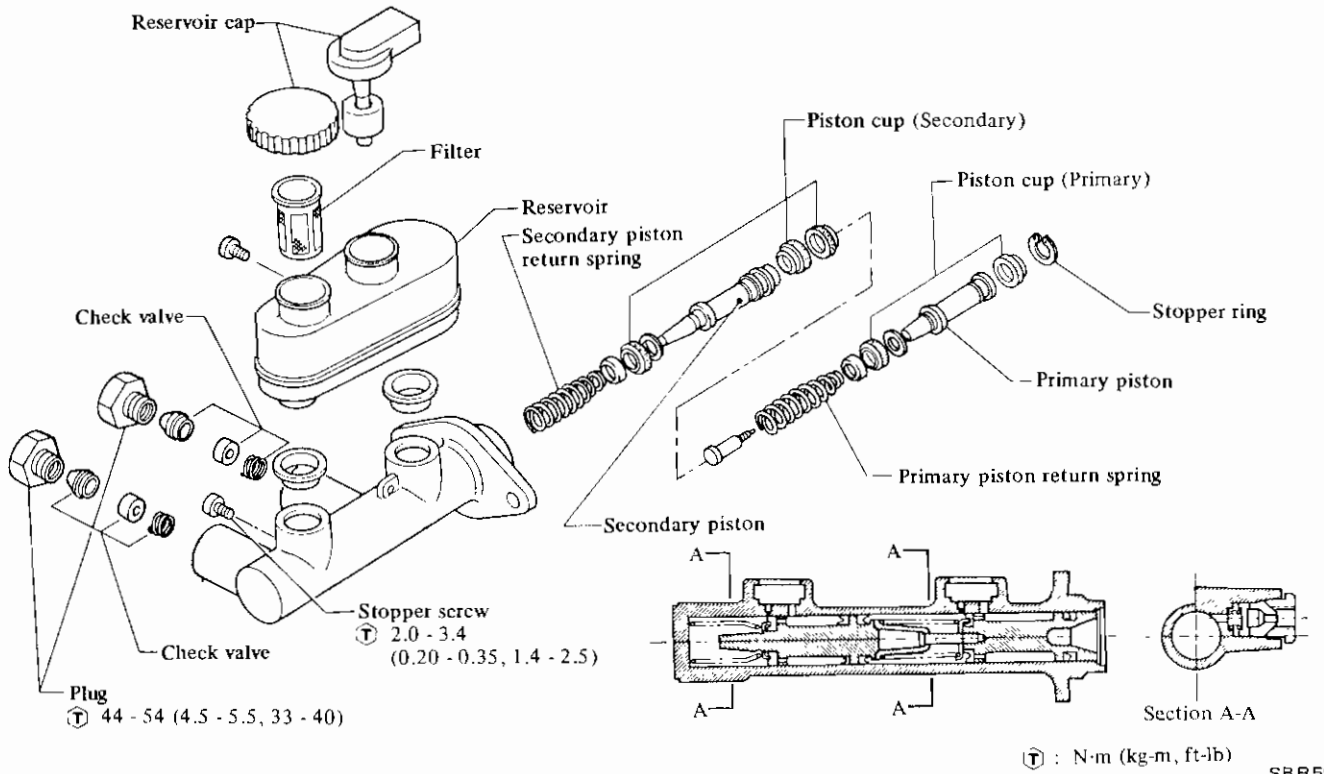
Section: A-A

⊕ : N·m (kg-m, ft-lb)

SBR390

Brake System

TOKICO make



SBR590

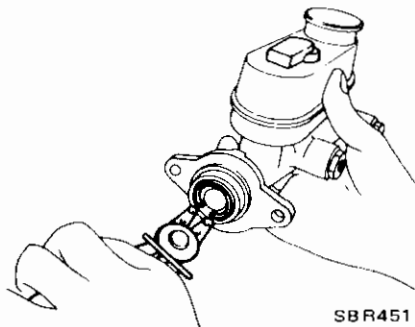
DISASSEMBLY

There is no interchangeability of repair kits or component parts between NABCO and TOKICO makes.

When replacing the repair kit or component parts, ascertain the brand of the brake master cylinder body. Be sure to use parts of the same make as the former ones.

1. Pry off stopper ring.

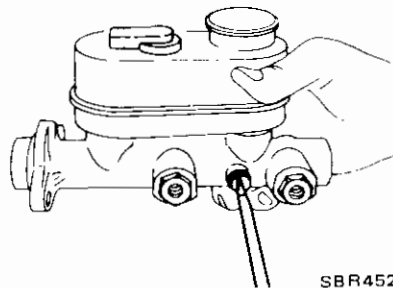
Primary piston assembly can then be taken out.



SBR451

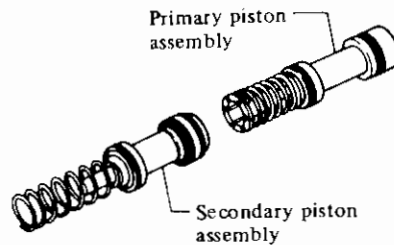
2. Remove stopper screw.

Secondary piston assembly can then be taken out.



SBR452

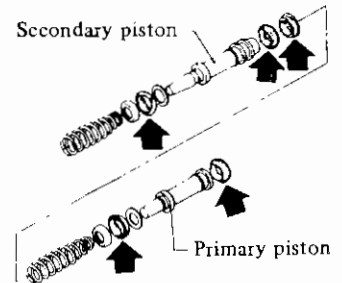
3. Disassemble piston assembly. Do not disassemble primary piston assembly of NABCO make.



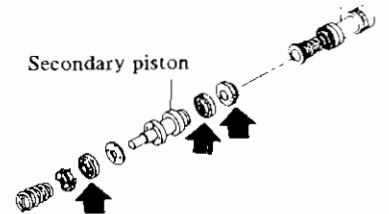
SBR352

4. Remove piston cups and discard them.

TOKICO make



NABCO make



SBR260

BR-3

5. Unscrew plugs for disassembling check valve.

INSPECTION

1. Clean all parts in a brake fluid.
2. Check the parts for evidence of abnormal wear or damage.

ASSEMBLY

- a. Replace piston cups and packing with new ones.
- b. Apply brake fluid or rubber grease to sliding contact surface of parts to facilitate assembly of master cylinder.
- c. Use care to install the proper check valves on primary side and secondary side.

- Ⓣ : Check valve plug
 44 - 54 N·m
 (4.5 - 5.5 kg·m,
 33 - 40 ft·lb)

BRAKE FLUID LEVEL GAUGE

INSPECTION

1. Disengage hand brake control lever.
2. Raise cap and make sure that brake warning lamp goes on when float comes into contact with stopper.

BRAKE LINE

REMOVAL

1. Remove flare nuts on both ends, and remove retainers and clips.

CAUTION:

When removing brake tubes and hoses, use suitable tube wrench. Never use open end or adjustable wrench.

2. To remove brake hose, first remove flare nut securing brake tube to brake hose and withdraw lock spring. End of hose can then be removed from bracket. Next remove brake hose. Do not twist brake hose.

INSPECTION

Check brake lines (tubes and hoses) for evidence of cracks, deterioration or other damage. Replace any faulty parts.

If leakage occurs at end around joints, re-tighten or, if necessary, replace faulty parts.

INSTALLATION

Pay particular attention to following instructions when installing brake lines.

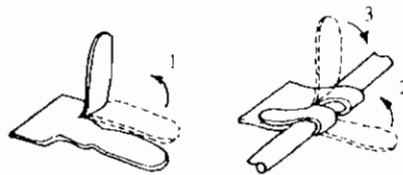
1. Leave a sufficient space between brake lines and adjacent parts so that brake lines are completely free from vibration during driving.
2. Be careful not to warp or twist.
3. When installing brake tube, keep a certain distance between tube and adjacent parts as follows:

- Tube to rotating parts
 More than 10 mm (0.39 in)
- Tube to other parts
 More than 5 mm (0.20 in)

4. Always fasten brake tubes with mounting clips where necessary.

On rear suspension arm, there are two double clips which should be used to secure brake tubes in manner described below.

Bend short clip straight up. With brake tube on long clip, bend clip up and around tube. Finally, wrap short clip around tube to secure the installation.



BR141

5. Do not tighten brake line mounting flare nut excessively.

CAUTION:

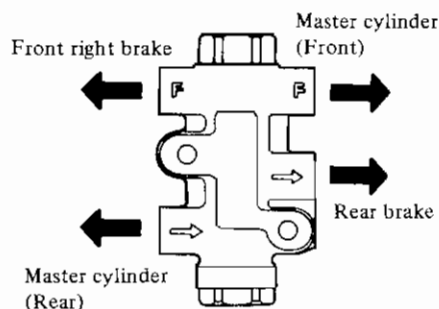
When installing brake tubes, use Flare Nut Torque Wrench GG94310000.

- Ⓣ : Brake tube flare nut
 15 - 18 N·m
 (1.5 - 1.8 kg·m,
 11 - 13 ft·lb)

- Brake hose connector
 17 - 20 N·m
 (1.7 - 2.0 kg·m,
 12 - 14 ft·lb)

6. Upon completion of installation of brake lines, bleed air out of brake lines.

NP-VALVE



BR163A

Brake System

REMOVAL AND INSTALLATION

1. Remove flare nuts.

CAUTION:

When removing brake tube, use suitable tube wrench. Never use open end or adjustable wrench.

2. Remove NP-valve retaining bolts, and remove NP-valve.

Note: Do not disassemble NP-valve.

3. Installation is in the reverse order of removal.

CAUTION:

When installing brake tube, use Flare Nut Torque Wrench GG94310000.

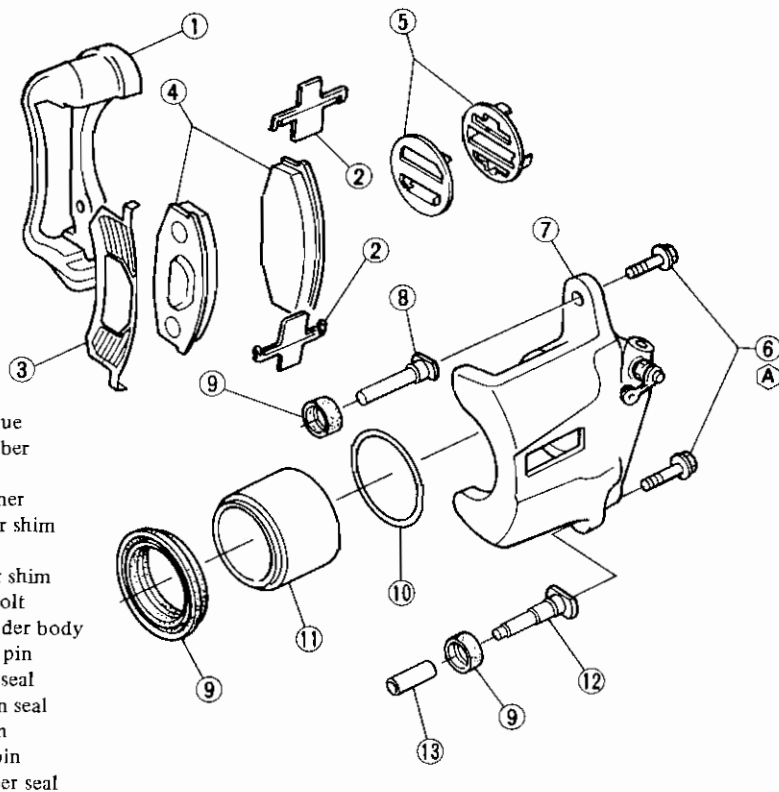
Ⓣ : Flared nut

15 - 18 N·m
(1.5 - 1.8 kg·m,
11 - 13 ft·lb)

NP-valve attaching bolt

6 - 7 N·m
(0.6 - 0.7 kg·m,
4.3 - 5.1 ft·lb)

FRONT DISC BRAKE



- 1 Torque member
- 2 Pad retainer
- 3 Outer shim
- 4 Pad
- 5 Inner shim
- 6 Pin bolt
- 7 Cylinder body
- 8 Main pin
- 9 Dust seal
- 10 Piston seal
- 11 Piston
- 12 Sub pin
- 13 Rubber seal

Tightening torque N·m (kg·m, ft·lb)

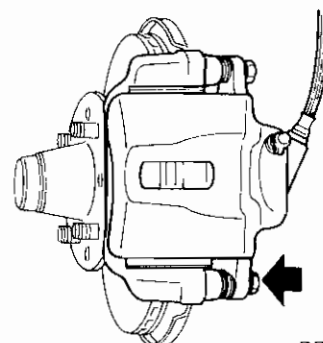
Ⓐ : 22 - 31 (2.2 - 3.2, 16 - 23)

SBR743

PAD REPLACEMENT

Removal

1. Jack up front of car, and support it on safety stands. Remove wheel.
2. Remove lower pin bolt.

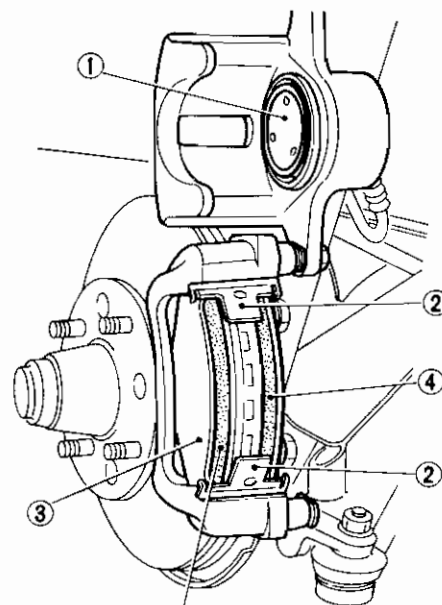


BR165A

3. Open cylinder body upward and remove pad retainer ②, and inner and outer shims ① & ③.

Note: Do not pull out cylinder body in axial direction (direction of pin guide).

4. Detach pads.



- 1 Inner shim
- 2 Pad retainer
- 3 Outer shim
- 4 Pads

BR166A

CAUTION:

After removing pads, do not depress brake pedal, or pistons will jump out.

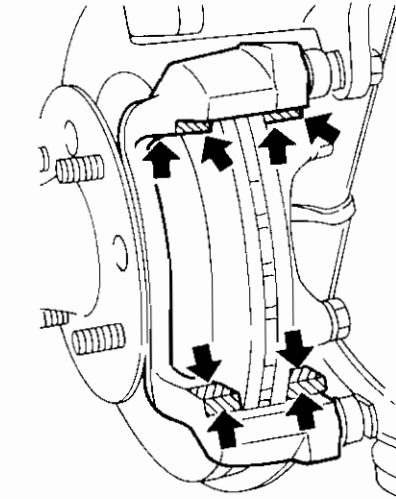
Inspection

1. When pads are heavily fouled with oil or grease or when pad is deteriorated or deformed, replace it.
2. If pad is worn to less than the specified value, replace.

Pad wear limit
(Minimum thickness):
 2 mm (0.08 in)

Note: Always replace pads in pad kit (four pads).

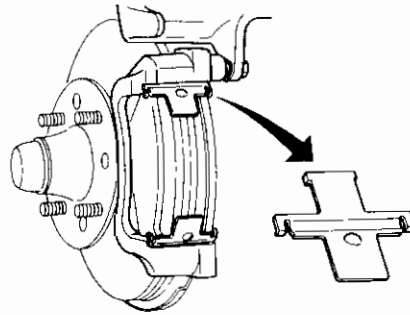
3. Check rotor, referring to Rotor for inspection.



➔, [hatched box] : Greasing point

BR167A

4. Install new pad (outer side), and inner and outer shims.
5. After installing pads, install pad retainer, being careful not to fit it upside down.



BR168A

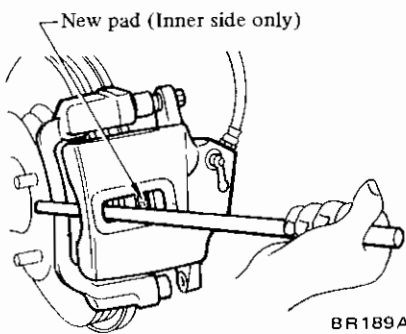
Installation

1. Clean piston end and surroundings of pin bolts.

CAUTION:
 Use brake fluid to clean. Never use mineral oil.

Note: Be careful not to get oil on rotor.

2. Install new pad (inner side).
 Insert lever into opening in cylinder body as shown below and push piston by catching torque member.



BR189A

3. Coat the following point with PBC grease or silicone-based grease.
 - Torque member-to-pad clearance

Note: Do not grease friction face of pad.

6. Install cylinder body and then tighten lower pin bolt.

Ⓣ : Pin bolt
 22 - 31 N·m
 (2.2 - 3.2 kg·m,
 16 - 23 ft·lb)

7. Depress brake pedal several times, and pads will settle into proper position.
8. Install wheels and lower car to ground.

REMOVAL

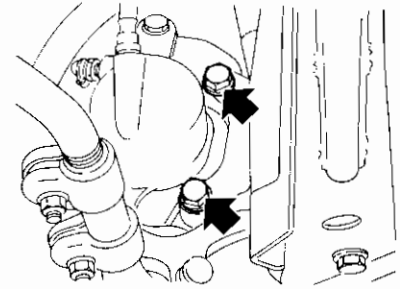
1. Jack up front of car, and support it on safety stands. Remove wheel.
2. Remove front brake hose.

CAUTION:

When removing brake tube, use suitable tube wrench. Never use open-end or adjustable wrench.

Note: Plug up hole in caliper and brake tube so that brake fluid does not flow out.

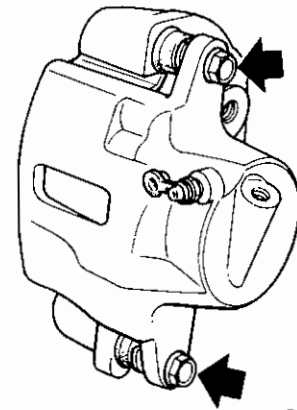
3. Remove caliper assembly from knuckle spindle.



BR169A

DISASSEMBLY

1. Drain brake fluid from cylinder body.
2. Wipe off dust and mud from caliper assembly.
3. Remove pin bolts.



BR170A

4. Separate cylinder body and torque member.
5. Remove pad retainers and pads.
6. Force out pistons with dust seal from cylinder by feeding compressed air gradually.

WARNING:

Gradually increase air pressure so that piston does not pop out.

- Remove piston seals.

CAUTION:

Be careful not to damage seals and cylinder body.

- If necessary, remove sub pin, main pin and dust seals.

INSPECTION

Clean all parts and check as follows:

CAUTION:

Use brake fluid to clean. Never use mineral oil.

Cylinder body

- Check inside surface of cylinder for score, rust, wear, damage or presence of foreign substances. If any surface fault is detected, replace cylinder body.
- Minor damage from rust of foreign substances may be eliminated by polishing surface with a fine emery cloth. If damage is major, cylinder assembly must be replaced.

Torque member

Check for wear, cracks or other damage. Replace if any fault is detected.

Piston

Check piston for score, rust, wear, damage or presence of foreign substances. Replace if any fault is detected.

CAUTION:

Piston sliding surface is plated. Do not polish with emery paper even if rust or foreign matter is stuck on sliding surface.

Piston seal and dust seal

Replace piston seal and dust seal at each disassembly.

Main pin, sub pin and rubber bushing

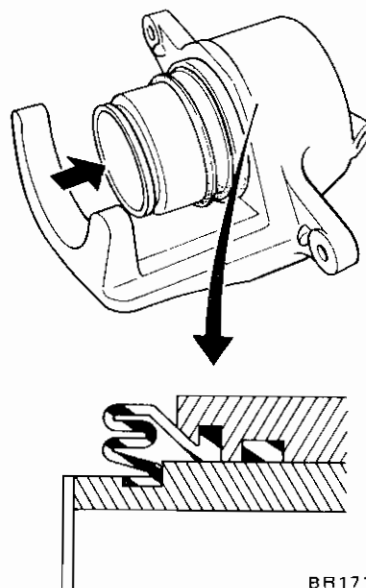
Check for wear, cracks or other damage. Replace if any fault is detected.

ASSEMBLY

Assemble front brake in reverse order of disassembly, closely observing the following:

- Install piston seals, taking care not to damage them.
- Apply brake fluid to sliding portions of piston, inside of cylinder body.
- With dust seal fitted to piston, insert dust seal into groove in cylinder body and install piston. Then securely fit dust seal.

Note: Apply rubber grease to inside of dust seal.



BR171A

- Coat the following part with recommended brake grease.

- Torque member-to-pad clearance.
- Apply a coat of recommended multi-purpose grease to main pin rubber hushing and to sub pin.

- Tighten pin bolts.

- Pin bolts
22 - 31 N·m
(2.2 - 3.2 kg·m,
16 - 23 ft·lb)

INSTALLATION

- Install caliper assembly without pads and pad retainer to knuckle spindle.

- Caliper mounting bolt
72 - 97 N·m
(7.3 - 9.9 kg·m,
53 - 72 ft·lb)

- Install pads and pad retainer. Refer to Pad Replacement.
- Install front brake hose and bleed brake system.

CAUTION:

When installing brake tubes, use Flare Nut Torque Wrench GG94310000.

- Brake tube flare nut
15 - 18 N·m
(1.5 - 1.8 kg·m,
11 - 13 ft·lb)
- Air bleeder
7 - 9 N·m
(0.7 - 0.9 kg·m,
5.1 - 6.5 ft·lb)

- After installing, see if there is no leak by depressing brake pedal several times.

Note: Turn rotor to make sure it does not drag excessively.

FRONT DISC ROTOR

REMOVAL

Refer to Removal (Section FA).

INSPECTION

Check the following items and, if necessary, replace. Checks can be made by removing only wheel.

Brake System

1. Sliding surface

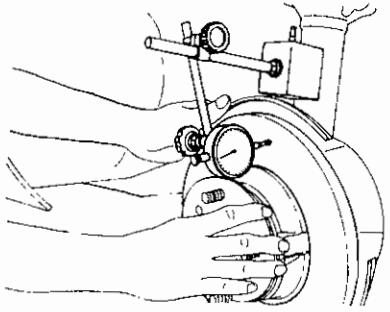
If there are cracks or considerable chips, replace.

2. Runout

Adjust wheel bearing correctly. Using a dial gauge, measure runout.

Runout limit:

**Total indicator reading
Less than 0.07 mm (0.0028 in)
at center of rotor pad
contact surface**



BR025A

3. Parallelism

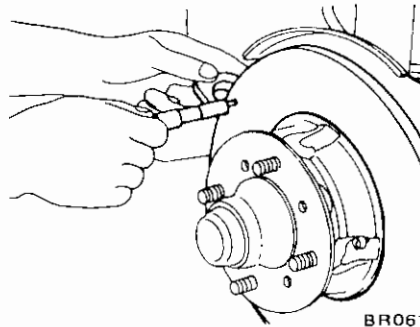
Measure thickness of rotor in circumferential direction, using a micrometer.

Parallelism:

Circumferential direction

**Less than
0.03 mm (0.0012 in)**

Note: As this value increases (wear occurs progressively), vibration corresponding to revolution of tire may often be transmitted to interior of car.



BR061

4. Thickness

If rotor thickness is beyond wear limit, replace rotor. When correcting thickness, be sure that the thickness after correction does not exceed the limit.

Standard thickness:

20.0 mm (0.787 in)

Wear limit (Minimum thickness):

18.0 mm (0.709 in)

INSTALLATION

Install rotor in reverse order of removal. Adjust wheel bearing preload correctly. Refer to Adjustment (Section MA).

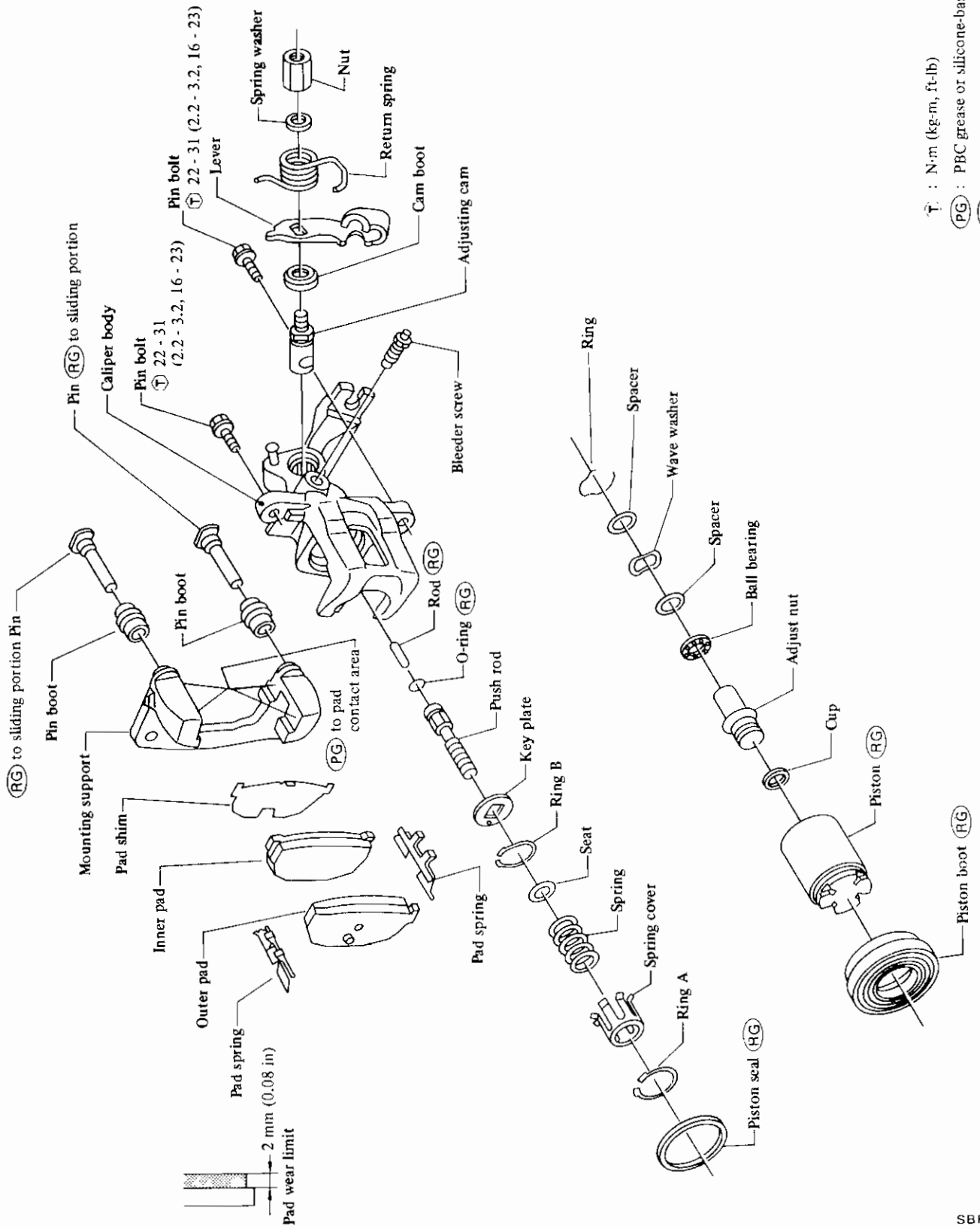
Ⓣ : Rotor to wheel hub

54 - 74 N·m

(5.5 - 7.5 kg·m,

40 - 54 ft·lb)

REAR DISC BRAKE —CL14H—

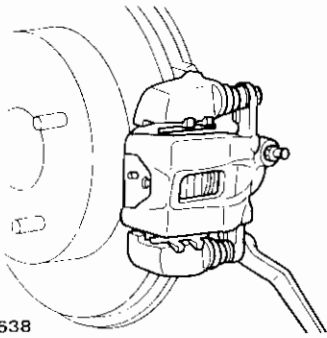


T : N·m (kg·m, ft·lb)
 (PG) : PBC grease or silicone-based grease point
 (RG) : Rubber grease point

PAD REPLACEMENT

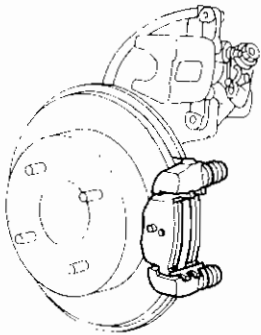
Removal

1. Remove pin bolts.



SBR638

2. Remove pad springs, pads and pad shim.



SBR640

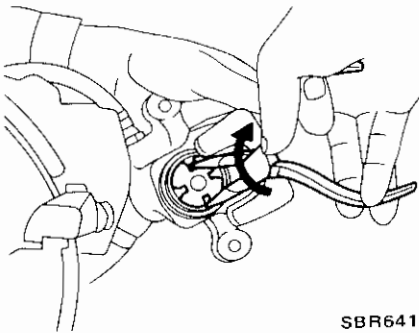
Installation

1. Clean piston end and area around pin bolts.

Be careful not to get oil on rotor.

2. Retract piston into cylinder body by turning it clockwise.

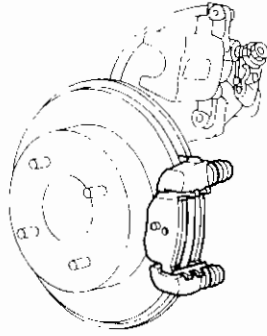
Be careful not to damage piston boot.



SBR641

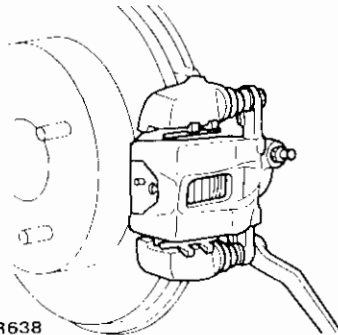
3. Coat the pad contact area on mounting support with PBC grease or silicone-based grease.

4. Install pads, shim and pad springs.



SBR640

5. Fix cylinder body.



SBR638

⊕ : 22 - 31 N·m
(2.2 - 3.2 kg·m, 16 - 23 ft·lb)

⊕ : Caliper fixing bolts

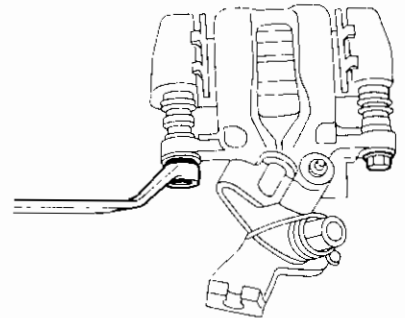
38 - 52 N·m
(3.9 - 5.3 kg·m,
28 - 38 ft·lb)

Brake hose connector

17 - 20 N·m
(1.7 - 2.0 kg·m,
12 - 14 ft·lb)

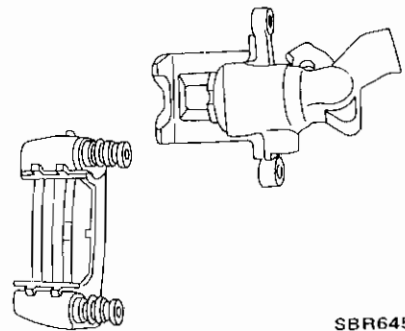
DISASSEMBLY

1. Remove pin bolt.



SBR644

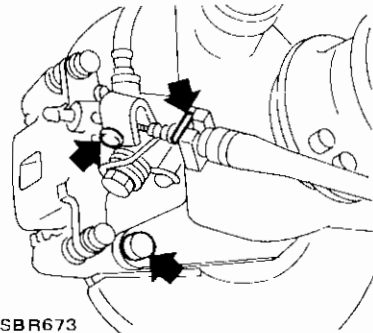
2. Separate cylinder body from torque member.



SBR645

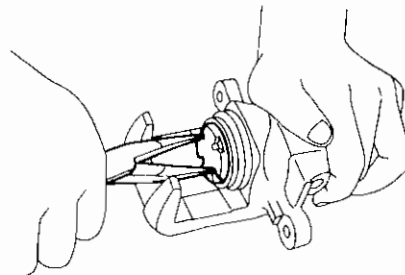
REMOVAL AND INSTALLATION

Disconnect parking brake cable and brake hose, then remove caliper assembly.



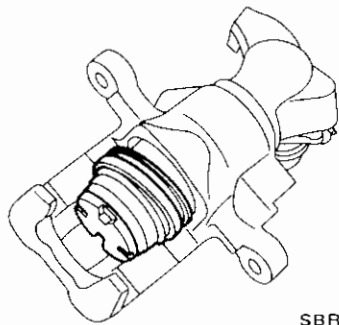
SBR673

3. Remove piston by turning it counterclockwise with suitable long nose pliers.



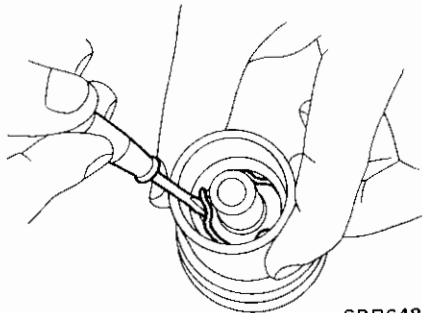
SBR646

Brake System



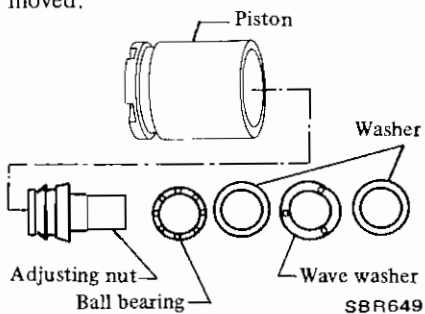
SBR647

4. Disassemble piston as follows.
 (1) Pry off ring.



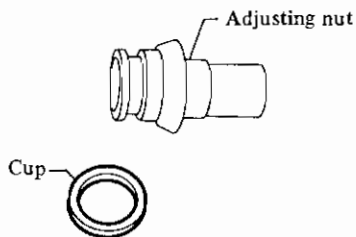
SBR648

- (2) Adjust nut, ball bearing, wave washer and spacers can then be removed.



SBR649

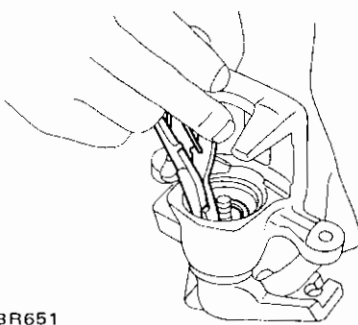
- (3) Remove cup.



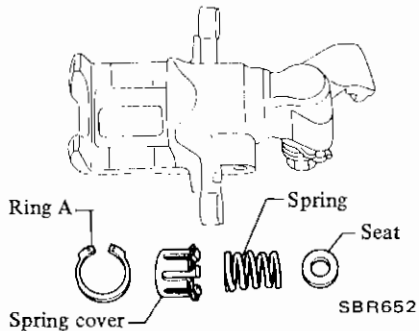
SBR650

5. Disassemble cylinder body.

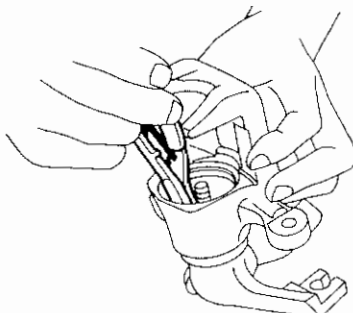
- (1) Pry off ring A with suitable pliers, then remove spring cover, spring and seat.



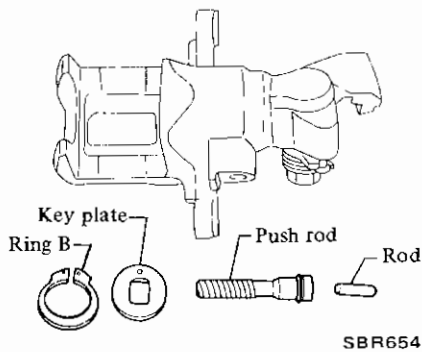
SBR651



- (2) Pry off ring B, then remove key plate, push rod and rod.

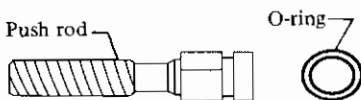


SBR653



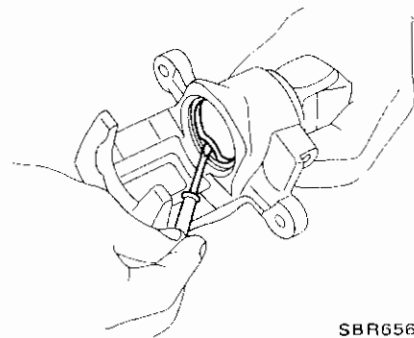
SBR654

- (3) Remove O-ring.



SBR655

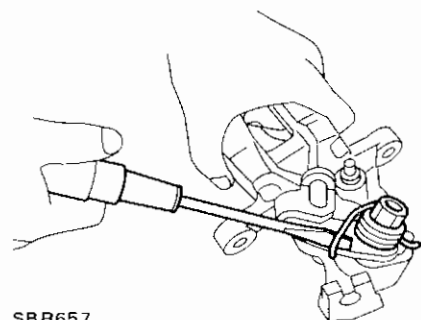
6. Remove piston seal.



SBR656

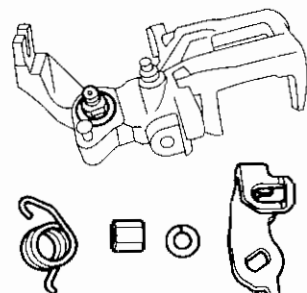
7. Disassemble lever.

- (1) Remove return spring.



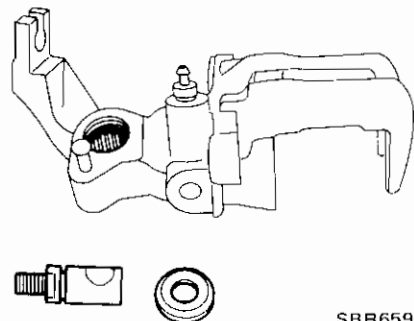
SBR657

- (2) Remove nut, spring washer and lever.



SBR658

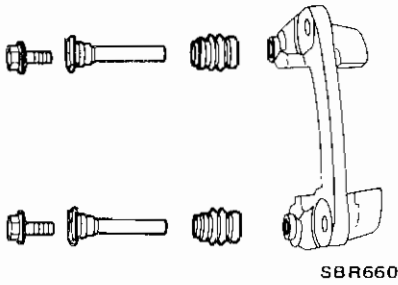
- (3) Remove adjusting cam and cam boot.



SBR659

Brake System

8. Remove pin and pin boot as necessary.



INSPECTION

Clean all parts and check as follows:

CAUTION:

Use brake fluid to clean. Never use mineral oil.

Cylinder body

1. Check inside surface of cylinder for score, rust, wear, damage or presence of foreign substances. If any surface fault is detected, replace cylinder body.
2. Minor damage from rust of foreign substances may be eliminated by polishing surface with a fine emery cloth. If damage is major, cylinder assembly must be replaced.

Mounting support

Check for wear, cracks or other damage. Replace if any fault is detected.

Piston

Check piston for score, rust, wear, damage or presence of foreign substances. Replace if any fault is detected.

CAUTION:

Piston sliding surface is plated. Do not polish with emery paper even if rust or foreign matter is stuck to sliding surface.

Piston seal and piston boot

Replace piston seal and piston boot at each disassembly.

Pin and pin boot

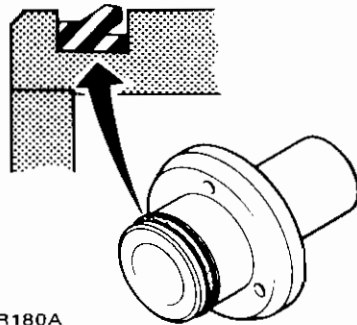
Check for wear, cracks or other damage. Replace if any fault is detected.

Adjust nut cup and push rod O-ring

Replace once they have been disassembled.

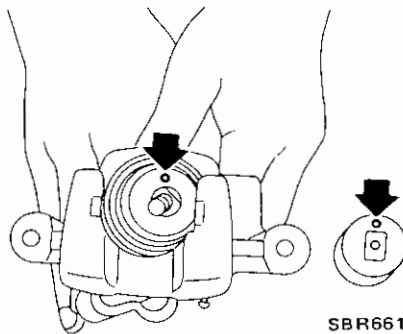
ASSEMBLY

- Before assembling, apply thin coat of rubber grease to the following:
 - Groove in push rod and new O-ring
 - Strut ends
 - Groove in adjust nut and cup
 - Piston seal
 - Inside of boot
 - Sliding portions of piston and pins
- Install cup securely in the specified direction.



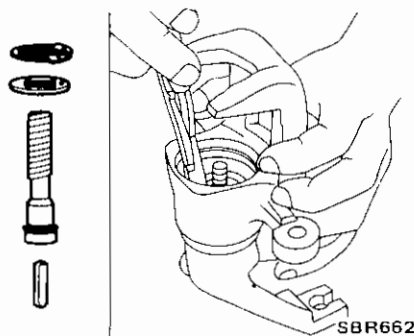
BR180A

- Fit push rod into square hole in key plate. Also fit convex portion of key plate with concave portion of cylinder.



SBR661

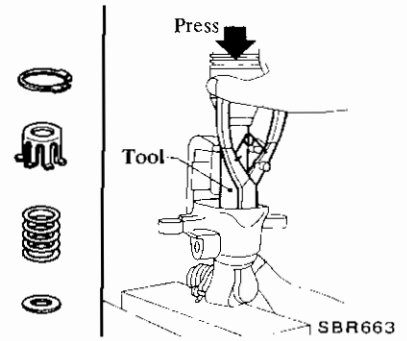
- Install ring B with suitable tool.



SBR662

BR-12

- Install seat, spring, spring cover and ring A with suitable press and drift.



SBR663

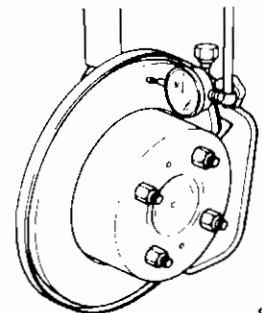
REAR DISC ROTOR

REMOVAL AND INSTALLATION

Remove caliper. Rotor can then be taken out.

INSPECTION

1. Sliding surface
 - If there are cracks or a considerable number of chips, repair or replace.
2. Runout
 - Adjust wheel bearing correctly.
 - Measure runout at the center of rotor pad contact surface.



BR104A

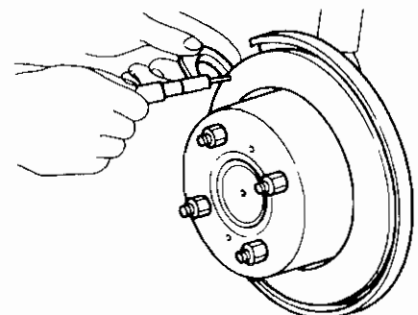
Rotor repair limit:

Maximum runout

(Total indicator reading at center of rotor pad contact surface):

0.07 mm (0.0028 in)

3. Thickness

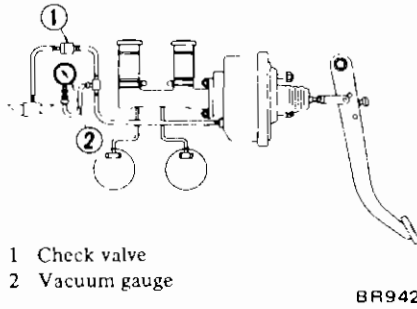


SBR050

Standard thickness:
9.6 mm (0.378 in)
Rotor repair limit:
Minimum thickness
8.6 mm (0.339 in)

4. Parallelism

Rotor repair limit:
Maximum parallelism
(Circumferential direction):
0.03 mm (0.0012 in)



1 Check valve
2 Vacuum gauge

BR942

2. Start engine and increase engine speed. Stop engine when vacuum gauge indicates 66.7 kPa (500 mmHg, 19.69 inHg).

Air tight test (No load)

Fifteen seconds after engine is stopped, observe the rate of drop in air pressure registered by vacuum gauge. If vacuum pressure drops more than the specified value, refer to the following chart to determine the cause of failure.

Maximum vacuum leakage:
3.3 kPa
(25 mmHg, 0.98 inHg)

BRAKE BOOSTER

INSPECTION OF OPERATION

Checking vacuum pressure

1. Connect a vacuum gauge, in the line, between check valve and Brake Booster.

Probable cause	Corrective action
1. Air leakage at check valve.	Replace check valve.
2. Air leakage at push rod seal.	Replace Brake Booster as an assembly.
3. Air leakage between valve body and seal.	
4. Air leakage at valve plunger seat.	
5. Damaged piping or joints.	Repair or replace.

Air tight test (Under load)

Fifteen seconds after engine is stopped and brake fully applied, observe the rate of drop in air pressure registered by vacuum gauge. If vacuum

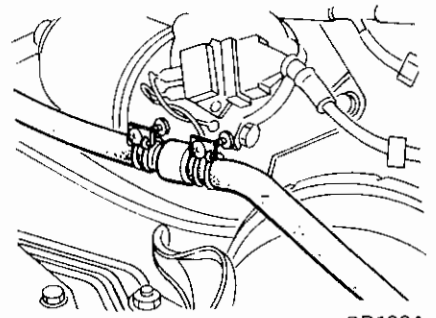
pressure drops more than the specified value, refer to the following chart to determine the cause of failure.

Maximum vacuum leakage:
3.3 kPa
(25 mmHg, 0.98 inHg)

Probable cause	Corrective action
1. Air leakage at check valve.	Replace check valve.
2. Damaged diaphragm.	Replace Brake Booster as an assembly.
3. Reaction disc dropped off. (Brake Booster)	
4: Air leakage at poppet assembly seat and valve body.	

Inspecting check valve

1. Remove clip and disconnect hoses at connections. The check valve can now be removed.

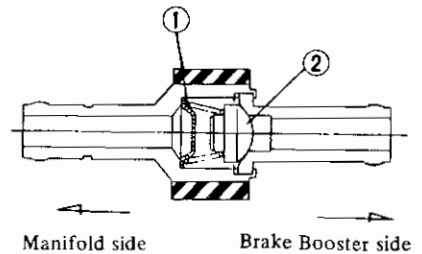


BR183A

2. Using a Brake Booster tester, apply a vacuum pressure of 26.7 kPa (200 mmHg, 7.87 inHg) to the port of check valve on the Brake Booster side. If vacuum pressure drops more than the specified value in 15 seconds, replace check valve with a new one.

Maximum vacuum leakage of check valve:
1.3 kPa
(10 mmHg, 0.39 inHg)

3. When vacuum pressure is applied to the Brake Booster side of check valve and valve does not open, replace check valve with a new one.



1 Spring
2 Valve

BR953

4. When installing check valve, be careful to avoid incorrect connections.

Operating test

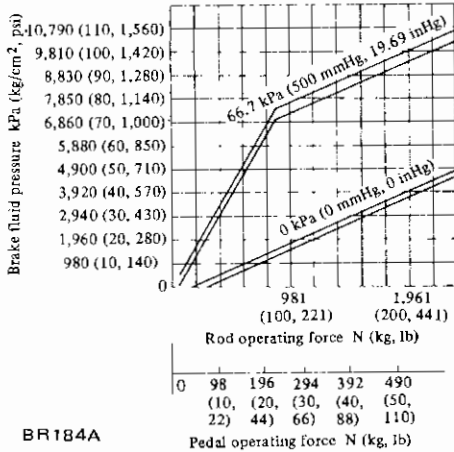
1. Connect an oil pressure gauge to brake line, at connection on master cylinder.
2. Install a pedal force gauge on brake pedal.

3. Start engine, and increase engine speed until a vacuum pressure of 66.7 kPa (500 mmHg, 19.69 inHg) is registered on vacuum pressure gauge. With a steady vacuum pressure of 66.7 kPa (500 mmHg, 19.69 inHg), measure oil pressure with respect to each pedal operating force.

Relationship between oil pressure and pedal operating force is illustrated in following chart. If test results are not as specified in following chart, check Brake Booster for condition in manner described under "Inspection" before removal of this unit.

Also check brake line for evidence of fluid leakage.

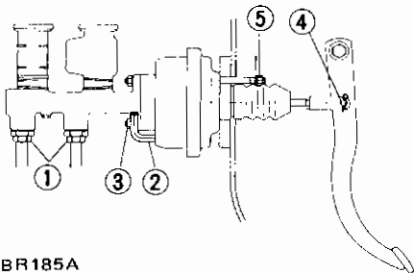
Note: Determine whether source of problem is in Brake Booster or check valve. Before you reach a final conclusion, always inspect check valve first.



BR184A

REMOVAL

Remove parts in numerical order enumerated.

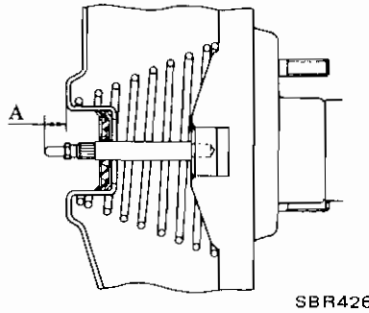


BR185A

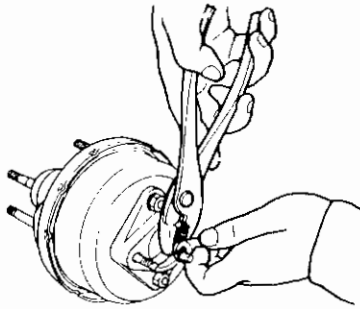
ADJUSTMENT

1. Adjust the length of push rod to the value indicated below. Length adjustment of push rod is made at the tip of push rod.

Length "A":
10.275 - 10.525 mm
(0.4045 - 0.4144 in)



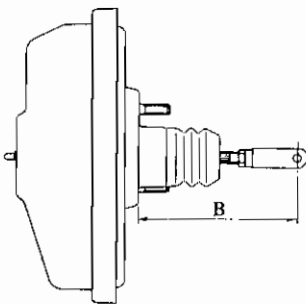
SBR426



BR288

2. Install clevis. Adjust length of operating rod to specified value.

Length "B":
143 mm (5.63 in)



SBR427

INSTALLATION

Install in the reverse sequence of removal.

- ⊕ : Master cylinder to Brake Booster
8 - 11 N·m
(0.8 - 1.1 kg·m,
5.8 - 8.0 ft·lb)
- Brake Booster to body
8 - 11 N·m
(0.8 - 1.1 kg·m,
5.8 - 8.0 ft·lb)

BR-14

Note: After Brake Booster is properly installed in car, conduct an air-tight and operational tests as previously described.

BLEEDING HYDRAULIC SYSTEM

Hydraulic brake system must be bled whenever any line has been disconnected or air has in some way entered system.

"Spongy" pedal action is an indication that air has entered brake system.

Bleeding hydraulic system deserves much attention as it is an essential element in regular brake servicing.

1. Clean all dirt around master cylinder reservoir, remove cylinder cover and top up reservoir with recommended brake fluid.

Note: Do not mix two different brand oils.

2. Thoroughly clean mud or dust from bleeder valve so that outlet hole is free from foreign material. Install a bleeder hose on bleeder valve.

Dip other end of hose into brake fluid bled in a container.

3. Depress brake pedal two or three times and then keep pedal fully depressed.

4. With brake pedal fully depressed, open bleeder valve to exhaust air.

Note:

- a. Carefully monitor brake fluid level at master cylinder during bleeding operation.
- b. Do not re-use brake fluid drained during bleeding operation.
- c. Bleed air in the following sequence.

Master cylinder →

Rear wheel → Front wheel

d. Be careful not to splash brake fluid on painted areas.

5. Close bleeder valve quickly as brake pedal is on down stroke.

6. Allow brake pedal to return slowly with bleeder screw closed.

7. Repeat bleeding operations until no air bubbles show in hose.

Note:

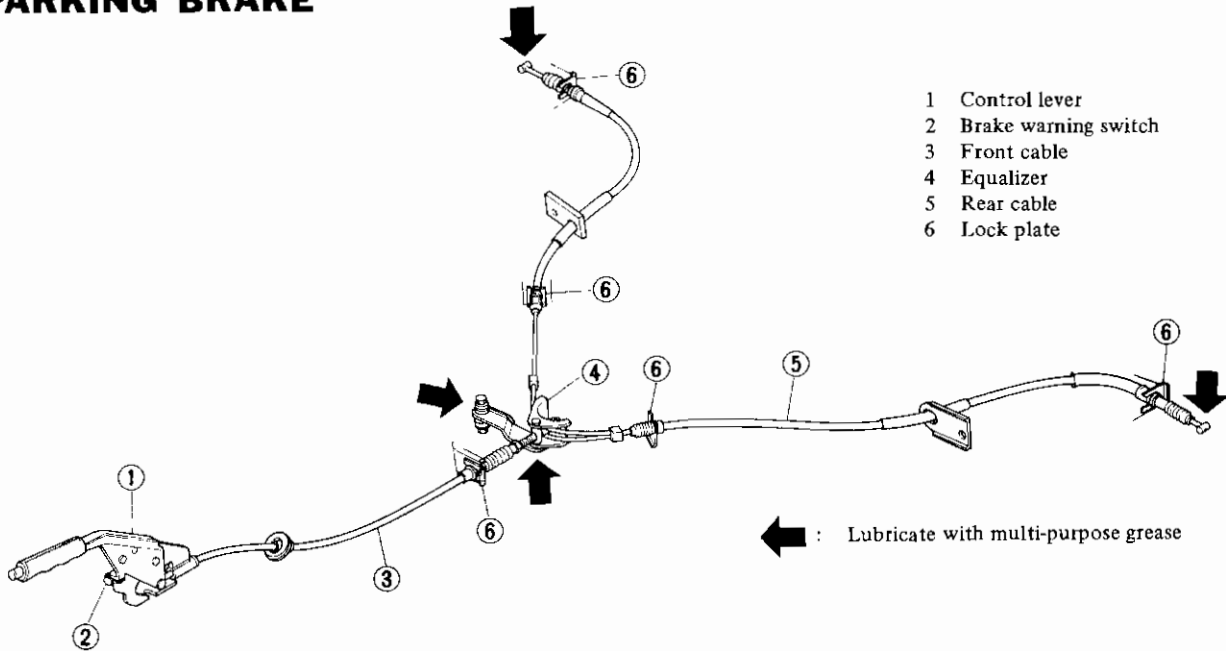
a. Brake fluid containing air is white and contains air bubbles.

b. Brake fluid containing no air runs out of bleeder valve in a solid stream free of air bubbles.

8. Repeat steps above on remaining brake line to expel air.

PARKING BRAKE

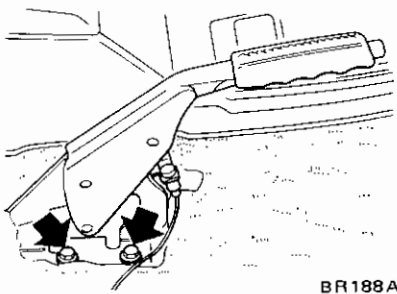
PARKING BRAKE



REMOVAL

Control lever and front cable

1. Remove front assistant's seat.
2. Disconnect terminal from parking brake warning switch.
3. Remove bolts securing parking brake control lever to floor.



4. Remove lock plate, adjusting nut and lock nut.
5. Pull front cable out into driver's compartment and remove it together with control assembly.

CAUTION:

Be careful not to deform or damage control lever.

Note: Front cable, clevis pin and cotter pin are available as service parts.

Rear cable

1. Disconnect rear cable at equalizer.
2. Remove cable lock plate from rear suspension and rear disc brake.
3. Remove clevis pin and clevis from rear disc brake.
4. Disconnect rear cable from suspension arm and then remove rear cable.

INSPECTION

1. Check control lever for wear or other damage. Replace if necessary.

2. Check wires for discontinuity or deterioration. Replace if necessary.

3. Replace malfunctioning warning light or switch.

4. Check parts at each connection and, if found deformed or damaged, replace.

INSTALLATION

Install parking brake assembly following the reverse procedure of removal. Closely observing the following items:

1. When installing, apply a coating of grease to sliding contact surfaces.

2. Upon completion of installation of parking brake assembly, adjust the entire system as described in Section MA.

3. Make sure that adjacent parts do not interfere with cable.

Do not apply an undue stress to cable.

SERVICE DATA AND SPECIFICATIONS (S.D.S.)

GENERAL SPECIFICATIONS

SERVICE BRAKE

Unit: mm (in)

	Front	Rear
Type	Disc-CL28V	Disc-CL14H
Pad dimension Width x thickness x length	49 x 11 x 118 (1.93 x 0.43 x 4.65)	40 x 8 x 75 (1.57 x 0.31 x 2.95)
Rotor outer diameter	252 (9.92)	258 (10.16)
Caliper inner diameter	60.6 (2.386)	42.8 (1.685)

Master cylinder inner diameter mm (in)	23.81 (15/16)
Brake Booster Type	M90
Diaphragm diameter mm (in)	228.6 (9)
NP-valve Split point kPa (kg/cm ² , psi)	3,923 (40, 569)
Reducing ratio	0.4

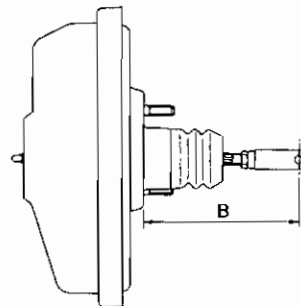
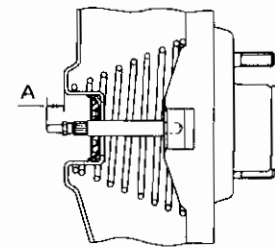
INSPECTION AND ADJUSTMENT

BRAKE PEDAL AND PARKING BRAKE

Refer to section MA.

BRAKE BOOSTER

Maximum vacuum leakage (15 seconds after engine is stopped) kPa (mmHg, inHg)	3.3 (25, 0.98)
Push rod length "A" mm (in)	10.275 - 10.525 (0.4045 - 0.4144)
Operating rod length "B" mm (in)	143 (5.63)



SBR445

CHECK VALVE

Maximum vacuum leakage [15 seconds after 26.7 kPa (200 mmHg, 7.87 inHg) pressure is applied] kPa (mmHg, inHg)	1.3 (10, 0.39)
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DISC BRAKE

Unit: mm (in)

Item	Front	Rear
	CL28V	CL14H
Pad wear limit (Minimum thickness)	2 (0.08)	
Rotor repair limit Maximum runout	0.07 (0.0028)	
Maximum parallelism circumferential direction	0.03 (0.0012)	
Minimum thickness	18.0 (0.709)	8.6 (0.339)

TIGHTENING TORQUE

Unit	N·m	kg·m	ft·lb	
Master cylinder to Brake Booster	8 - 11	0.8 - 1.1	5.8 - 8.0	
Brake tube flare nut	15 - 18	1.5 - 1.8	11 - 13	
Brake hose connector	17 - 20	1.7 - 2.0	12 - 14	
Air bleeder valve	7 - 9	0.7 - 0.9	5.1 - 6.5	
Connector mounting bolt	6 mm dia. bolt	5 - 7	0.5 - 0.7	3.6 - 5.1
	8 mm dia. bolt	8 - 11	0.8 - 1.1	5.8 - 8.0
NP-valve	6 - 7	0.6 - 0.7	4.3 - 5.1	
Fulcrum bolt of brake pedal	34 - 39	3.5 - 4.0	25 - 29	
Brake warning lamp switch lock nut	12 - 15	1.2 - 1.5	9 - 11	
Caliper fixing bolt	Front	72 - 97	7.3 - 9.9	53 - 72
	Rear	38 - 52	3.9 - 5.3	28 - 38
Front disc rotor fixing bolt	54 - 74	5.5 - 7.5	40 - 54	
Front brake baffle plate fixing bolts	3.1 - 4.3	0.32 - 0.44	2.3 - 3.2	
Rear disc caliper pin bolt	22 - 31	2.2 - 3.2	16 - 23	
Rear brake baffle plate fixing bolts	3.1 - 4.3	0.32 - 0.44	2.3 - 3.2	
Brake booster Brake booster to body	8 - 11	0.8 - 1.1	5.8 - 8.0	
Operating rod lock nut	16 - 22	1.6 - 2.2	12 - 16	
Flange to shell cover	8 - 11	0.8 - 1.1	5.8 - 8.0	
Push rod adjusting nut	16 - 22	1.6 - 2.2	12 - 16	

TROUBLE DIAGNOSES AND CORRECTIONS

Condition	Probable cause	Corrective action
Excessive pedal travel	<p>Low brake fluid level or empty master cylinder reservoir.</p> <p>Leakage in master cylinder.</p> <p>Deteriorated check valve.</p> <p>Air in system.</p> <p>Faulty brake adjustment.</p> <p>Excessive lateral play on disc caused by loose or worn wheel bearings or steering parts.</p>	<p>Fill and bleed as necessary. Test for source of leakage by examining all lines, connections and wheel cylinder.</p> <p>Overhaul master cylinder.</p> <p>Replace check valve and bleed system.</p> <p>Bleed system.</p> <p>Adjust pad-to-rotor clearance. Inspect auto-adjuster operation.</p> <p>Replace or adjust faulty parts.</p>
Spongy pedal	<p>Low fluid level in master cylinder.</p> <p>Air in system.</p> <p>Faulty brake adjustment.</p> <p>Reservoir filler cap vent hole clogged.</p> <p>Swollen hose due to deterioration or use of poor quality hose.</p> <p>Distorted brake shoes, or excessively worn or cracked brake drum.</p> <p>Soft or swollen caliper seals.</p> <p>Use of a brake fluid with too low boiling point.</p>	<p>Top with fluid and inspect for leakage.</p> <p>Correct as necessary.</p> <p>Adjust pad-to-rotor clearance. Inspect auto-adjuster operation.</p> <p>Clean and bleed system.</p> <p>Replace hose and bleed system.</p> <p>Replace faulty parts.</p> <p>Drain hydraulic system, flush with alcohol and replace all seals.</p> <p>Replace with specified brake fluid and bleed system.</p>
Poor braking effect	<p>Fluid leakage in brake lines.</p> <p>Low brake fluid level or empty master cylinder reservoir.</p> <p>Air in brake lines.</p> <p>Grease, oil, mud or water on pads.</p> <p>Deterioration of pads.</p> <p>Local fit of pads.</p> <p>Pads excessively worn.</p> <p>Master cylinder or caliper assembly in poor condition.</p> <p>Frozen or seized caliper pistons on disc brakes.</p> <p>Binding mechanical linkage at brake pedal.</p>	<p>Check master cylinder, piping and caliper for leaks, and repair.</p> <p>Fill and bleed as necessary.</p> <p>Bleed system.</p> <p>Clean brake mechanism and check for cause of problem. Replace pads.</p> <p>Replace.</p> <p>Shave or replace.</p> <p>Replace.</p> <p>Repair or replace.</p> <p>Disassemble caliper and free up as required.</p> <p>Free up as required.</p>

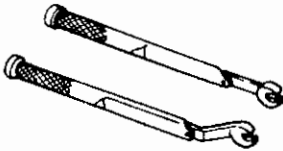
Brake System

Condition	Probable cause	Corrective action
Unbalanced brakes	<p>Improper tire inflation.</p> <p>Improper auto adjustment of pad-to-rotor clearance.</p> <p>Grease, oil, mud or water on pads.</p> <p>Mud in rotor.</p> <p>Deterioration of pads.</p> <p>Excessive wear of pads.</p> <p>Caliper cylinder in poor condition.</p> <p>Looseness of caliper assembly securing bolts.</p> <p>Scored or out-of-round rotor.</p> <p>Incorrect adjustment of wheel bearings.</p> <p>Incorrect adjustment of wheel alignment.</p>	<p>Inflate to correct pressure.</p> <p>Readjust.</p> <p>Clean brake mechanism and check for cause of problem. Replace pads.</p> <p>Clean.</p> <p>Replace.</p> <p>Replace.</p> <p>Repair or replace.</p> <p>Fasten or replace.</p> <p>Recondition or replace rotor as required. Check for improper pad contact with rotor and grind pad if necessary.</p> <p>Adjust or replace.</p> <p>Adjust.</p>
Brakes fade	<p>Brake fluid has too low boiling point.</p> <p>Use of improper pads.</p> <p>Brake rotor is out-of-round.</p> <p>Hydraulic connections, master cylinder and caliper cylinders are corroded or damaged.</p> <p>Bleed screw is open.</p>	<p>Drain and fill system with approved fluid.</p> <p>Replace.</p> <p>Repair or replace as necessary.</p> <p>Repair as necessary.</p> <p>Close screw and bleed system.</p>
Brakes drag	<p>Pedal linkage is binding or push rod adjustment is too long.</p> <p>Master cylinder compensator port is obstructed.</p> <p>Seized master cylinder piston.</p> <p>Poor pad condition.</p> <p>Poor caliper cylinder condition.</p> <p>Deformation of piston cups.</p> <p>Poor condition of caliper because of faulty piston seals.</p> <p>Excessive runout of rotor.</p> <p>Hand brake will not return.</p> <p>Clogged master cylinder return port.</p> <p>Clogged brake lines.</p> <p>Incorrect adjustment of wheel bearings.</p> <p>Improper pad-to-rotor clearance.</p> <p>No free travel in brake pedal return.</p>	<p>Lubricate linkage, check pedal return spring for condition and adjust push rod as necessary.</p> <p>Blow out foreign matter with compressed air.</p> <p>Disassemble master cylinder and replace piston. Bleed system.</p> <p>Clean and repair.</p> <p>Repair or replace.</p> <p>Replace.</p> <p>Replace piston seals.</p> <p>Turn rotor on lathe or replace.</p> <p>Check and repair.</p> <p>Clean.</p> <p>Check and clean.</p> <p>Adjust or repair.</p> <p>Adjust.</p> <p>Adjust pedal height.</p>

Brake System

Condition	Probable cause	Corrective action
Brake chatters	Groove or out-of round rotor. Loose or bent support plate. Distorted pads. Grease or brake fluid on pads.	Grind or replace as required. Tighten support plate bolts to specified torque, or replace plate. Replace as necessary. Replace pads.
Brake squeals	Dirty or scored rotor. Bent support plate. Glazed or contaminated pads.	Blow out assembly with compressed air or refinish rotor. Replace faulty unit. Grind pad to eliminate glaze. If it doesn't, replace pad.
Pedal pulsates	Lateral runout of brake rotor is excessive. Excessive variation in thickness of brake rotor surfaces.	Check with dial indicator, turning disc by hand. If runout exceeds specifications, replace disc. Measure around disc face with micrometer. Replace disc as required.
Rear lock (under light brake pedal force)	Improper tire pressures. Excessive wear of tires. Faulty NP-valve.	Check and adjust. Check and replace. Replace.
Rear lock (under heavy brake pedal force)	Improper tire pressures. Excessive wear of tires. Poor front braking effect. <ul style="list-style-type: none"> ● Grease oil, mud or water on pads. ● Excessive wear pads. ● Local fit pads. ● Master cylinder or caliper cylinder in poor condition. 	Check and adjust. Check and replace. Clean or replace. Replace. Shave or replace. Repair or replace.

SPECIAL SERVICE TOOL

Tool number & tool name	Kent-Moore No.	Tool number & tool name	Kent-Moore No.
	Reference page		Reference page
GG94310000 Flare nut torque wrench	—		
	Page BR-4 Page BR-5 Page BR-7		

STEERING SYSTEM

CONTENTS

STEERING COLUMN	ST-2	POWER STEERING GEAR AND LINKAGE ..	ST-14
STEERING WHEEL	ST-2	POWER STEERING OIL PUMP	ST-24
STEERING COLUMN	ST-2	SERVICE DATA AND	
STEERING LOCK	ST-4	SPECIFICATIONS (S.D.S.)	ST-28
MANUAL STEERING GEAR		GENERAL SPECIFICATIONS	ST-28
(Model : RP15L) AND LINKAGE	ST-4	INSPECTION AND ADJUSTMENT	ST-28
POWER STEERING SYSTEM		TIGHTENING TORQUE	ST-29
(Model : IPRP15L)	ST-9	TROUBLE DIAGNOSES AND	
DESCRIPTION	ST-9	CORRECTIONS	ST-30
POWER STEERING SYSTEM	ST-9	SPECIAL SERVICE TOOLS.	ST-31

Refer to section MA (Front Axle and Front Suspension)

for:

CHECKING WHEEL ALIGNMENT

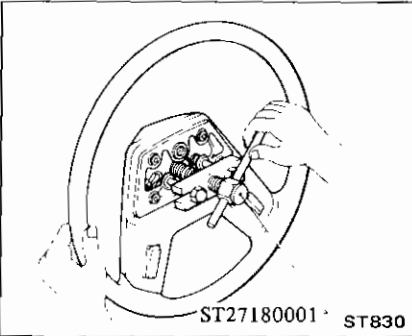
- Toe-in
- Front wheel turning angle

STEERING COLUMN

STEERING WHEEL

REMOVAL

1. Disconnect battery ground cable.
2. Remove horn pad.
3. Remove steering wheel nut.
4. Remove steering wheel using Steering Wheel Puller ST27180001.



CAUTION:

Do not strike end of steering column shaft with a hammer. Striking shaft will damage bearing or column shaft.

Ⓣ : Steering wheel nut
39 - 49 N·m
(4.0 - 5.0 kg·m,
29 - 36 ft·lb)

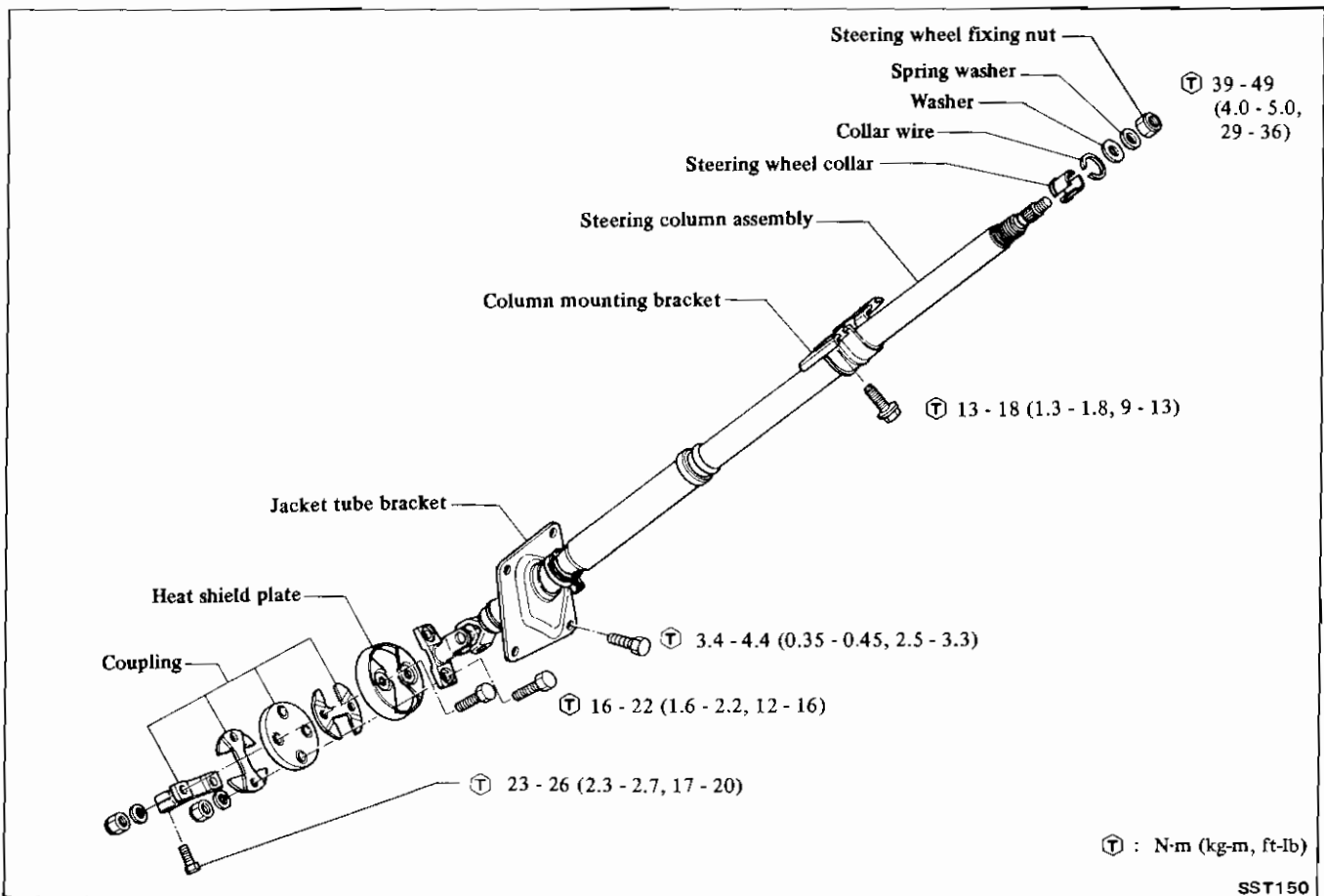
After installing steering wheel, turn it clockwise and counterclockwise, checking for catch or drag. Also check horn for operation.

INSTALLATION

Install steering wheel in the reverse order of removal. Observe the following instructions.

1. Apply grease to sliding portions.
2. Install steering wheel on column shaft in a straight ahead position after facing punch mark on the top of upper column shaft in that direction.

STEERING COLUMN



CAUTION:

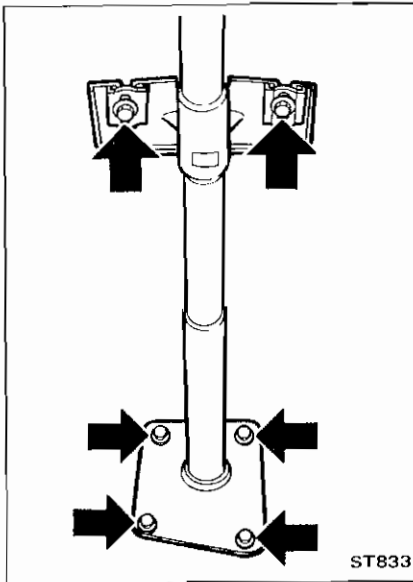
- a. Never in any case should undue stress be applied to steering column in axial direction.
- b. When installing, do not apply bending force to steering column.

When a head-on collision is encountered, inspect steering system as follows:

The steering system is very important unit for driving. The collapsible type steering column should not be disassembled, and if necessary, replace it as an assembly.

REMOVAL

1. Remove bolt securing lower joint and rubber coupling.
2. Remove steering wheel. Refer to Steering Wheel.
3. Remove steering column shell covers.
4. Remove combination switch assembly.
5. Remove jacket tube bracket and jacket tube bracket cover from dash panel.
6. Remove column mounting bracket.



7. Draw out steering column assembly from the room side.

INSTALLATION

Install steering column in reverse order of removal.

1. Set wheels in a straight ahead position.
2. Fit steering column assembly into lower joint serration through dash panel.

Carefully install so that punch mark at top end of column shaft faces upward.

3. Tighten column mounting bracket temporarily.
4. Tighten lower joint securing bolts temporarily to support upper side of steering column assembly.
5. After sliding jacket tube bracket to dash panel, tighten bolts to retain it.

CAUTION:

- a. Make sure that undue stress is not applied to rubber coupling.
- b. To avoid damaging bolt or serrations, align groove in lower joint shaft with bolt hole in rubber coupling.

Ⓣ : Jacket tube bracket and cover to dash panel
 3.4 - 4.4 N·m
 (0.35 - 0.45 kg·m,
 2.5 - 3.3 ft·lb)

6. Tighten lower joint securing bolts and then tighten column mounting bracket securing bolts.

Ⓣ : Column mounting bracket
 13 - 18 N·m
 (1.3 - 1.8 kg·m,
 9 - 13 ft·lb)
 Lower joint to coupling
 23 - 26 N·m
 (2.3 - 2.7 kg·m,
 17 - 20 ft·lb)

7. Install steering wheel. Refer to Steering Wheel.
8. After installation, make sure that steering wheel turns smoothly.

INSPECTION

1. When steering wheel can not be rotated smoothly, check the steering

column for the following matters and replace faulty parts.

- (1) Check column bearings for damage or unevenness. If so, lubricate with recommended multi-purpose grease or replace with a new one as steering column assembly.

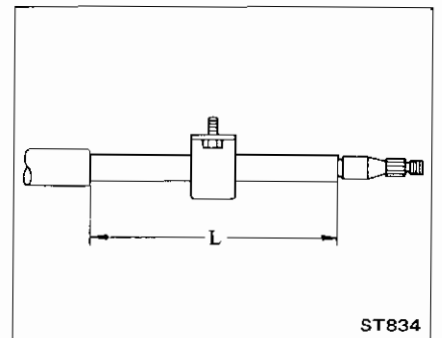
- (2) Check jacket tube for deformation or breakage, and replace if necessary.

- (3) Check column spring, and replace if damaged or weakened.

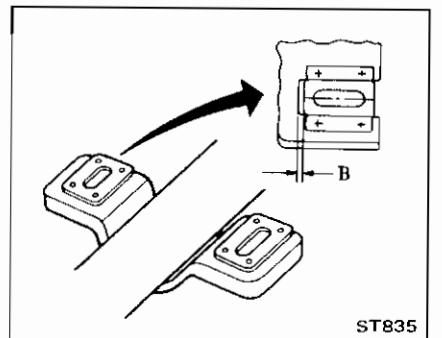
2. When the car comes into light collision, check the following parts and replace if necessary.

- (1) Jacket tube
 Measure dimension "L".
 When jacket tube is crushed, dimension "L" is reduced.

Column length "L":
 399.5 - 400.5 mm
 (15.73 - 15.77 in)



- (2) Column mounting bracket
 Make sure column mounting bracket touches block.
 Measure distance "B". Standard distance "B" is 0 mm (0 in). When jacket tube is crushed, distance "B" becomes larger.

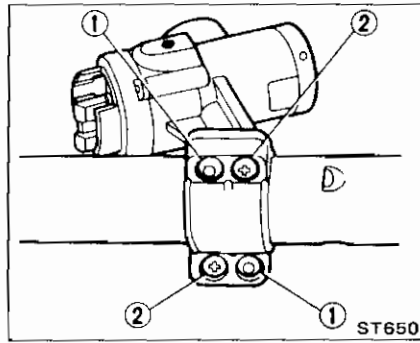


STEERING LOCK

To make steering lock system tamper-proof, self-shear type screws are used; their heads are sheared off upon installation so that steering lock system cannot be easily removed.

REMOVAL

1. Break self-shear type screws with a drill or other appropriate tool.
2. Remove screws and dismount steering lock.

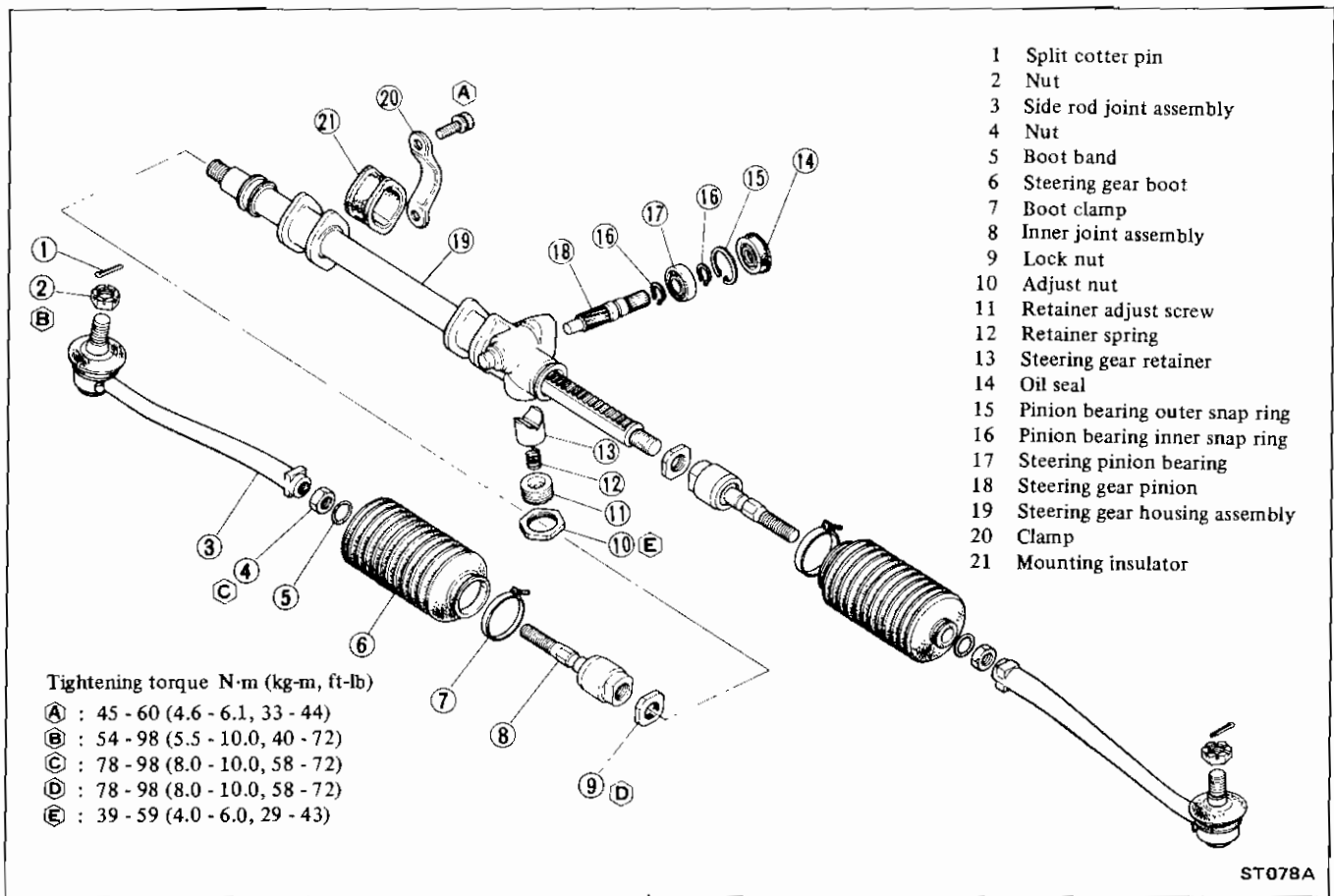


- 1 Self-shear type screw
- 2 Screw

INSTALLATION

1. Align steering lock hole in jacket tube with mating portion of steering lock.
2. Install self-shear type screws and cut off their heads.

MANUAL STEERING GEAR (Model : RP15L) AND LINKAGE



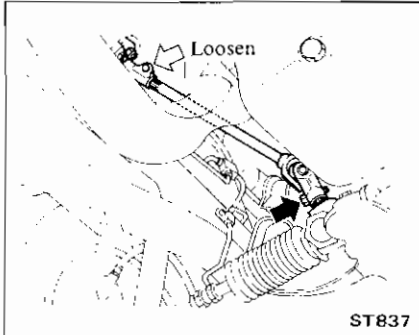
- 1 Split cotter pin
- 2 Nut
- 3 Side rod joint assembly
- 4 Nut
- 5 Boot band
- 6 Steering gear boot
- 7 Boot clamp
- 8 Inner joint assembly
- 9 Lock nut
- 10 Adjust nut
- 11 Retainer adjust screw
- 12 Retainer spring
- 13 Steering gear retainer
- 14 Oil seal
- 15 Pinion bearing outer snap ring
- 16 Pinion bearing inner snap ring
- 17 Steering pinion bearing
- 18 Steering gear pinion
- 19 Steering gear housing assembly
- 20 Clamp
- 21 Mounting insulator

Tightening torque N·m (kg-m, ft-lb)

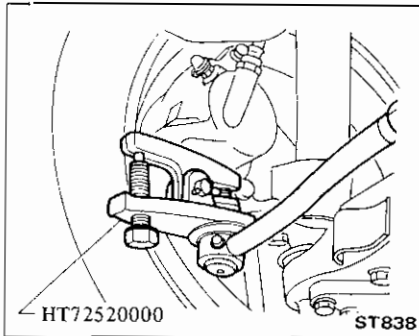
- A : 45 - 60 (4.6 - 6.1, 33 - 44)
- B : 54 - 98 (5.5 - 10.0, 40 - 72)
- C : 78 - 98 (8.0 - 10.0, 58 - 72)
- D : 78 - 98 (8.0 - 10.0, 58 - 72)
- E : 39 - 59 (4.0 - 6.0, 29 - 43)

REMOVAL

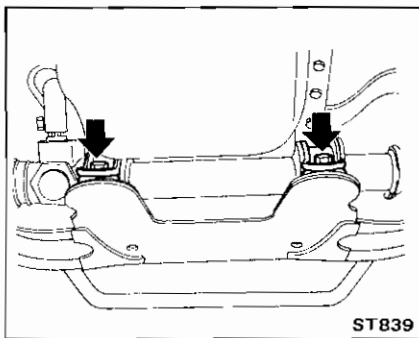
1. Jack up front of car and support it with safety stand.
2. Loosen bolt securing lower joint shaft to rubber coupling.



3. Disconnect bolt securing lower joint to steering pinion gear and then draw out lower joint from steering pinion gear.
4. Remove cotter pins and nuts fastening side rod ball studs.
5. To detach side rod ball studs from knuckle arms, insert Steering Ball Joint Remover HT72520000 between them and separate them.



6. Remove bolts securing steering gear housing to suspension cross-member.



Before removal, loosen nuts mounting front engine mount, place a wooden block under oil pan and jack up so that front engine mount is raised by 10 to 15 mm (0.39 to 0.59 in).

7. Remove steering gear and linkage assembly from car.

INSTALLATION

Install steering gear and linkage in reverse order of removal.

Observe the following instructions:

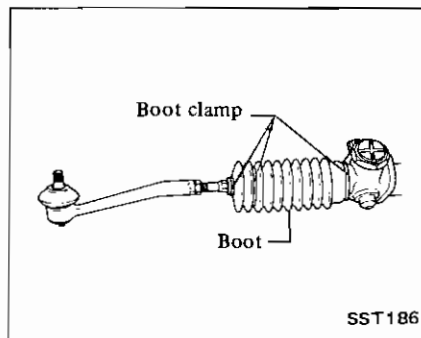
- Ⓧ : Side rod to knuckle arm
 - 54 - 98 N·m
(5.5 - 10 kg·m,
40 - 72 ft·lb)
- Gear housing clamp bolt
 - 45 - 60 N·m
(4.6 - 6.1 kg·m,
33 - 44 ft·lb)
- Lower joint to pinion gear
 - 39 - 49 N·m
(4.0 - 5.0 kg·m,
29 - 36 ft·lb)
- Lower joint to coupling
 - 23 - 26 N·m
(2.3 - 2.7 kg·m,
17 - 20 ft·lb)

Check wheel alignment, and if necessary adjust.

Refer to Section MA.

DISASSEMBLY

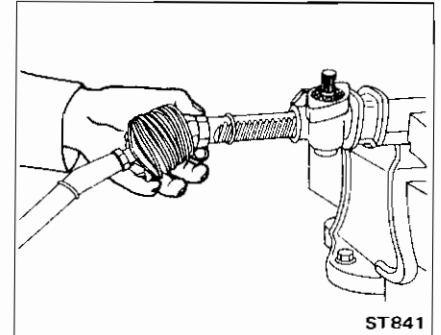
1. Clamp steering gear and linkage assembly in a vise using patches on steering gear housing to prevent scarring.
2. Remove boot clamps from steering gear boots. (Both left and right)



3. Loosen inner joint lock nut.
4. Remove side rod assembly from rack.

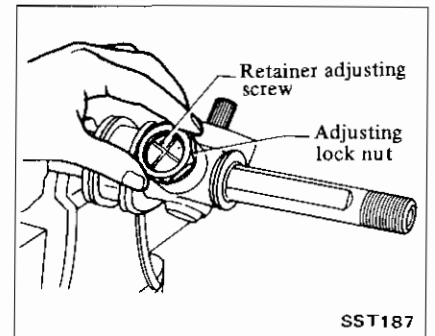
CAUTION:

Do not disassemble inner joint assembly and side rod socket assembly.



5. Loosen adjust lock nut and remove retainer adjust screw.

Then take retainer spring and steering gear retainer out.



6. Remove oil seal from gear housing.

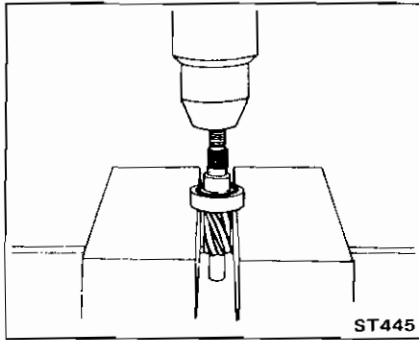
Oil seal must not be reused.

7. Pry off snap ring from gear housing.
8. Draw steering pinion assembly out.
9. Draw rack out from gear housing.

Pinion gear

1. Pry off snap ring securing pinion bearing from the side of bearing.

2. Press out bearing from pinion shaft.



INSPECTION

Thoroughly clean all parts in cleaning solvent, and blow dry with compressed air, if available.

Rack

Thoroughly examine rack gear. If rack gear is worn, replace.

Fractures, hollows, or roughness in surfaces of rack indicate unserviceability.

Pinion

Thoroughly examine pinion gear. If pinion gear is damaged, cracked or worn, replace.

Side rod outer ball joint

Ball joint is assembled at factory and cannot be disassembled.

1. Check ball joint for play. If ball stud is worn and play in axial direction is excessive or joint is hard to swing, replace as a complete unit.

Side rod outer ball joint:

Swinging torque:

0.3 - 2.9 N·m
(3 - 30 kg·cm,
2.6 - 26 in·lb)

2. Check condition of dust cover. If it is cracked excessively, replace ball joint.

Side rod inner ball joint

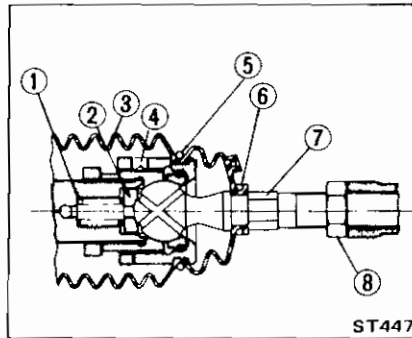
Ball joint is assembled at factory and cannot be disassembled.

1. Check ball joint for play. If ball stud is worn and play in axial direction is excessive or joint is hard to swing, replace as a complete unit.

Side rod inner ball joint:

Swinging torque:

0 - 4.9 N·m
(0 - 50 kg·cm,
0 - 43 in·lb)



- | | |
|-------------------|--------------------|
| 1 Side rod spring | 5 Dust cover clamp |
| 2 Spring seat | 6 Boot clamp |
| 3 Boot | 7 Side rod ball |
| 4 Welded | 8 Stopper nut |

2. Check condition of boot. If it is cracked excessively, replace it.

Pinion bearing

Inspect bearings to see that they roll freely and are free from cracked, pitted, or worn balls, rollers and races. Replace if necessary.

Oil seal

Replace oil seal every disassembly even if it appears serviceable.

ASSEMBLY AND ADJUSTMENT

Assemble steering gear in reverse order of disassembly. Observe following instructions.

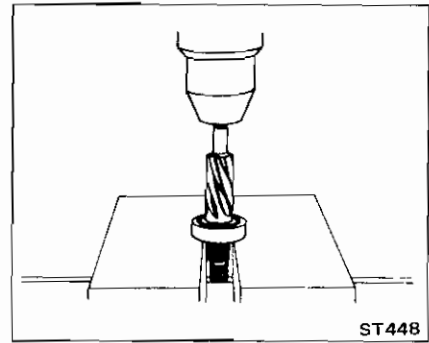
Rack and pinion

1. Install inner snap ring ② onto pinion gear.

Inner snap ring thickness:

1.19 - 1.24 mm
(0.0469 - 0.0488 in)

2. Press bearing onto pinion gear.



3. Install outer snap ring ①.

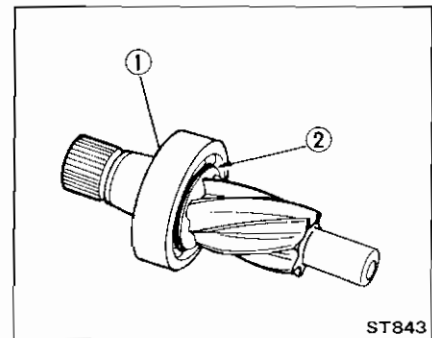
Snap ring ① should be of such thickness that axial play is less than 0.1 mm (0.004 in).

To ensure proper axial play, select snap ring of proper thickness.

Pinion bearing inner snap ring:

Refer to Service Data and Specifications.

Snap rings should be fitted to grooves correctly.



4. Clamp steering gear housing in a vise.

5. Sparingly apply recommended multi-purpose grease to toothed faces and friction surfaces of rack.

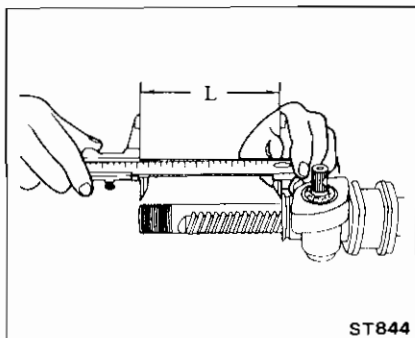
6. Insert rack gear from gear housing side.

Pay attention to direction of rack teeth.

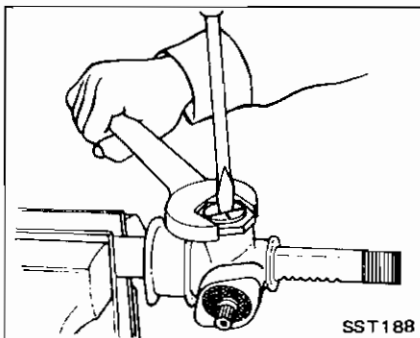
7. Properly mesh pinion with rack, and insert pinion assembly into groove in pinion serration part facing upward.

8. Make sure that rack protrudes by the same amount from both ends of housing.

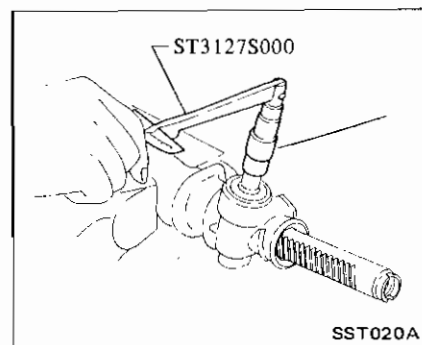
Standard length "L" (both sides)
L: 89.4 mm (3.520 in)



Ⓣ : 39 - 59 N·m
(4 - 6 kg·m,
29 - 43 ft·lb)



Both parts should move smoothly
over their entire travel.

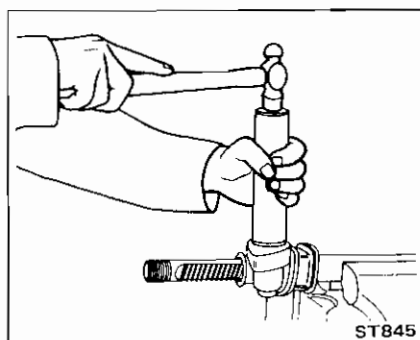


9. Secure pinion bearing to gear housing with snap ring.

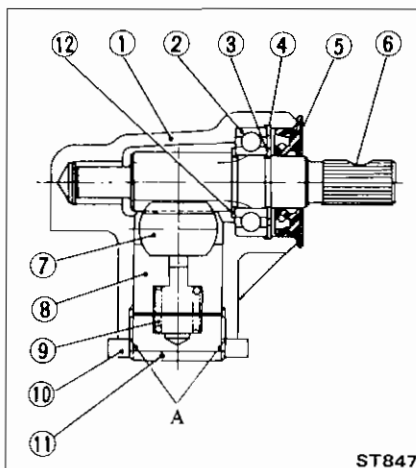
Snap ring should be of such thickness that axial play is less than 0.1 mm (0.004 in).

Pinion bearing outer snap ring:
Refer to Service Data and Specifications.

10. Fit grease seal.



Pack sealing lips with multi-purpose grease.



- 1 Steering gear housing
- 2 Steering pinion bearing
- 3 Snap ring
- 4 Pinion bearing outer snap ring
- 5 Oil seal
- 6 Steering gear pinion
- 7 Steering rack gear
- 8 Steering gear retainer
- 9 Retainer spring
- 10 Lock nut
- 11 Retainer adjust screw
- 12 Snapping

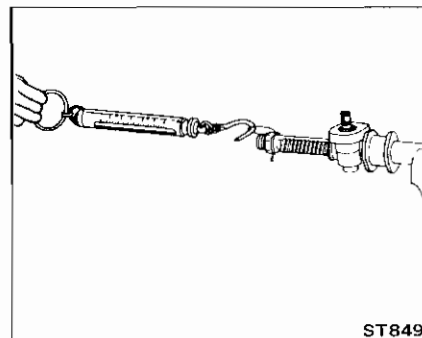
16. Upon completion of gear assembly measure the torque required to keep pinion and rack in motion. Re-adjust retainer adjusting screw as necessary to obtain proper torque.

Pinion (turning torque):

Less than 2.0 N·m
(20 kg·cm, 17 in·lb)

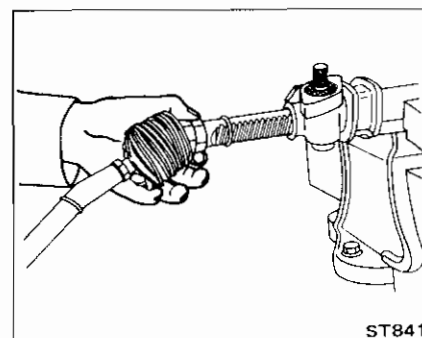
Rack (force to pull at neutral position):

Less than 98 N
(10 kg, 22 lb)



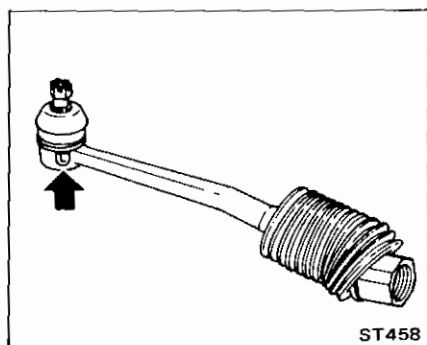
Side rod and gear boot

1. Fit boot and small clamp on side rod assembly.
2. Thread lock nut and lock nut over the threaded portion of rack.
3. Apply an adequate amount of recommended multi-purpose grease to the sliding surfaces of side rod inner joint and spring seat.
4. Fit side rod assembly to rack end together with inner spring and spring seat.

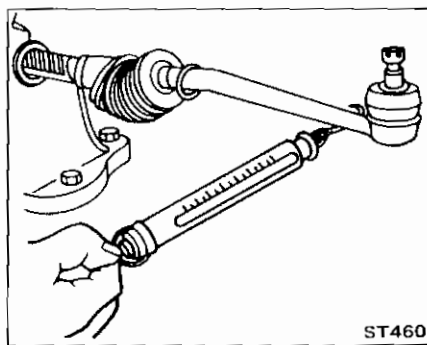


- a. Make sure that boot is carefully positioned toward the ball stud end.

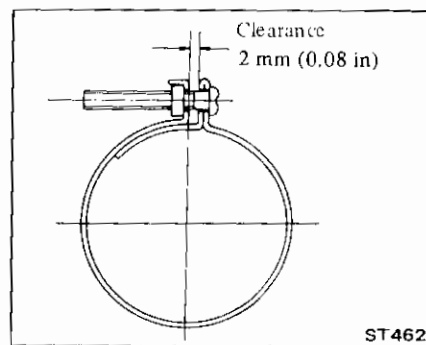
b. Side rod assembly for the left side has an L-mark. (No mark is used for the right side.)



Axial play:
0 - 0.05 mm
(0 - 0.0020 in)

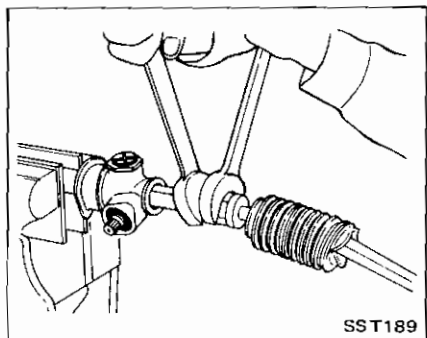


9. Install boot to gear housing, then tighten inside boot clamp securely.



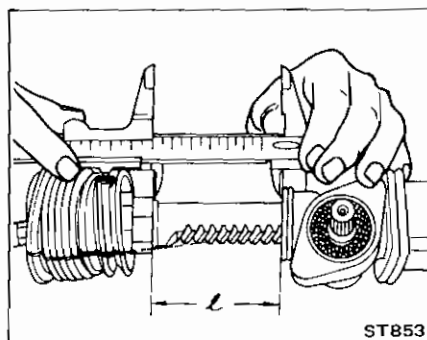
5. Screw inner socket portion until ball seat reaches the rack end, and then tighten lock nut securely.

⊕ : 78 - 98 N·m
(8 - 10 kg·m,
58 - 72 ft·lb)



7. Measure rack stroke.

Rack stroke "L" (both sides):
66.4 mm (2.614 in)



Boot should be neither too inflated nor too elongated.

10. Adjust the side rod length both left and right, and tighten steering stopper nuts.

⊕ : 78 - 98 N·m
(8 - 10 kg·m,
58 - 72 ft·lb)
Side rod length "L"
29.5 mm (1.161 in)

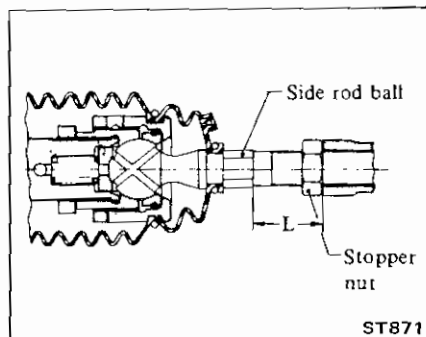
6. Upon completion of side rod assembly, measure swinging torque and axial play of inner ball joint.

Swinging torque:
0 - 4.9 N·m
(0 - 50 kg·cm,
0 - 43 in·lb)

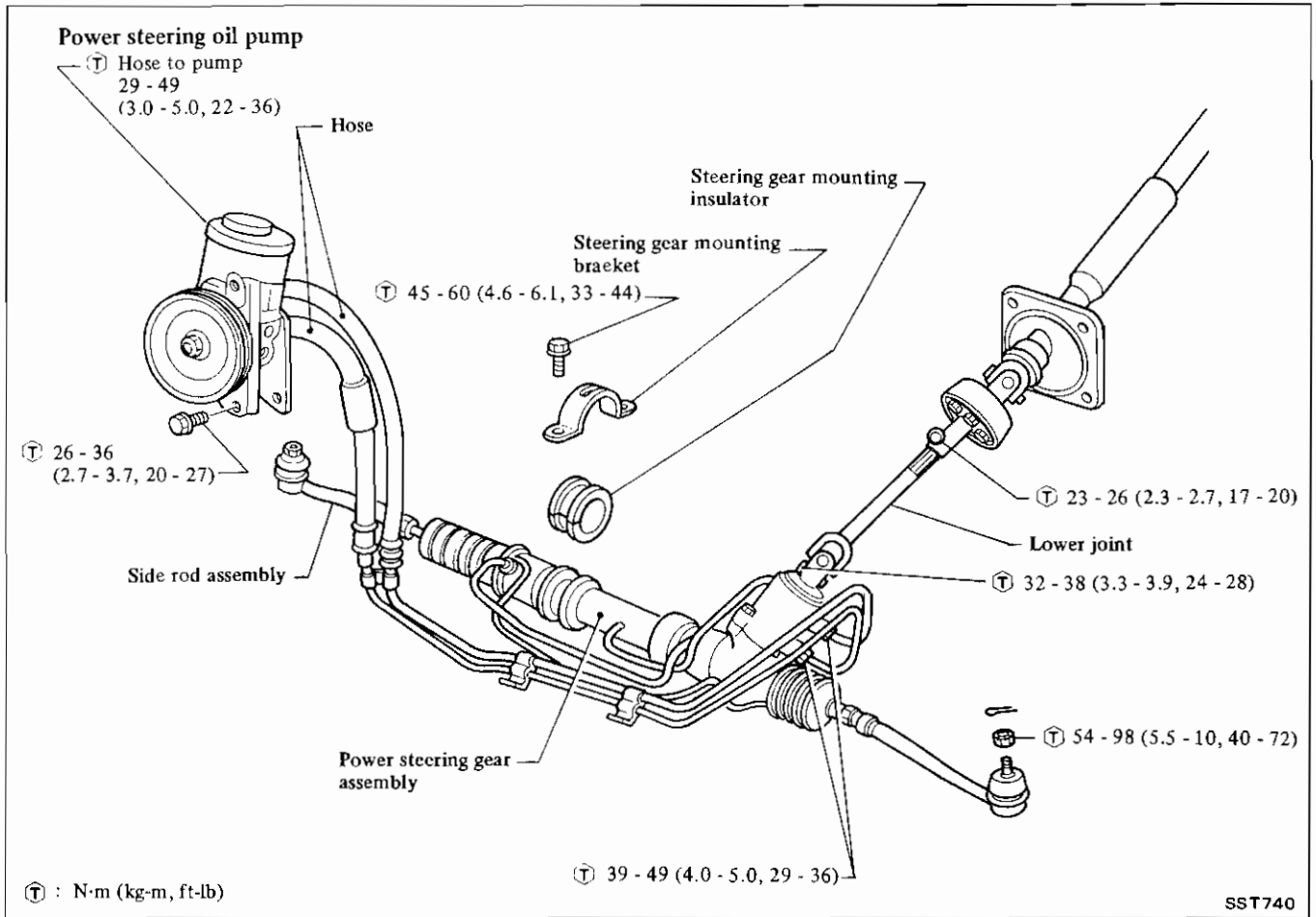
8. Fit large boot clamp at inner socket, install a grease nipple at both ends of rack, and apply recommended multi-purpose grease to each joint.

Lubrication of the rack ends is made so that a small quantity of new grease appears at the boot grease outlet hole.

Do not apply an excessive amount of grease.



POWER STEERING SYSTEM (Model : IPRP15L)



DESCRIPTION

POWER STEERING SYSTEM

The power steering gear is licensed by ZF company in West Germany.

The major components are as follows:

- Power steering pump
- Power steering gear and linkage
- Hydraulic piping

POWER STEERING GEAR AND OIL PUMP

The integral power steering gear and oil pump are an accurate hydraulic pressure mechanism.

Only the sealing parts can be replaced. The remaining parts must be replaced as an assembly.

CAUTION:

- a. The parts which can be disassembled are strictly limited, and never disassemble other parts than the specified ones.
- b. Disassembly of integral power steering gear should be performed in a place as clean as possible.
- c. Hands should be cleaned before disassembly.
- d. Do not use a rag. Be sure to use nylon or paper cloth.
- e. Be sure to follow procedures and cautions indicated in the Service Manual.

POWER STEERING SYSTEM

INSPECTION

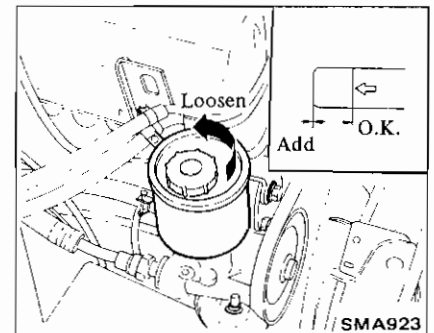
Fluid level

1. Check the fluid level in reservoir

by observing the dipstick when the fluid is cold. Add fluid as necessary to bring the level into the proper range on dipstick.

CAUTION:

Do not overfill.



2. Check fluid level and leakage.

Recommended fluid is Automatic Transmission Fluid "Dexron Type".

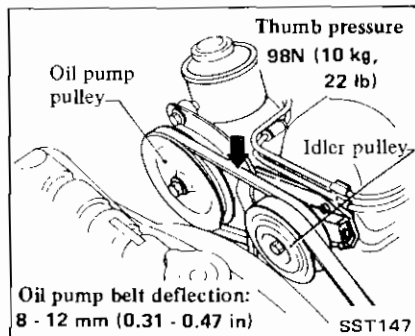
Refer to Section MA for “Recommended Lubricant”.

Fluid capacity (With pump, each hose and steering gear assembly):

Approximately: 1.1 ℓ
(1 - 1/8 US qt, 1 Imp qt)

Pump belt adjustment

Adjust power steering oil pump belt tension.



Check fluid leakage

1. Run engine at idle speed or 1,000 rpm.

Make sure temperature of fluid in pump rises to 60 to 80°C (140 to 176°F).

2. Turn steering wheel to right-to-left several times.

3. Hold steering wheel at each “lock” position for five seconds and carefully check the following points for fluid leakage.

- Pinion housing
- Rear housing and rear cover
- Rack end (Both sides)
- Cylinder
- If fluid leakage at connectors is noticed, once loosen flare nut and then retighten.

CAUTION:

Do not hold steering wheel at lock position for more than fifteen seconds at a time.

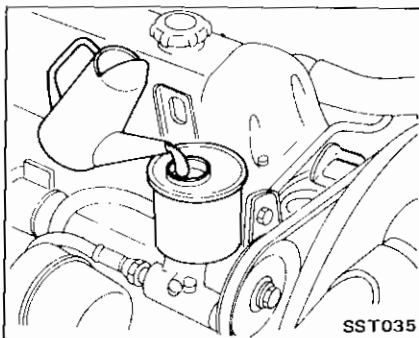
Hydraulic system check

To determine whether problem is in steering gear or power steering pump, measure operating pressure.

Before conducting hydraulic system test, carefully check belt tension and condition of driving pulley.

Tires must be inflated to normal pressure.

1. Check fluid level and fluid leakage, adding fluid if necessary.



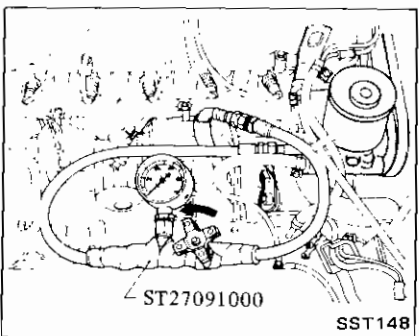
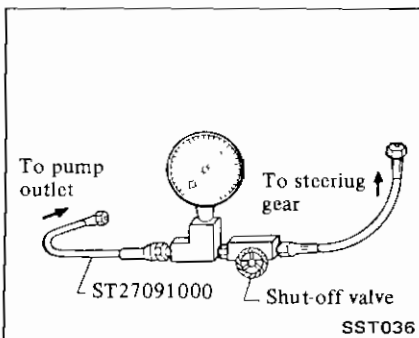
2. Run engine.

Make sure temperature of fluid in pump rises to 60 to 80°C (140 to 176°F).

3. Stop engine.

4. Set Tool. And bleed air.

- Gauge must be between shut-off valve and power steering pump.



5. Open shut-off valve.

6. Check fluid level, adding fluid if necessary.

7. Run engine at idle for 3 to 5 seconds.

8. Stop engine and check fluid level, adding fluid if necessary.

9. Run engine and check fluid level again, adding fluid if necessary.

10. Turn steering wheel fully in left or right until fluid reaches operating temperature.

- Be sure that all connections are tight.
- Expel any air from system.

11. Check pressure with steering wheel fully turned in left and right.

CAUTION:

Do not hold steering wheel at lock position for more than fifteen seconds, as this would abnormally increase fluid temperature and cause undue gear and pump wear.

Pressure should be as follows:

Normal pressure:

6,571 - 7,748 kPa

(67 - 79 kg/cm², 953 - 1,123 psi)

at idling

12. If oil pressure is abnormal, slowly close shut-off valve and check oil pressure to determine which part is faulty, as follows:

Pressure	Faulty part
Normal	Gear
Abnormal	Pump

CAUTION:

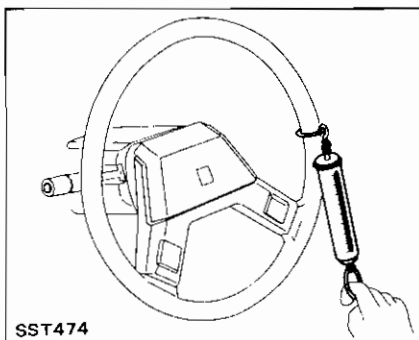
Do not close shut-off valve for more than fifteen seconds, as this would abnormally increase lubricant temperature and cause undue pump wear.

13. Replace any part that is faulty.

CAUTION:

The power steering system consists primarily of an accurate hydraulic pressure unit.

Any abnormality in one of this unit's parts will cause the other part(s) to malfunction, or the oil to deteriorate. Whenever faulty parts must be replaced, oil should be discarded and all other parts should be cleaned.



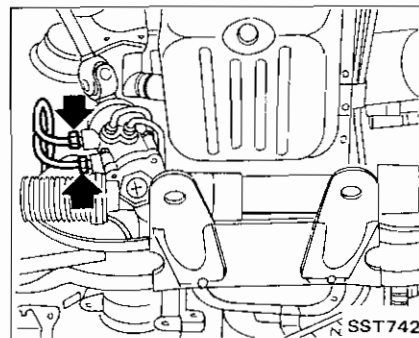
14. Open shut-off valve, pour fresh oil into and bleed air from power steering system, as outlined in the "Bleeding Hydraulic System" section.

15. Repeat steps 10 through 14 above until oil pressure is normal.

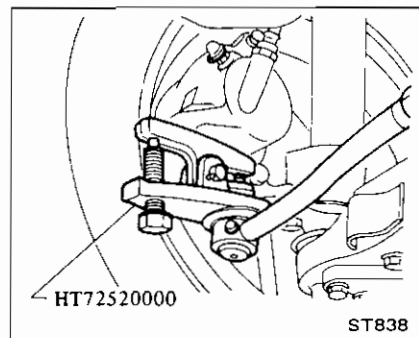
After checking hydraulic system, remove Tool and add fluid as necessary, then completely bleed air out of system.

3. Disconnect flare nut at steering gear and drain fluid.

Be careful not to damage flare nut.



4. Remove cotter pins and nuts fastening side rod ball studs, and detach side rod ball studs from knuckle arms with Tool.



REMOVAL

Power steering gear and linkage

CAUTION

- Whenever disconnecting hydraulic lines, cover openings to prevent foreign matter from entering.
- When installing or carrying power steering gear, be sure to hold gear, and not tube. When tube is held, it may be deformed or fluid will leak out from connector.

Steering wheel turning force check

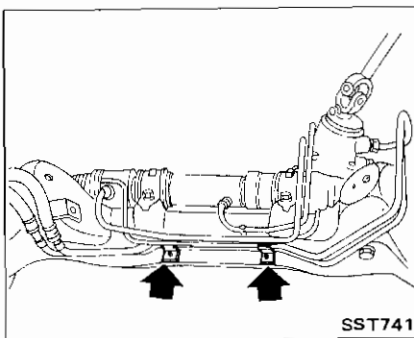
1. Park car on a level, dry surface and set parking brake firmly.
2. Bring power steering fluid up to adequate operating temperature. [Approximately 60 to 80°C (140 to 176°F)].

- Fluid temperature can be warmed up more easily by idling engine and at the same time turning steering wheel from left to right for about two minutes. Alternatively, drive car several miles.
- Tires must be inflated to normal pressure.

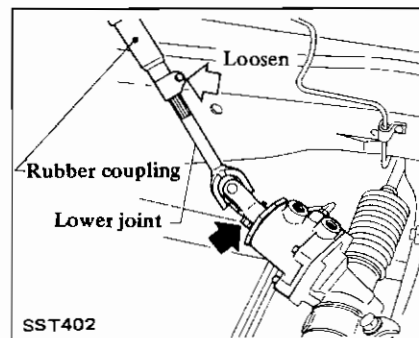
3. Check steering wheel turning force when steering wheel has been turned 360° from straight-ahead position.

Steering wheel turning force:
Less than 24.5 - 29.4 N (2.5 - 3.0 kg, 5.5 - 6.6 lb)

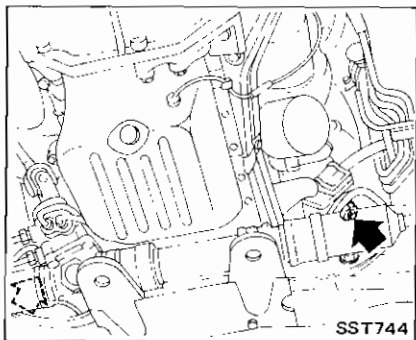
1. Jack up front of car and support it with safety stand.
2. Disconnect hose clamp fixing bolt.



5. Loosen bolt securing lower joint to rubber coupling. Disconnect bolt securing lower joint to pinion gear. And then draw out lower joint from pinion gear.

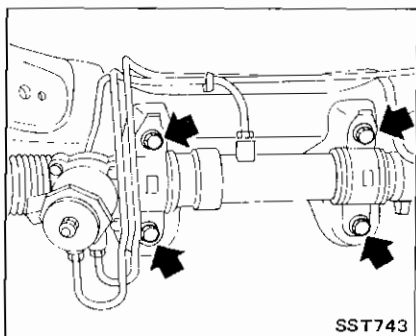


6. Remove nuts that secure front engine mounting insulator to front suspension crossmember.

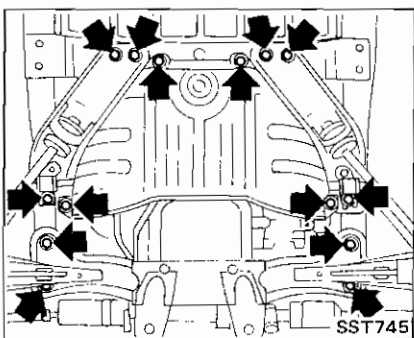


7. Refer to the ER section and remove engine hood. Lift engine until front engine mounting insulator is slightly away from front suspension crossmember.

8. Loosen (not remove) steering gear mounting bolts.



9. Lightly support front suspension crossmember with a garage jack, remove bolts and then lower jack.

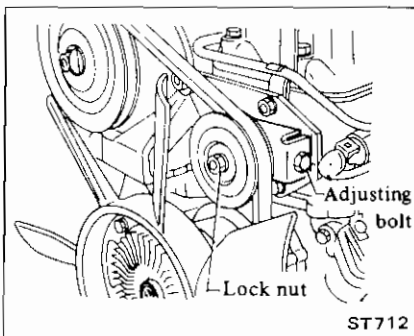


10. Remove bolt securing steering gear housing to suspension crossmember. And then remove steering gear and linkage assembly from car.

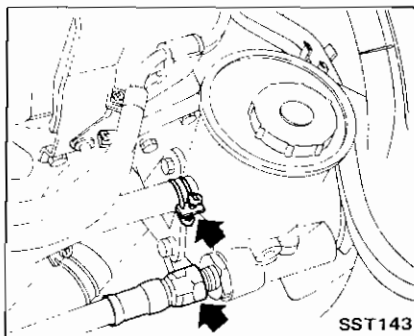
Oil pump

CAUTION:
Whenever disconnecting hydraulic lines, cover openings to prevent foreign matter from entering.

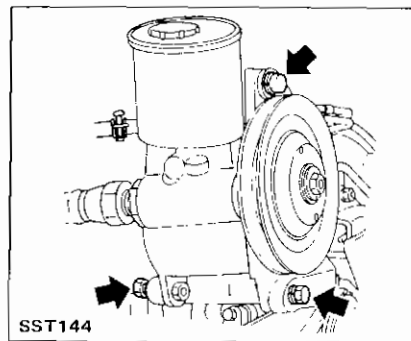
1. Loosen power steering pump pulley lock nut.
2. Turn adjusting bolt counterclockwise to loosen pump belt.



3. Remove power steering pump belt.
4. Disconnect pressure hose flare nut at power steering pump, and drain fluid. Then remove return hose clamp.

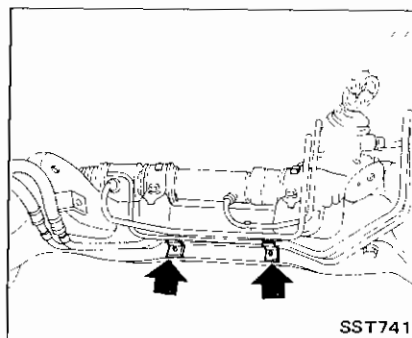


5. Remove power steering pump assembly.

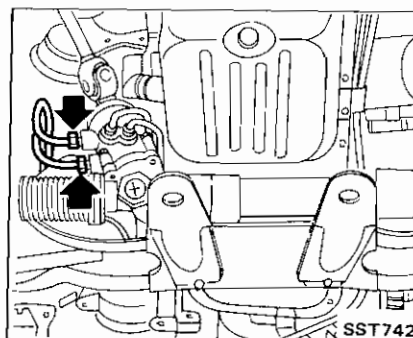


Hose

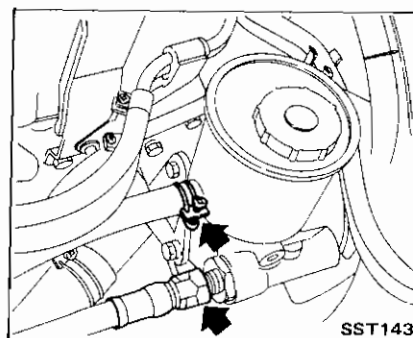
1. Remove bolts.



2. Disconnect flare nut at steering gear and drain fluid.



3. Disconnect hose from oil pump and remove it from car.

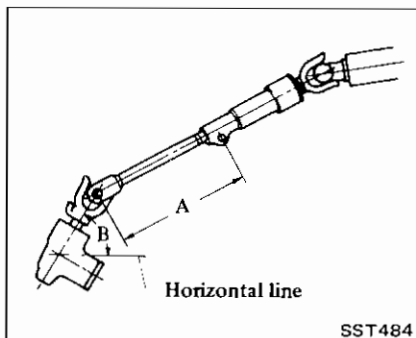


INSTALLATION AND ADJUSTMENT

Power steering gear and linkage

Install steering gear and linkage in the reverse order of removal.

Install lower joint on steering gear as shown, and then tighten steering gear mounting bolts.



"A" dimension:
197.3 mm (7.77 in)
"B" angle: 57.07°

- Ⓣ : Side rod to knuckle arm
54 - 98 N-m
(5.5 - 10 kg-m,
40 - 72 ft-lb)
- Gear housing clamp bolt
45 - 60 N-m
(4.6 - 6.1 kg-m,
33 - 44 ft-lb)
- Lower joint to pinion gear
32 - 38 N-m
(3.3 - 3.9 kg-m,
24 - 28 ft-lb)
- Lower joint to rubber coupling
23 - 26 N-m
(2.3 - 2.7 kg-m,
17 - 20 ft-lb)
- Front suspension crossmember to body
69 - 88 N-m
(7.0 - 9.0 kg-m,
51 - 65 ft-lb)

- Tension rod bracket to body
31 - 42 N-m
(3.2 - 4.3 kg-m,
23 - 31 ft-lb)
- Front suspension crossmember to front engine mounting insulator
31 - 42 N-m
(3.2 - 4.3 kg-m,
23 - 31 ft-lb)
- Hose to power steering gear
39 - 49 N-m
(4.0 - 5.0 kg-m,
29 - 36 ft-lb)

Check wheel alignment, and if necessary adjust.

Refer to Section MA.

After installation is completed, fill fluid and bleed system.

Oil pump

Install power steering pump and hoses in the reverse order of removal.

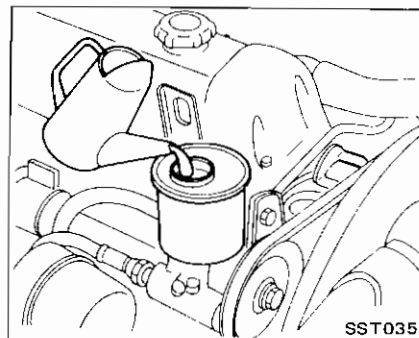
- Ⓣ : Pressure hose to pump
29 - 49 N-m
(3.0 - 5.0 kg-m,
22 - 36 ft-lb)
- Pump mounting bolt
26 - 36 N-m
(2.7 - 3.7 kg-m,
20 - 27 ft-lb)

After installation is completed, fill fluid and bleed system.

Bleeding hydraulic system

1. Raise front end of car until wheels clear ground.
2. Quickly turn steering wheel all the way to right and left ten times and lightly touch wheel stoppers.
3. Check fluid level, adding fluid if necessary.

4. Run engine. Make sure temperature of fluid in pump rises to 60 to 80°C (140 to 176°F) with a temperature indicator.
5. Stop engine, adding fluid if necessary.



6. Run engine for 3 to 5 seconds.
7. Stop engine, adding fluid if necessary.
8. Quickly turn steering wheel all the way to right and left ten times and lightly touch wheel stoppers.
9. Check fluid level, adding fluid if necessary.
10. Start engine at idle.

Repeat steps 6 through 10 until air will be bled from pump.

11. If air cannot be bled completely in steps 1 through 10, proceed as follows:

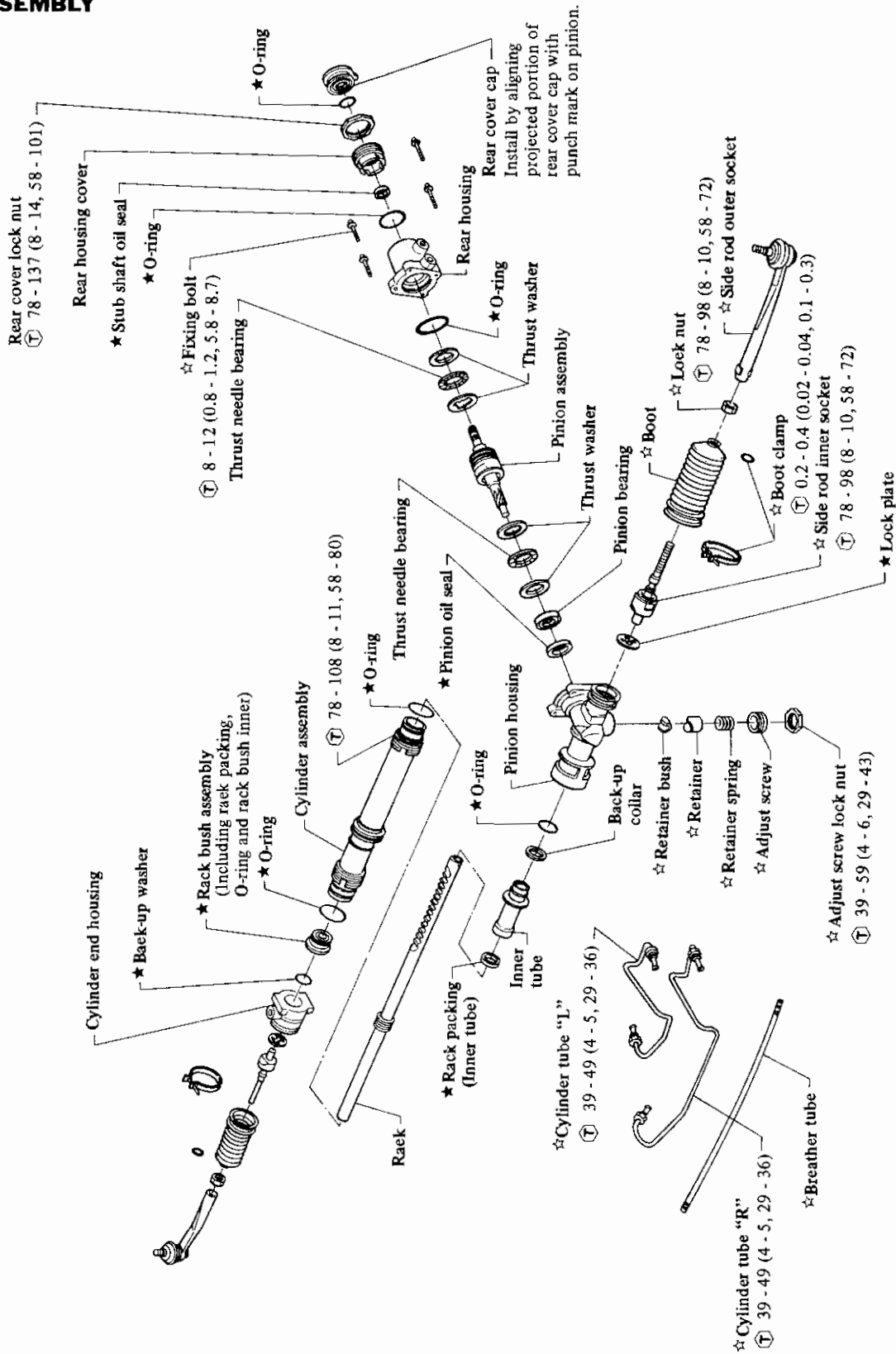
Turn steering wheel to right and left from lock to lock five to ten times. Carefully check fluid leakage with steering wheel held at each lock position for five seconds.

CAUTION:

Do not hold steering wheel at lock position for more than fifteen seconds at a time.

POWER STEERING GEAR AND LINKAGE

DISASSEMBLY



Ⓜ : N·m (kg·m, ft·lb)
 ☆ or ☆ : are available for service replacement.
 ☆ : always replace when disassembled.

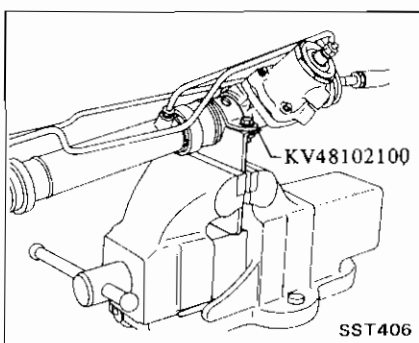
CAUTION:

When disassembling and reassembling, do not allow any foreign matter to enter or contact parts.

Measuring pinion rotating torque and rack starting force

Prior to disassembling, measure pinion rotating torque and rack starting force. If they are not within specifications, adjust retainer adjust screw. If adjustments cannot be made properly, replace steering gear assembly.

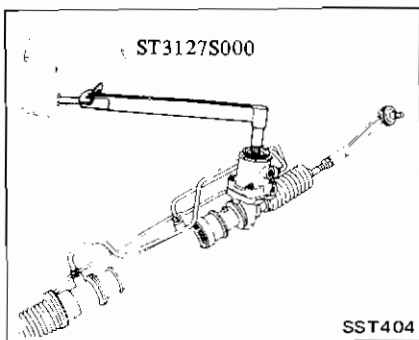
Install steering gear on Tool KV48102100 in a vice.



Before measuring, be sure to disconnect cylinder tube and drain fluid.

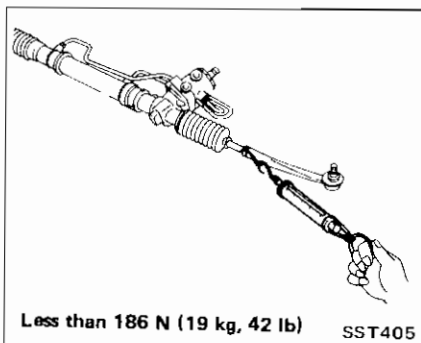
a. Pinion rotating torque

Less than 0.9 N·m (9 kg-cm, 7.8 in-lb) on average and less than 1.5 N·m (15 kg-cm, 13 in-lb) at maximum.



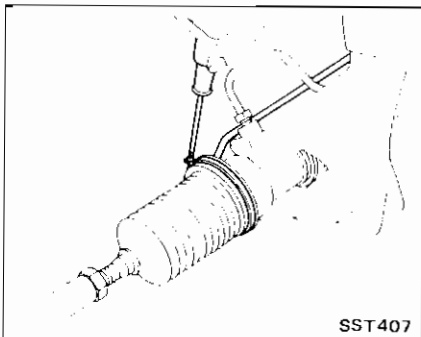
- Stub shaft can be turned by wrapping vinyl tape around serration area of stub shaft and fitting socket wrench.

b. Rack starting force



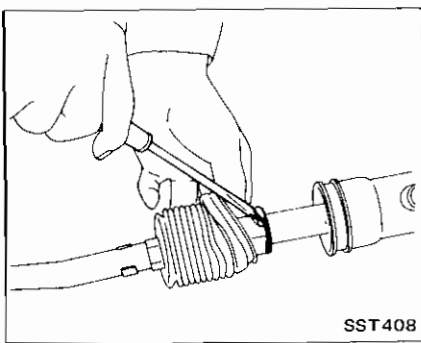
Side rod and breather tube

1. Install steering gear on Tool KV48102100 in a vice.
2. Remove boot clamp and then remove breather tube. (Both left and right)



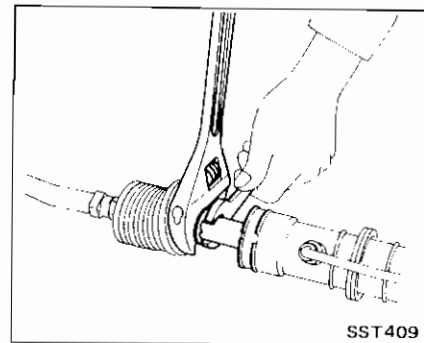
3. Flatten lock plate.

Always replace lock plate when disassembled.

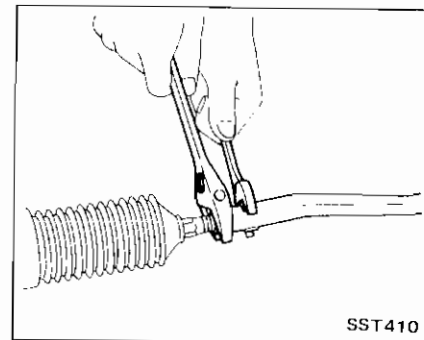


4. Disconnect side rod inner socket and remove side rod assembly from steering gear assembly.

Use a wrench of approximately 6 mm (0.24 in) in thickness which can be placed in the thickness across the flats of the rack.



5. Remove side rod inner socket from side rod outer socket.

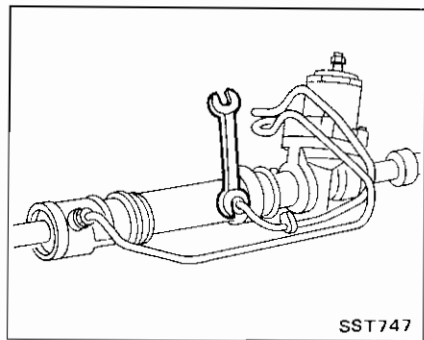


CAUTION:

Do not disassemble inner socket assembly and outer socket assembly.

Cylinder tubes

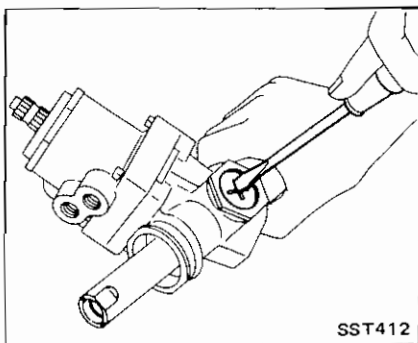
1. Install steering gear on Tool KV48102100 in a vice.
2. On cylinder tube "L", first disconnect flare nut at cylinder side and then the other one at pinion housing side.



3. Remove cylinder tube "R" in the same way.

Retainer

1. Install steering gear on Tool KV48102100 in a vice.
2. Loosen adjust screw lock nut and then remove retainer adjust screw. Take retainer out.

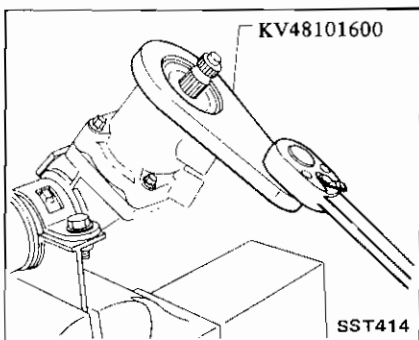


Stub shaft oil seal

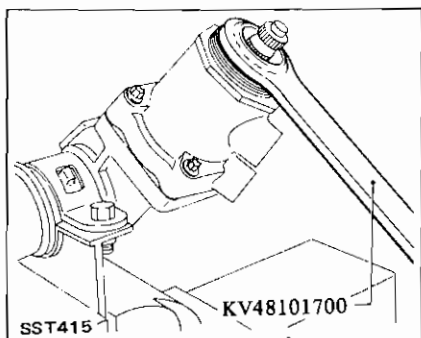
1. Install steering gear on Tool KV48102100 in a vice.
2. Remove retainer.

Refer to Retainer for disassembly.

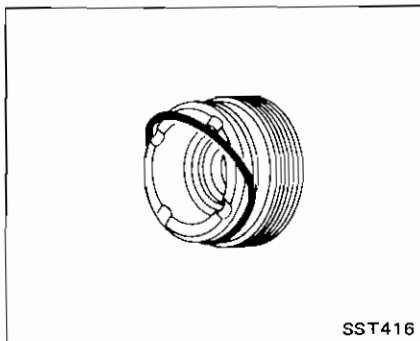
3. Remove rear cover cap and loosen rear cover lock nut two or three pitches using Tool.



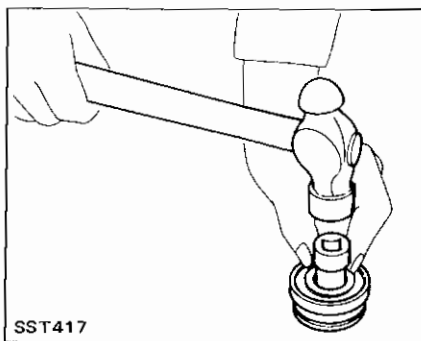
4. Remove rear housing cover using Tool.



5. Remove rear cover O-ring and discard.

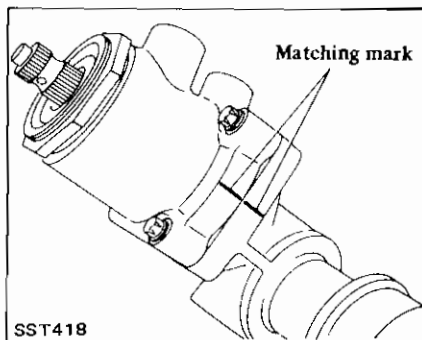


6. Remove stub shaft oil seal using suitable tool and discard.



Pinion oil seal

1. Install steering gear on Tool KV48102100 in a vice.
2. Before disassembling, put matching marks on rear housing and pinion housing.



3. Remove cylinder tubes.

Refer to Cylinder Tubes for disassembly.

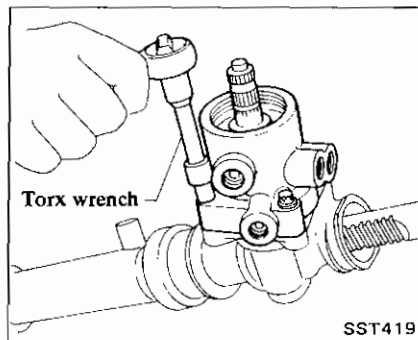
4. Remove retainer.

Refer to Retainer for disassembly.

5. Remove rear cover.

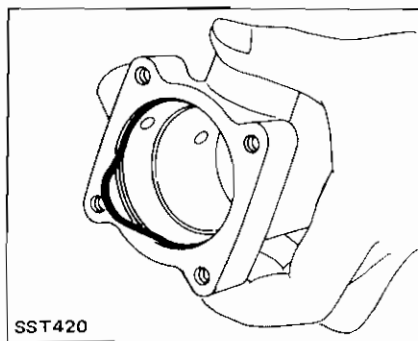
Refer to Stub Shaft Oil Seal for disassembly.

6. Disconnect rear housing fixing bolts using torx wrench.

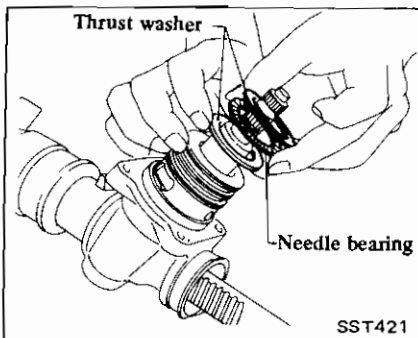


7. Remove rear housing and then remove O-ring.

Always replace O-ring when disassembled.

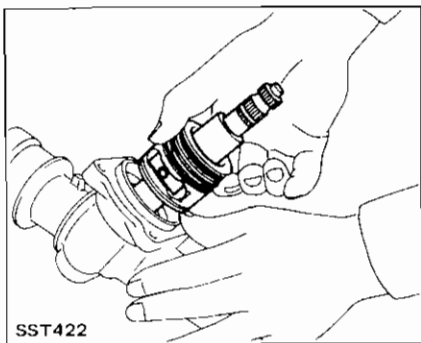


8. Remove two thrust washers and needle bearing from upper surface of pinion.



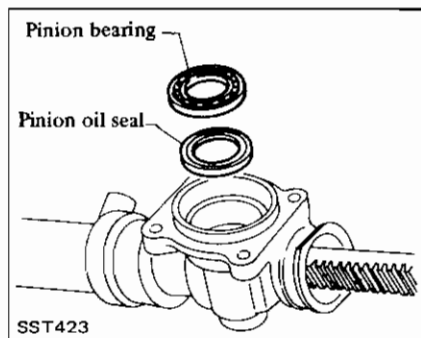
9. Remove pinion assembly and then remove thrust washers and needle bearing.

- a. Do not hammer pinion assembly nor damage its teflon seal.
- b. Do not attempt to disassemble pinion assembly.



10. Remove pinion bearing and pinion oil seal using suitable tool.

Always replace oil seal when disassembled.



Rack bush assembly (Cylinder end housing)

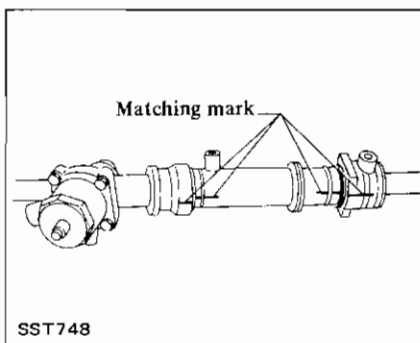
1. Install steering gear on Tool KV48102100 in a vice.
2. Remove side rod and breather tube.

Refer to Side Rod and Breather Tube for disassembly.

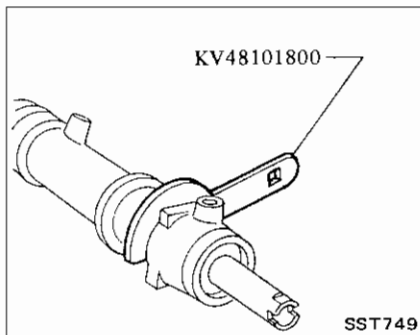
3. Remove cylinder tubes.

Refer to Cylinder Tubes for disassembly.

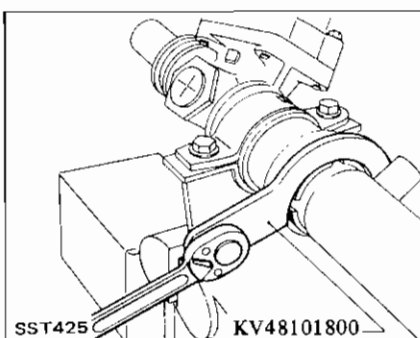
4. Put matching mark.



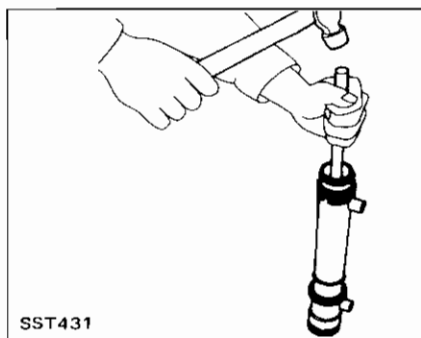
5. Remove cylinder end housing using Tool.



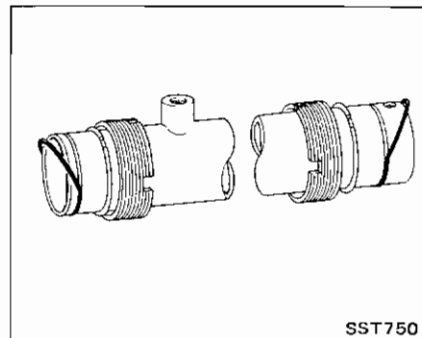
6. Disconnect cylinder lock nut using Tool and separate cylinder from pinion housing.



7. Remove rack bush assembly using suitable tool and discard it.



8. Remove cylinder O-rings and discard.



Rack packing (Inner tube)

1. Install steering gear on Tool KV48102100 in a vice.
2. Remove side rod and breather tube.

Refer to Side Rod and Breather Tube for disassembly.

3. Remove cylinder tubes.

Refer to Cylinder Tubes for disassembly.

4. Remove retainer.

Refer to Retainer for disassembly.

5. Remove cylinder end cover and cylinder assembly.

Refer to Rack Bush Assembly (Cylinder End Housing) for disassembly.

6. Remove pinion assembly.

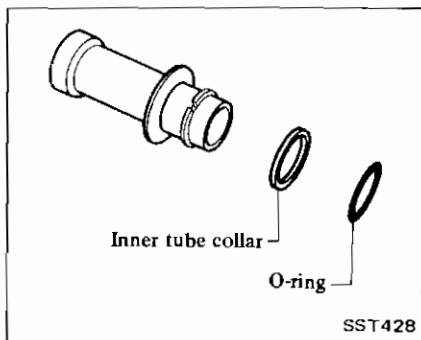
Refer to Stub Shaft Oil Seal for disassembly.

7. Draw out rack from pinion housing.

8. Remove inner tube assembly from pinion housing.

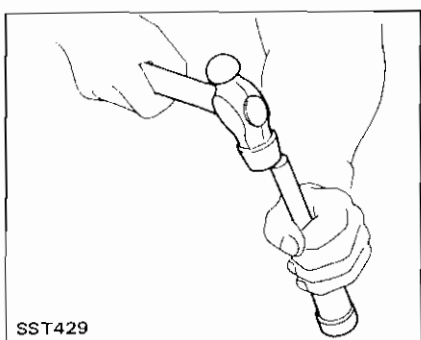
9. Remove O-ring and inner tube collar from inner tube.

Always replace O-ring when disassembled.



10. Remove rack packing and back-up collar using suitable tool.

Always replace rack packing when disassembled.



INSPECTION

Thoroughly clean all parts in cleaning solvent or automatic transmission fluid "Dexron Type", and blow dry with compressed air, if available.

Oil seals and O-rings

Always replace oil seals and O-rings when disassembled.

Snap rings

Always replace snap rings when disassembled.

Side rod outer ball joint

Ball joint is assembled at factory and cannot be disassembled.

1. Check ball joint for play. If ball stud is worn and play in axial direction is excessive or joint is hard to swing, replace as a complete unit.

Side rod outer ball joint:

Swinging torque
0.3 - 2.9 N·m
(3 - 30 kg·cm,
2.6 - 26.0 in·lb)

2. Check condition of dust cover. If it is cracked excessively, replace ball joint.

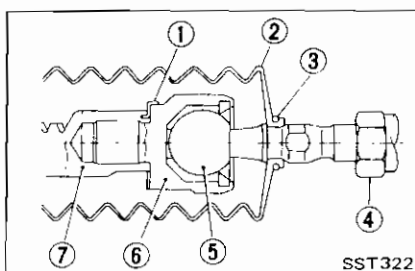
Side rod inner ball joint

Ball joint is assembled at factory and cannot be disassembled.

1. Check ball joint for play. If ball stud is worn and play in axial direction is excessive or joint is hard to swing, replace as a complete unit.

Side rod inner ball joint:

Swinging torque
0.1 - 7.8 N·m
(1 - 80 kg·cm,
0.9 - 69.4 in·lb)
Axial play
0 mm (0 in)



- | | |
|--------------|--------------------|
| 1 Lock plate | 5 Inner ball joint |
| 2 Boot | 6 Inner socket |
| 3 Boot clamp | 7 Rack |
| 4 Lock nut | |

2. Check condition of boot. If it is cracked excessively, replace it.

Cylinder tubes and breather tube

Check cylinder tubes and breather tube for scratches or other damage. Replace if necessary.

Steering gear component parts

Thoroughly examine those component parts. If those parts are damaged, cracked or worn, replace as steering gear assembly.

ASSEMBLY AND ADJUSTMENT

CAUTION:

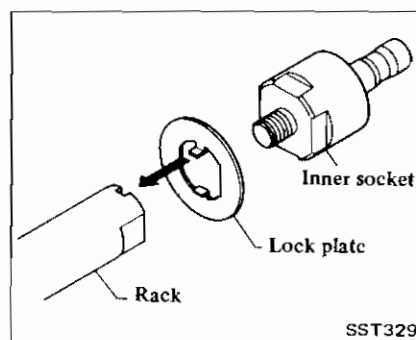
- When assembling power steering gear, apply a coat of automatic transmission fluid "Dexron Type" as necessary.
- Be careful not to damage or deform O-rings and oil seals when installing them.

Assemble power steering gear and linkage in reverse order of disassembly. Observe the following instructions.

Side rod and breather tube

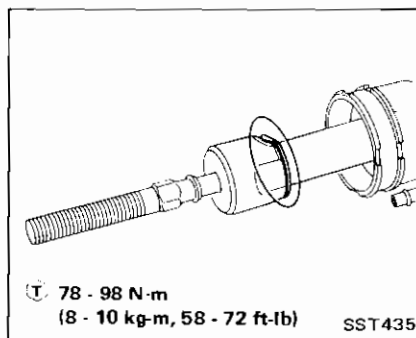
1. Apply locking agent to threaded portion of inner socket and fit inner socket to rack end together with new lock plate.

Be sure lock plate ratchet enters groove at end portion of rack so that rack and inner socket fit snugly.



2. Tighten inner socket and securely bend lock plate at 2 cut-out portions of inner socket.

To prevent damage to boot, remove burrs after bending lock plate.

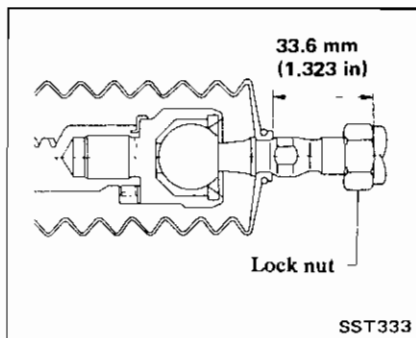


ⓘ 78 - 98 N·m
(8 - 10 kg·m, 58 - 72 ft·lb)

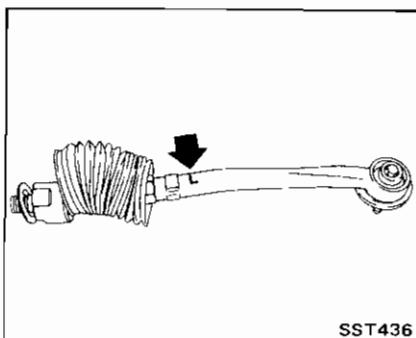
SST435

3. Screw in side rod outer socket until the distance shown in the figure below is reached. Then tighten lock nut.

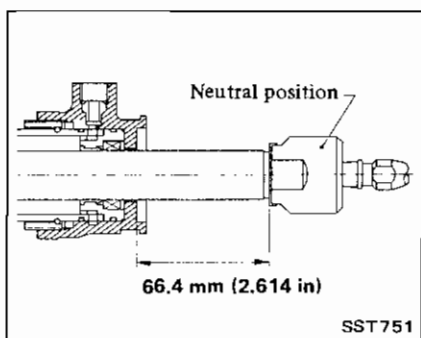
⌚ : 78 - 98 N·m
(8 - 10 kg·m, 58 - 72 ft·lb)



Side rod outer socket for the left side has an L-mark. (R-mark is used for the right side.)

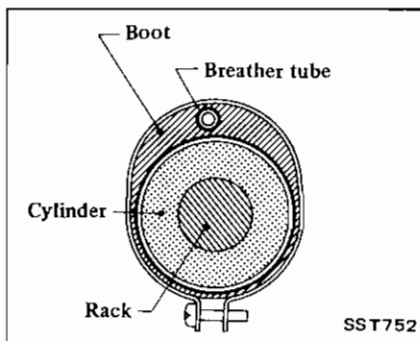


4. Measure rack stroke (both sides).



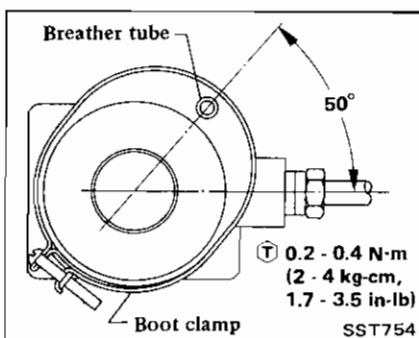
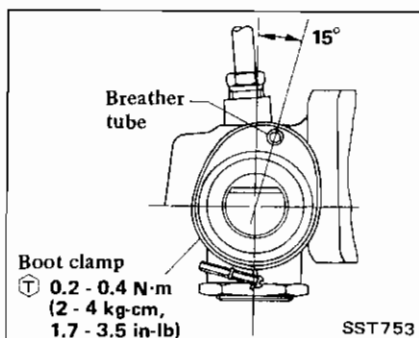
5. Apply a coat of sealant to contact surfaces between boot and cylinder and breather tube before installing boot.

Do not block through hole in breather tube with sealant.



6. Set breather tube as shown below, and tighten boot clamp.

Locate clamp bolt in its place opposite to breather tube.

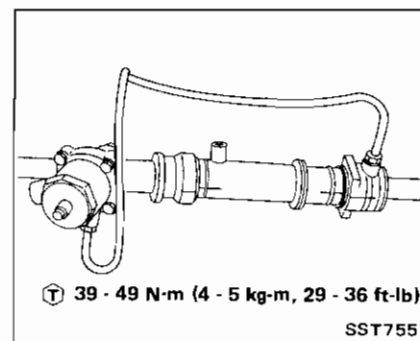


7. Upon completion of assembly, make sure that rack operates smoothly, that boot is not deformed, and that clamp is tightly in place.

Cylinder tubes

1. On cylinder tube "R", temporarily tighten flare nut at rear housing side and then the other one at cylinder side. Finally tighten these nuts to specified torque.

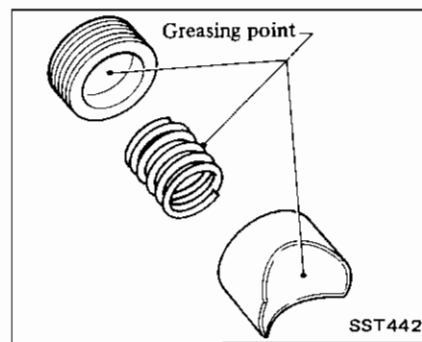
Be careful not to damage flare nut.



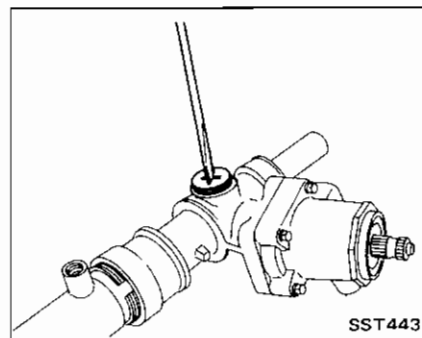
2. Install and tighten flare nuts for cylinder tube "L" in the same way.

Retainer

1. Apply a coat of grease to contact surfaces with rack, and install retainer to pinion housing.



2. Install retainer spring and fully tighten adjust screw.



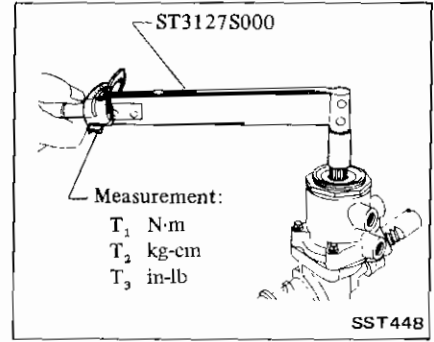
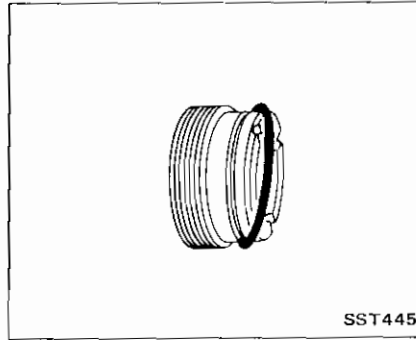
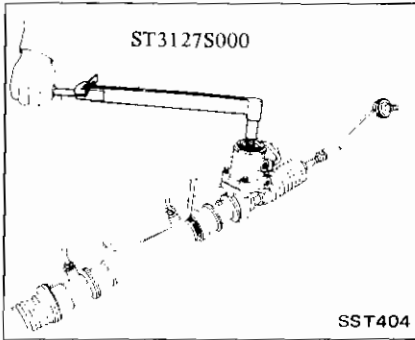
3. Turn back adjust screw 20 to 25° and tighten lock nut.

⌚ : 39 - 59 N·m
(4 - 6 kg·m,
29 - 43 ft·lb)

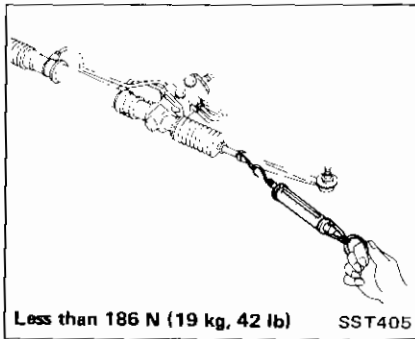
4. Measure pinion rotating torque and rack starting force. If they are not within specifications, readjust.

a. Pinion rotating torque

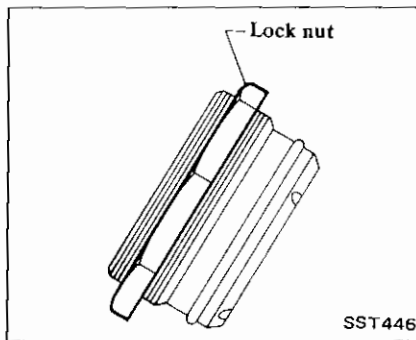
Less than 0.9 N·m (9 kg-cm, 7.8 in-lb) on average and less than 1.5 N·m (15 kg-cm, 13 in-lb) at maximum



b. Rack starting force



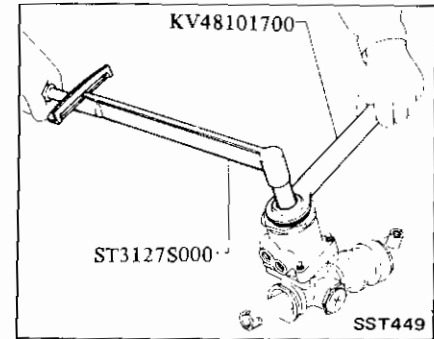
3. Fit rear housing lock nut by approximately 10 pitches on rear housing cover.



6. Tighten rear housing cover until pinion rotating torque is within specified range, using Tool.

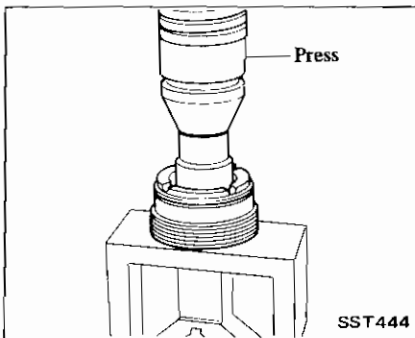
Ⓣ: Stub shaft preload

$T_1 + 0.15$ to 0.25 N·m
 $(T_2 + 1.5$ to 2.5 kg-cm,
 $T_3 + 1.3$ to 2.2 in-lb)

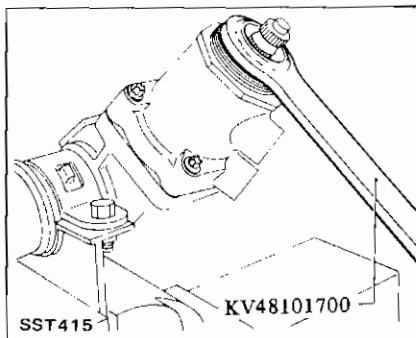


Stub shaft oil seal

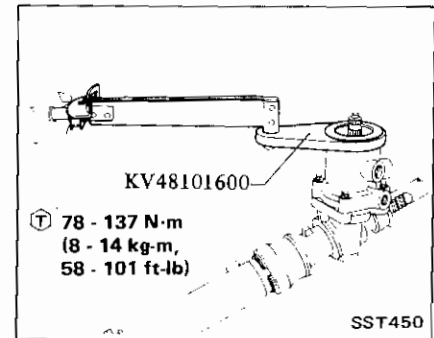
1. Apply a coat of automatic transmission fluid to new stub shaft oil seal and press it into rear housing cover using a suitable tool.



4. Completely tighten rear housing cover assembly to pinion housing and then turn back one pitch from that position.



7. Tighten rear cover lock nut using Tool.



2. Apply a coat of automatic transmission fluid to new O-ring before installing it.

5. Turn stub shaft all the way to right and left several times. Measure pinion rotating torque (pinion bearing friction).

8. Remeasure pinion rotating torque. If it is not within specifications, re-adjust.

Ⓣ: Less than 0.9 N·m (9 kg-cm, 7.8 in-lb)

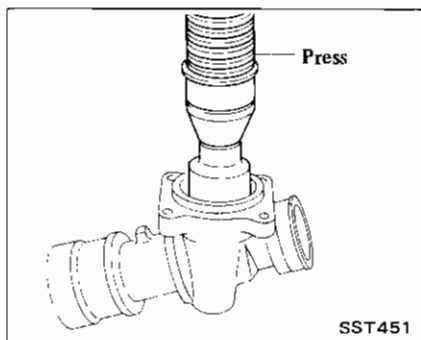
9. Install retainer and adjust pinion rotating torque.

Refer to Retainer for assembly.

Pinion oil seal

1. Press new pinion oil seal into pinion housing, using a suitable tool.

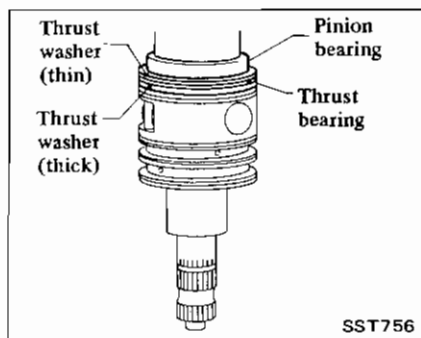
Be sure to apply a coat of automatic transmission fluid to oil seal before installing it.



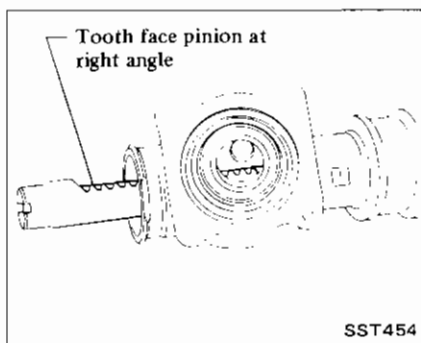
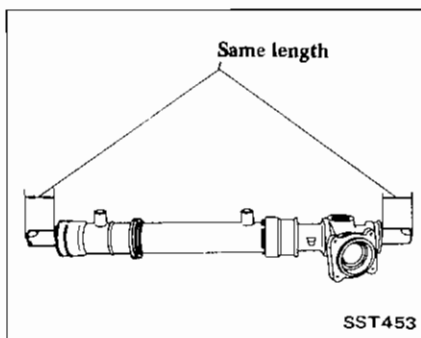
Apply a coat of bearing grease to oil seal lip.

2. Attach two thrust washers and thrust bearing and install pinion bearing.

Apply grease to bearing.

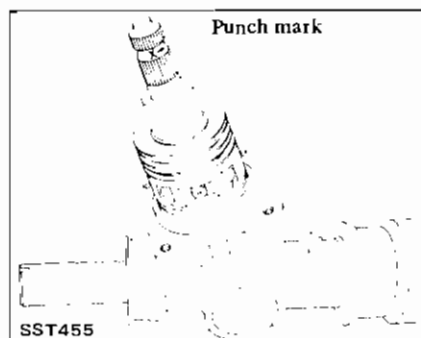


3. Situate rack as shown in figure below.

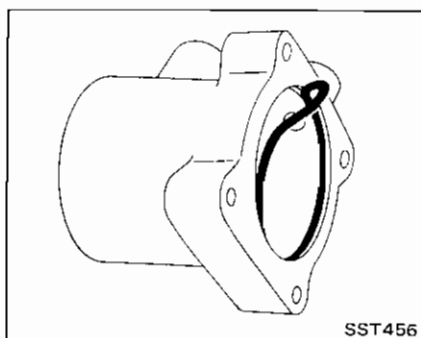


4. Install pinion assembly so that punch mark on pinion stub shaft is located exactly on rear side as it is mounted in car.

- a. Be careful not to damage pinion oil seal.
- b. Do not apply any undue pressure to pinion stub shaft.
- c. Apply a coat of grease to rack and pinion gear.

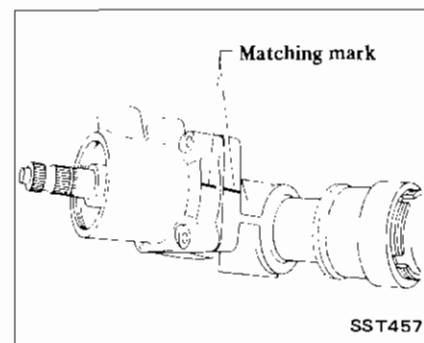


5. Apply a coat of automatic transmission fluid to new O-ring before installing it.

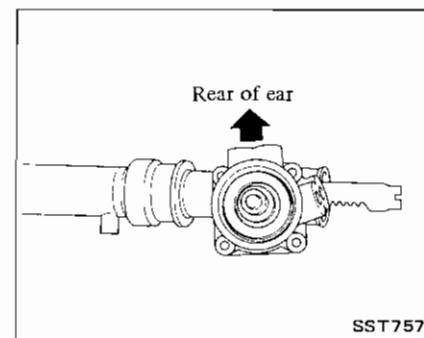


6. Install rear housing by aligning matching marks.

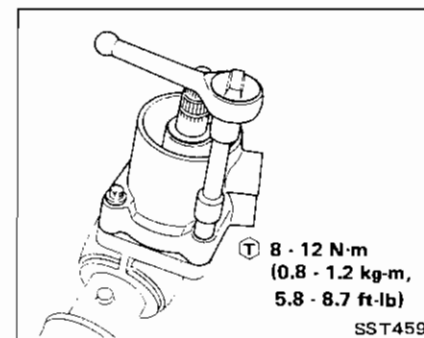
Be careful not to damage pinion teflon ring.



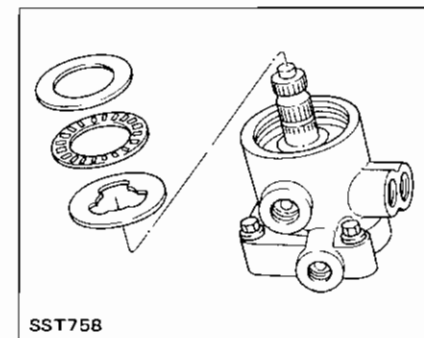
If a matching mark is not present, position cylinder as follows:



7. Tighten rear housing fixing bolts using torx wrench.



8. Properly position thrust washer and needle bearing on pinion's upper surface.



9. Install rear cover.

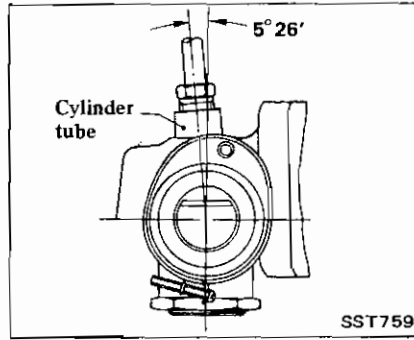
Refer to **Stub Shaft Oil Seal for assembly.**

10. Install retainer and adjust pinion rotating torque.

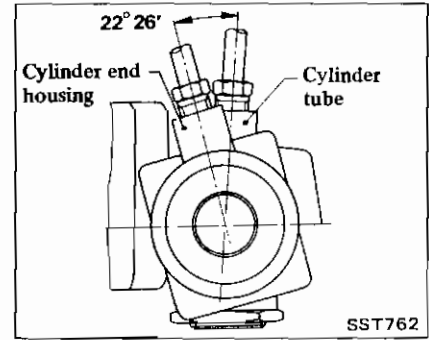
Refer to **Retainer for assembly.**

11. Install cylinder tubes.

Refer to **Cylinder Tubes for assembly.**

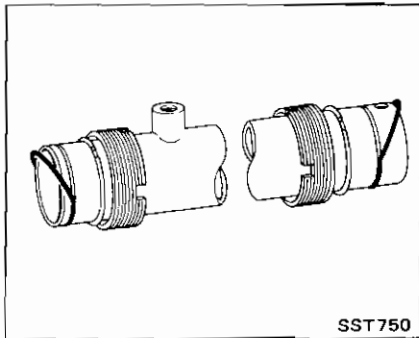


If a matching mark is not present, position cylinder end housing as follows:

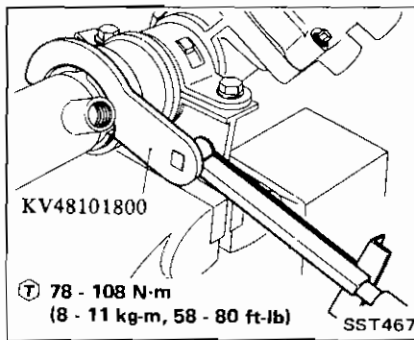


Rack bush assembly (Cylinder and housing)

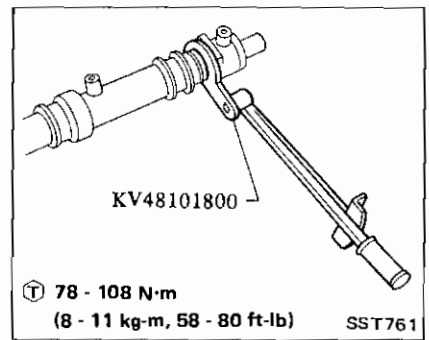
1. Apply a coat of automatic transmission fluid to new O-ring before installing it on cylinder.



3. Tighten cylinder lock nut using Tool.

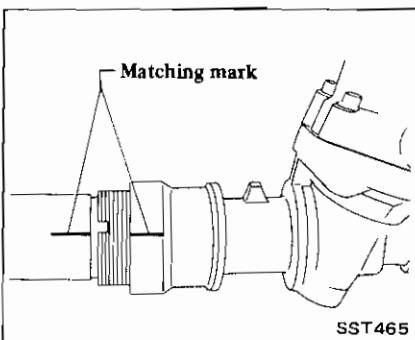


5. Tighten cylinder end housing using Tool.

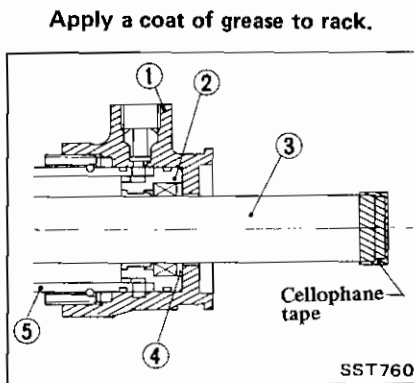


2. Position cylinder on pinion housing by aligning matching marks.

Be careful not to damage piston teflon ring.



4. Wrap cellophane tape around rack end. Then place a new rack bush assembly and back-up washer onto rack end. Next align cylinder end housing at matching marks.



6. Install cylinder tubes.

Refer to **Cylinder Tubes for assembly.**

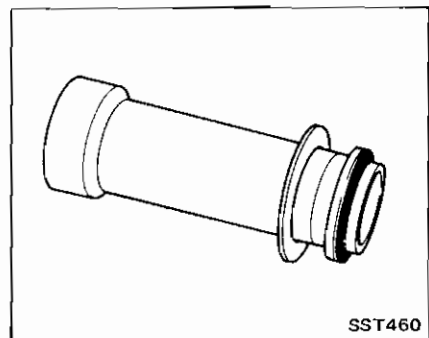
7. Install side rod and breather tube.

Refer to **Side Rod and Breather Tube for assembly.**

If a matching mark is not present, position cylinder as follows:

Rack packing (Inner tube)

1. Apply a coat of automatic transmission fluid to new O-ring when installing it to inner tube.

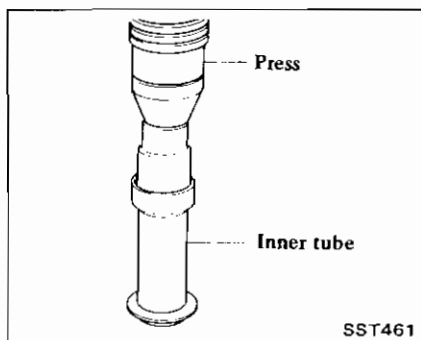


- 1 Cylinder end housing
- 2 Rack bush assembly
- 3 Rack
- 4 Back-up washer
- 5 Cylinder assembly

2. Attach back-up collar to inner tube and press new rack packing into place, using a suitable tool.

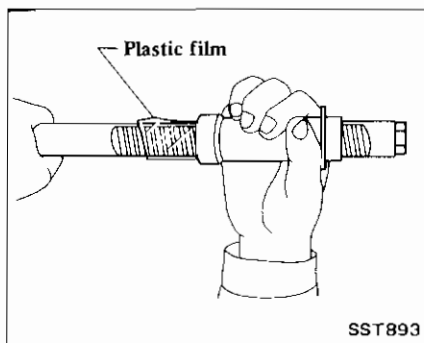
Pressing force:

Less than 5,884 N
(600 kg, 1,323 lb)

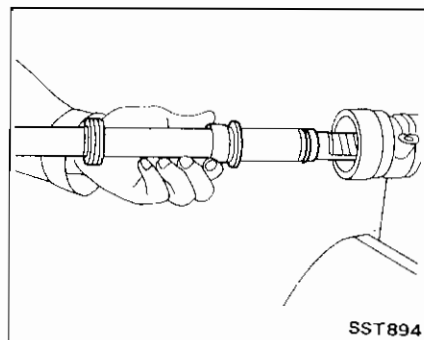


3. Insert inner tube assembly.

- Place plastic film on inner side of rack packing to prevent damage by rack teeth.
- Always remove plastic film after rack packing is positioned properly.



4. Insert rack assembly, and then set inner tube assembly to pinion housing.



5. Install cylinder and rack bush assembly.

Refer to Rack Bush Assembly (Cylinder end housing) for assembly.

6. Install pinion assembly.

Refer to Stub Shaft Oil Seal for assembly.

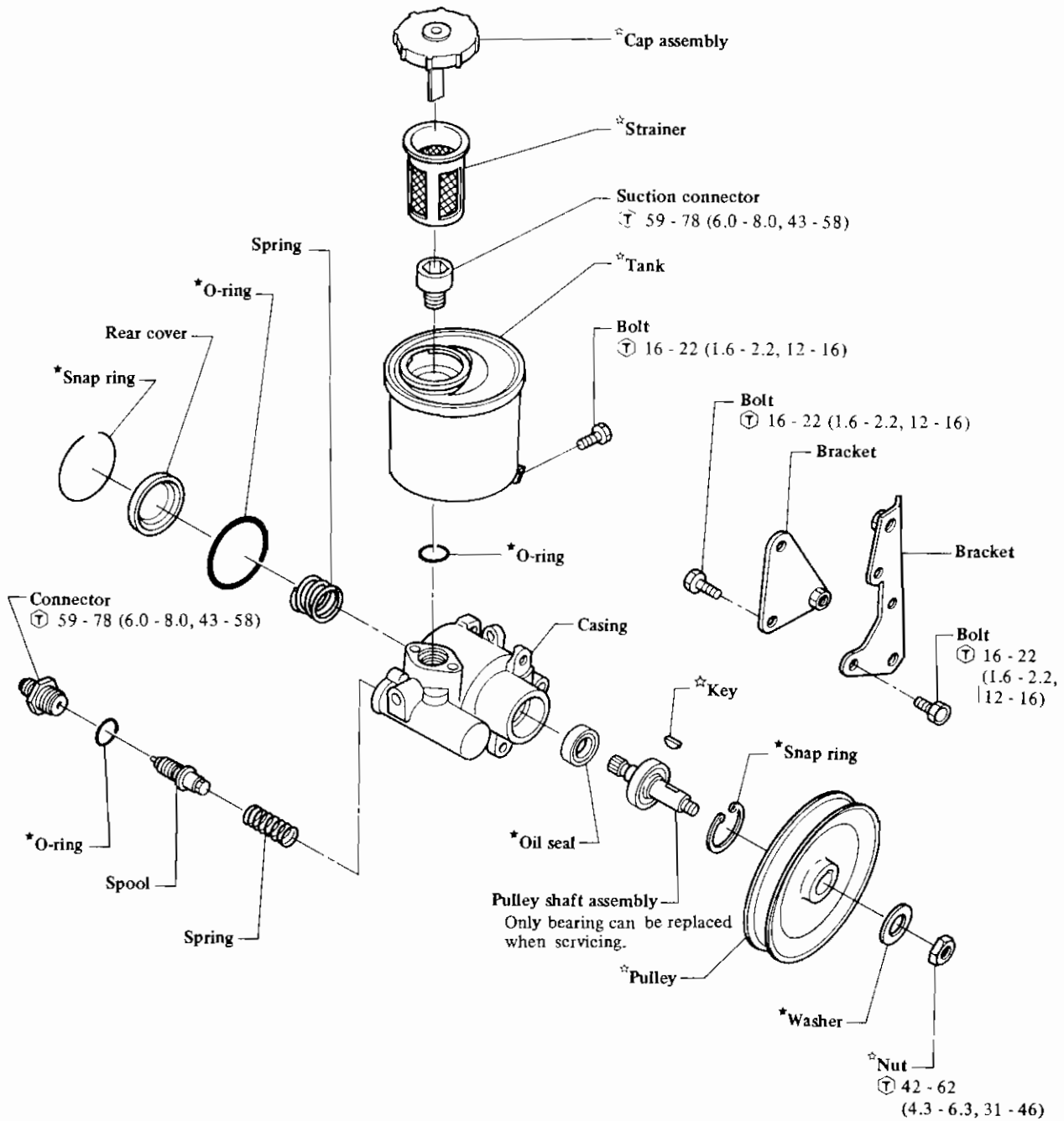
7. Install cylinder tubes.

Refer to cylinder Tubes for assembly.

8. Install side rod and breather tube.

Refer to Side Rod and Breather Tube for assembly.

POWER STEERING OIL PUMP



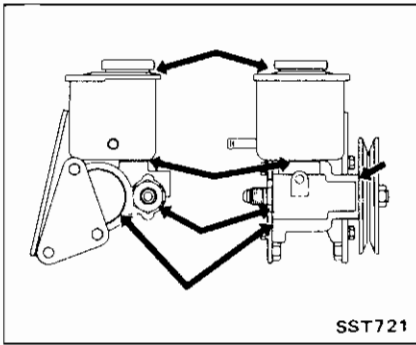
Ⓜ : N-m (kg-m, ft-lb)

* or ☆ : are available for service replacement.
 ☆ : always replace when disassembled.

SST720

The power steering oil pump should be disassembled only if any of the following phenomena is noted.

- Oil leak at the following points



- Deformed or damaged pulley
- Deformed or damaged cap assembly or strainer

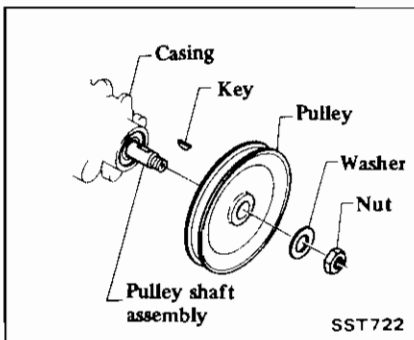
CAUTION:

This power steering oil pump is a precision hydraulic unit. Extreme care should be taken to prevent entry of dust, dirt, metal chips, etc. into oil pump during disassembly.

DISASSEMBLY

Pulley

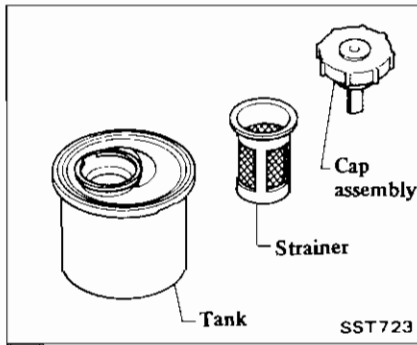
Remove pulley.



Do not reuse washer once it has been removed.

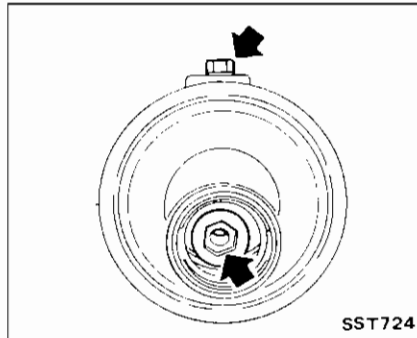
Cap assembly and strainer

Remove cap assembly.

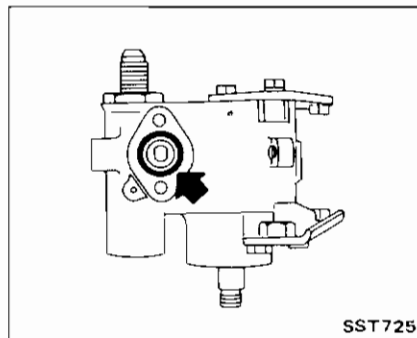


Tank O-ring

1. Remove tank.



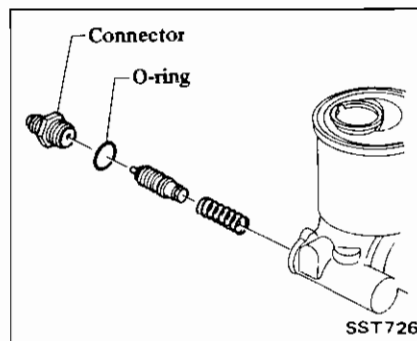
2. Remove O-ring.



Do not reuse O-ring once it has been removed.

Connector

Remove connector, then remove O-ring.



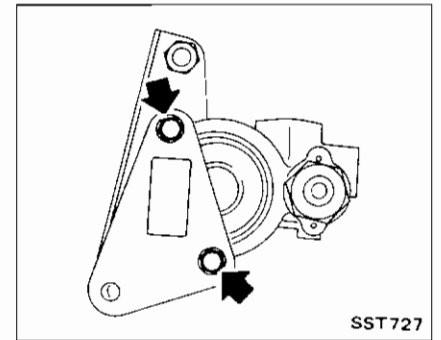
Do not reuse O-ring once it has been removed.

Rear cover O-ring

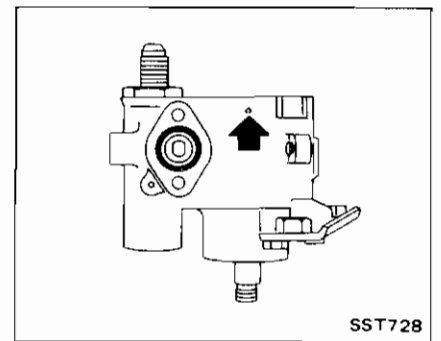
1. Remove tank.

Refer to "Tank O-ring" for disassembly.

2. Remove bracket.

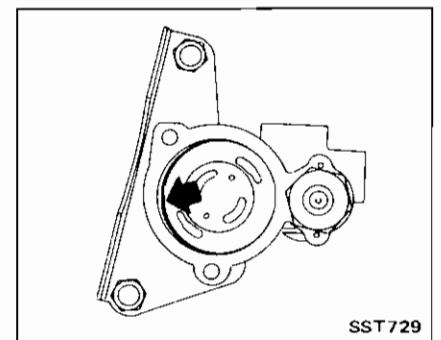


3. Remove snap ring.



Do not reuse snap ring once it has been removed.

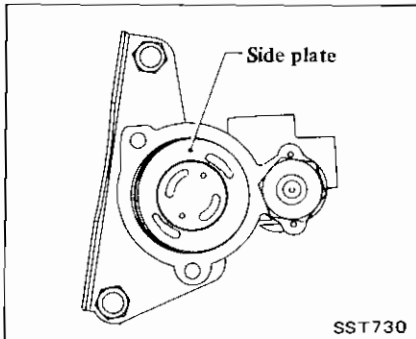
4. Remove rear cover and spring.
5. Remove O-ring.



Do not reuse O-ring once it has been removed.

CAUTION:

Do not face rear cover side of housing downwards, nor jar the housing; otherwise, the side plate, etc. may fall. If dropped, do not attempt to reassemble them; rather replace oil pump assembly.

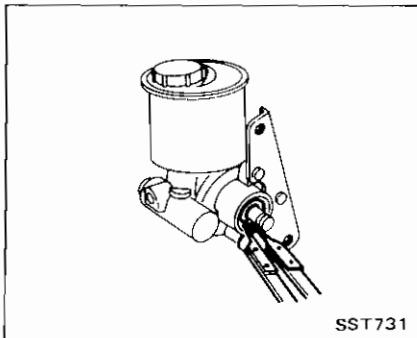


Pulley shaft oil seal

1. Remove pulley.

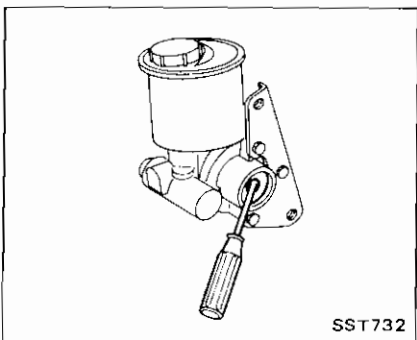
Refer to "Pulley" for disassembly.

2. Remove snap ring, then remove pulley shaft assembly.



Do not reuse snap ring once it has been removed.

3. Remove oil seal.



Do not reuse oil seal once it has been removed.

INSPECTION

Wash clean all disassembled parts in suitable cleaning solvent.

Discard any oil seals and O-rings which have once been removed.

Replace oil seal and O-ring if sealing surface is deformed or cracked.

Pulley and pulley shaft

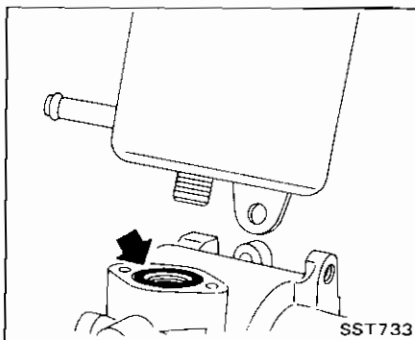
- a. If pulley is cracked or deformed, replace it.
- b. If an oil leak is noticed around pulley shaft oil seal, replace it.
- c. If key or pulley's key groove is deformed or worn, replace oil pump assembly.

Cap assembly and strainer

- a. If cap assembly is deformed, damaged, or cracked, replace it.
- b. If an oil leak is noticed, replace cap assembly. If cap contacting portion of tank is damaged or deformed, replace tank.

Tank

- a. If tank is deformed or cracked, replace it.
- b. If an oil leak is noticed, replace O-ring.



Connector

- a. If connector is deformed or cracked, replace oil pump assembly.
- b. If an oil leak is noticed, replace O-ring.

Rear cover

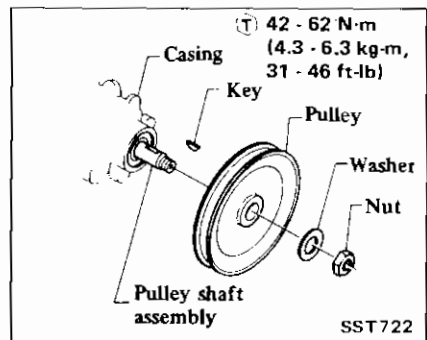
If an oil leak is noticed, replace O-ring.

CAUTION:

- a. When disassembling, reassembling or inspecting, use utmost care not to damage housing and rear cover contacting portion. If damaged accidentally, do not attempt to reassemble them; rather replace oil pump assembly.
- b. When rear cover is removed, do not face housing downwards; or the side plate, etc. may fall. If dropped, do not attempt to reassemble them; rather replace oil pump assembly.

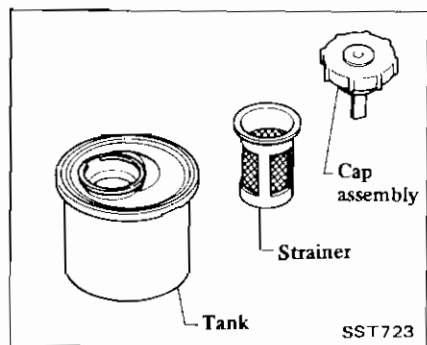
ASSEMBLY

Pulley



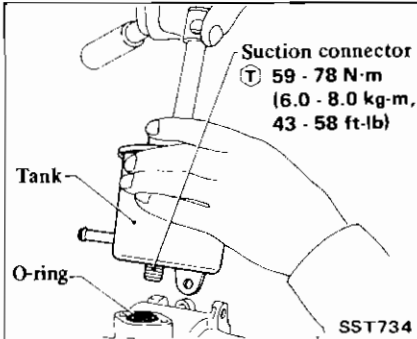
- a. Always use new washer.
- b. After tightening nuts securely, be sure to bend washer.

Cap assembly and strainer



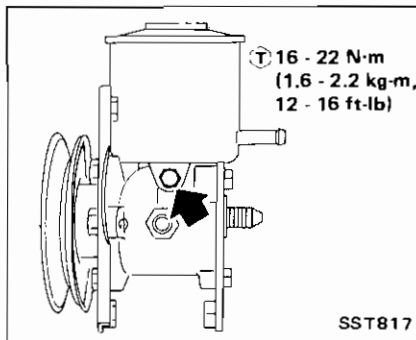
Tank O-ring

1. Install new O-ring.
 - a. Before installing, apply a thin coat of vaseline to O-ring.
 - b. Make certain that O-ring is installed properly.
2. Install tank.



Use utmost care not to damage O-ring when installing suction connector.

3. Install bolt.

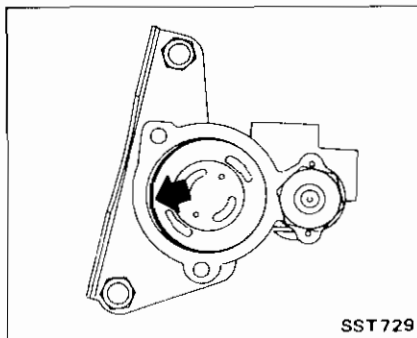


4. Install cap assembly.

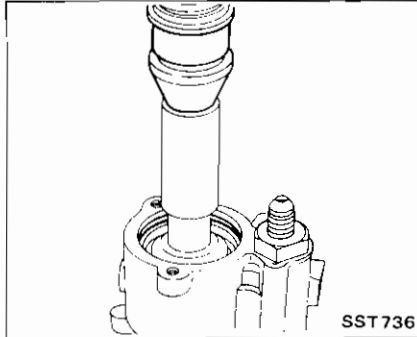
Refer to "Cap assembly and strainer" for assembly.

Rear cover O-ring

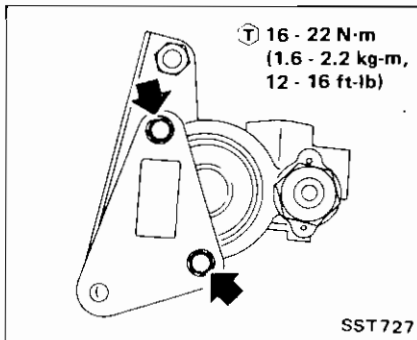
1. Install new O-ring.



- a. Before installing, apply a thin coat of vaseline to O-ring.
 - b. Make certain that O-ring is installed properly.
2. Install spring, and press rear cover with a hydraulic press so that snap ring can be installed.



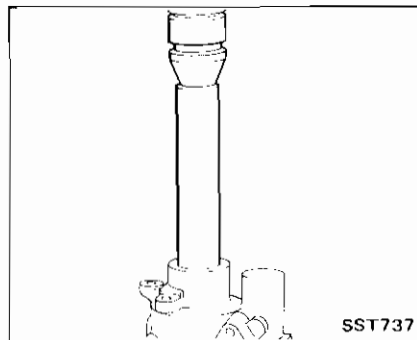
3. Install new snap ring.
4. Install bracket.



5. Assemble by referring to "Assembly of Tank O-ring".

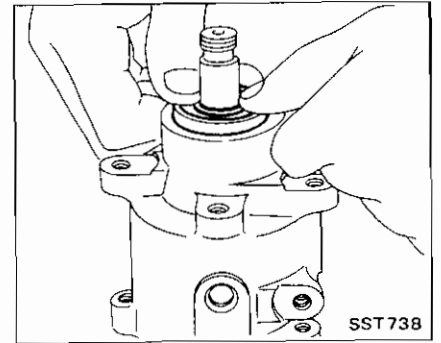
Pulley shaft oil seal

1. Using a suitable tool, install new oil seal.

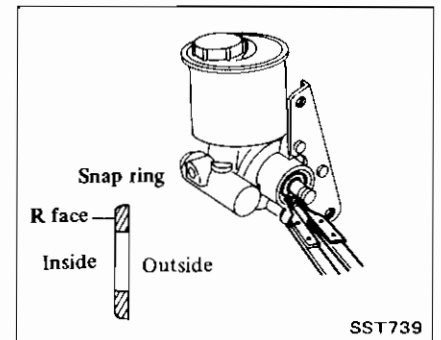


Before installing, apply a thin coat of vaseline to oil seal.

2. Securely install pulley shaft assembly by adjusting with screwdriver until rotor comes to the center position.



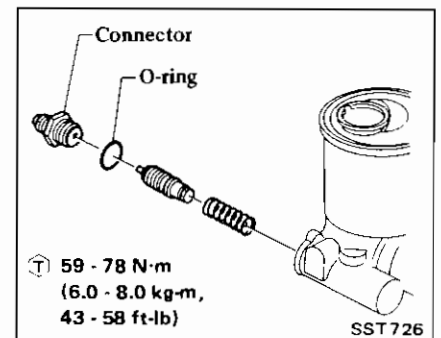
3. Install new snap ring.



4. Install pulley.

Refer to "Pulley" for assembly.

Connector



- a. Before installing, apply a thin coat of vaseline to O-ring.
- b. Make certain that O-ring is installed properly.

SERVICE DATA AND SPECIFICATIONS (S.D.S.)

GENERAL SPECIFICATIONS

Steering column	Collapsible column
Steering gear type	
Manual steering gear	RP15L (Rack-and-pinion)
Power steering gear	IPRP15L
Turns of steering wheel (Lock to Lock)	
RP15L	3.5
IPRP15L	3.2
Steering gear ratio (Overall ratio)	
RP15L	19.6 : 1
IPRP15L	17.8 : 1
Standard clearance between upper jacket head and lower jacket mm (in)	399.5 - 400.5 (15.73 - 15.77)

INSPECTION AND ADJUSTMENT

	RP15L, IPRP15L
Front wheel turning angle degree	
Inside	33-1/2° - 37-1/2°
Outside	29° - 33°
Steering wheel axial play mm (in)	
Equipped with RP15L	0 (0)
Equipped with IPRP15L	0 (0)
Steering wheel play mm (in)	
Equipped with RP15L	20 - 30 (0.79 - 1.18)
Equipped with IPRP15L	Less than 35 (1.38)

MODEL : RP15L

Side rod outer ball joint Swinging torque N-m (kg-cm, in-lb)	0.3 - 2.9 (3 - 30, 2.6 - 26)
Side rod inner ball joint Swinging torque N-m (kg-cm, in-lb)	0 - 4.9 (0 - 50, 0 - 43)
Pinion gear turning torque (Pinion gear and rack gear assembly) N-m (kg-cm, in-lb)	Less than 2.0 (20, 17)
Rack force to pull N (kg, lb)	Less than 98 (10, 22)
Side rod length mm (in)	29.5 (1.161)
Pinion bearing inner snap ring thickness mm (in)	1.04 - 1.09 (0.0409 - 0.0429) -1.09 - 1.14 (0.0429 - 0.0449) 1.14 - 1.19 (0.0449 - 0.0469) 1.19 - 1.24 (0.0469 - 0.0488) 1.24 - 1.29 (0.0488 - 0.0508)
Pinion bearing outer snap ring thickness mm (in)	1.55 - 1.60 (0.0610 - 0.0630) 1.60 - 1.65 (0.0630 - 0.0650) 1.65 - 1.70 (0.0650 - 0.0669) 1.70 - 1.75 (0.0669 - 0.0689)

MODEL: IPRP15L

Side rod outer ball joint Swinging torque N-m (kg-cm, in-lb)	0.3 - 2.9 (3 - 30, 2.6 - 26.0)
Side rod inner ball joint Axial play mm (in)	0 (0)
Swinging torque N-m (kg-cm, in-lb)	0.1 - 7.8 (1 - 80, 0.9 - 69.4)
Pinion rotating torque (Gear assembly) N-m (kg-cm, in-lb)	Less than 1.5 (15, 13)
Rack starting force (Gear assembly) N (kg, lb)	Less than 186 (19, 42)
Side rod length mm (in)	33.6 (1.323)
Oil pump belt deflection mm (in)	8 - 12 (0.31 - 0.47) at 98 N (10 kg, 22 lb)
Steering wheel turning force N (kg, lb)	24.5 - 29.4 (2.5 - 3.0, 5.5 - 6.6)
Normal operating temperature at fluid °C (°F)	60 - 80 (140 - 176)
Oil pump maximum pressure kPa (kg/cm ² , psi)	6,571 - 7,748 (67 - 79, 953 - 1,123)
Fluid capacity ℓ (US qt, Imp qt)	1.1 (1-1/8, 1)

TIGHTENING TORQUE

STEERING COLUMN

Unit	N·m	kg·m	ft·lb
Steering wheel nut	39 - 49	4.0 - 5.0	29 - 36
Jacket tube bracket and cover to dash panel	3.4 - 4.4	0.35 - 0.45	2.5 - 3.3
Steering column mounting bracket	13 - 18	1.3 - 1.8	9 - 13
Coupling to column shaft	16 - 22	1.6 - 2.2	12 - 16
Lower joint to rubber coupling	23 - 26	2.3 - 2.7	17 - 20
Lower joint to pinion gear (RP15L)	39 - 49	4.0 - 5.0	29 - 36
Lower joint to pinion gear (IPRP15L)	32 - 38	3.3 - 3.9	24 - 28

STEERING GEAR AND LINKAGE

Model : RP15L

Unit	N·m	kg·m	ft·lb
Side rod to knuckle arm	54 - 98	5.5 - 10.0	40 - 72
Side rod lock nut	78 - 98	8.0 - 10.0	58 - 72
Gear housing clamp	45 - 60	4.6 - 6.1	33 - 44
Retainer lock nut	39 - 59	4.0 - 6.0	29 - 43
Side rod inner socket lock nut	78 - 98	8.0 - 10.0	58 - 72

Model: IPRP15L

Unit	N·m	kg·m	ft·lb
Side rod to knuckle arm	54 - 98	5.5 - 10.0	40 - 72
Side rod lock nut	78 - 98	8.0 - 10.0	58 - 72
Gear housing clamp	45 - 60	4.6 - 6.1	33 - 44
Oil pump to bracket	26 - 36	2.7 - 3.7	20 - 27
Hose to oil pump	29 - 49	3.0 - 5.0	22 - 36
Hose to gear housing	39 - 49	4.0 - 5.0	29 - 36
Side rod inner socket lock nut	78 - 98	8.0 - 10.0	58 - 72
Boots clamp securing bolt	0.2 - 0.4	0.02 - 0.04	0.1 - 0.3
Retainer lock nut	39 - 59	4.0 - 6.0	29 - 43
Rear cover lock nut	78 - 137	8.0 - 14.0	58 - 101
Cylinder lock nut	78 - 108	8.0 - 11.0	58 - 80
Rear housing fixing bolt	8 - 12	0.8 - 1.2	5.8 - 8.7
Cylinder tube flare nut	39 - 49	4.0 - 5.0	29 - 36
Pulley nut	42 - 62	4.3 - 6.3	31 - 46
Oil pump bracket	16 - 22	1.6 - 2.2	12 - 16
Oil pump to tank	16 - 22	1.6 - 2.2	12 - 16
Connector	59 - 78	6.0 - 8.0	43 - 58
Suction connector	59 - 78	6.0 - 8.0	43 - 58

TROUBLE DIAGNOSES AND CORRECTIONS

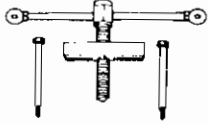
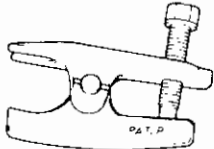

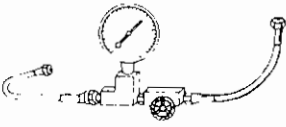
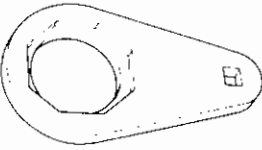


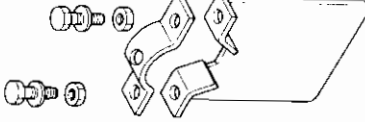
MANUAL STEERING

Refer to TROUBLE DIAGNOSES AND CORRECTIONS in “Front Axle & Front Suspension” Section.

POWER STEERING

Condition	Probable cause	Corrective action
Oil pressure does not build up.	Pump drive belt slipping on pulley. Pump malfunctioning. Oil leaking through hose joints. Oil leaking through power steering.	Readjust belt tension. Replace. Replace or retighten copper washer. Replace sealing parts at steering system.
Steering wheel moves heavily.	Lack of oil in oil pump.* Air present in oil. Oil pressure too low. Wheel alignment out of specifications or air pressure in tires too low.* Steering gears improperly engaged.* Steering column out of alignment.* Worn or damaged ball joint at suspension and steering linkage.*	Refill. Bleed air. See “Hydraulic system check”. Re-align or inflate tires to correct pressure. Replace gear assembly. Repair or replace. Replace.
Steering wheel fails to return.	Refer to items marked “*” above. Front wheel caster improperly adjusted. Internal gears dragged or gouged.	Readjust. Replace gear assembly.
Steering effort is not the same in both directions.	Oil leakage in steering gear. Stuffy oil passage in steering gear.	Replace sealing parts. Replace gear assembly.
Unstable running.	Wheel bearing not properly adjusted. Stuck or damaged control valve in steering gear. Front wheel alignment not properly. Excessive steering gear play. Play at suspension and linkage ball joint.	Readjust. Replace gear assembly. Readjust. Readjust backlash or replace gear assembly. Replace.
Noisy pump.	Lack of oil in oil pump. Hoses or oil filter clogged. Loose pulley. Belt noisy or slapping. Broken pump part.	Refill. Clean or, if necessary, replace. Repair. Readjust tension. Replace.

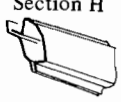
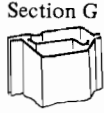
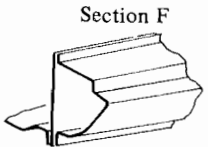
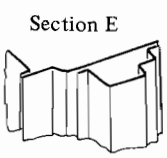
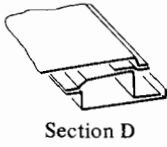
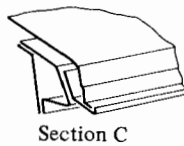
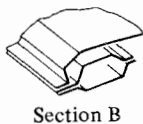
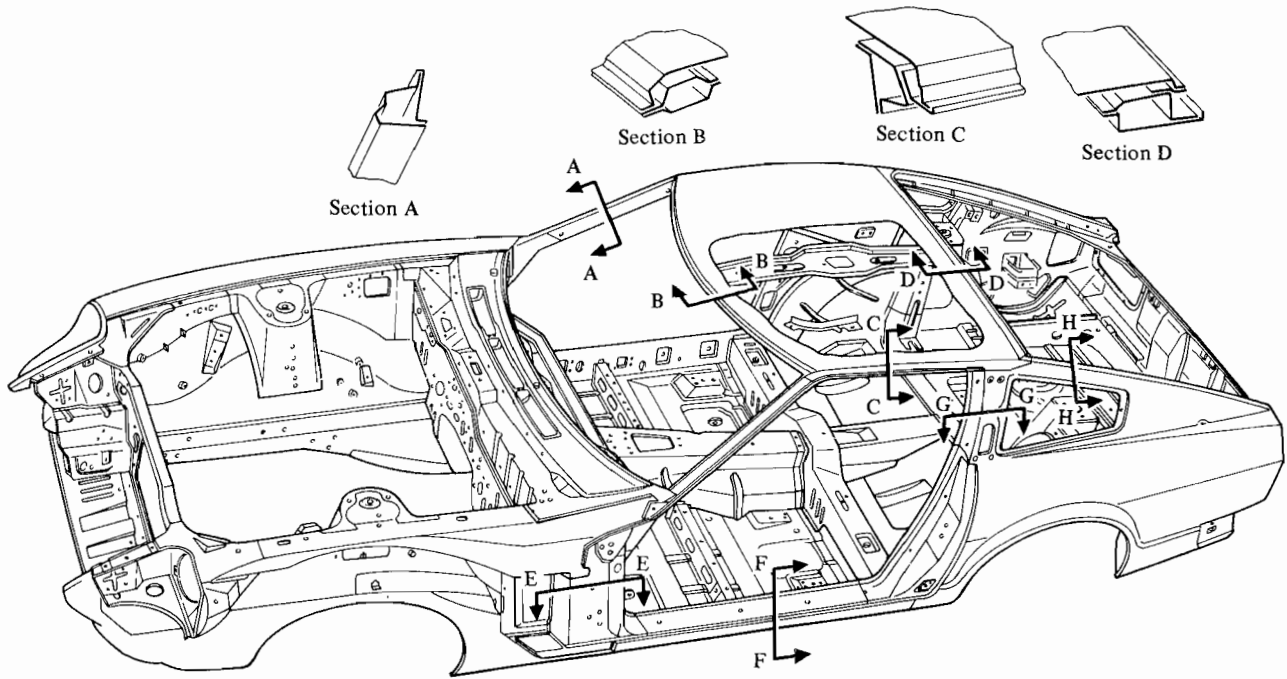
SPECIAL SERVICE TOOLS

Tool number (Kent-Moore No.)	Tool name	Unit application	
		RP15L	IPRP15L
ST27180001 (J25726)	Steering wheel puller 	X	X
HT72520000 (J25730-A)	Ball joint remover 	X	X
ST3127S000 (See J25765)	Preload gauge 	X	X
① GG91030000 (J25765)	Torque wrench		
② HT62900000 (-)	Socket adapter (Useless)	X	X
③ HT62940000 (-)	Socket adapter (Useless)		
ST27091000 (J26357)	Pressure gauge 	-	X
KV48101600 (J28818)	Rear housing lock nut wrench 	-	X
KV48101700 (J28819)	Rear cover wrench 	-	X
KV48101800 (J28820)	Cylinder lock nut wrench 	-	X
KV48102100 (J28817)	Power steering stand 	-	X

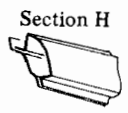
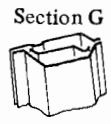
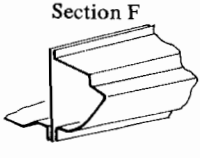
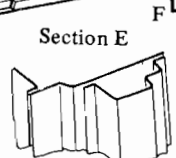
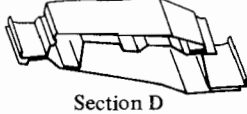
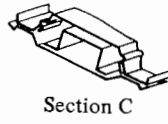
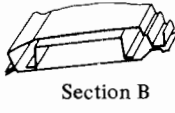
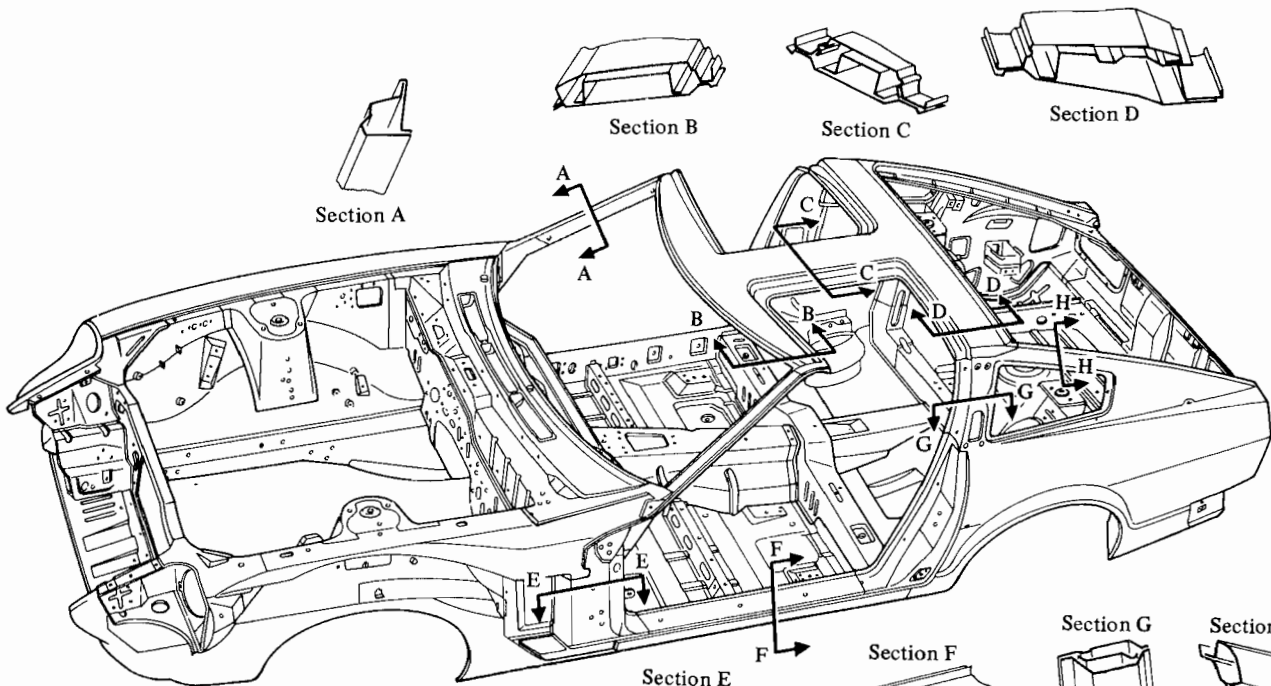
SECTION BF**CONTENTS**

BODY CONSTRUCTION	BF- 2	WINDSHIELD AND WINDOW	
BODY ALIGNMENT	BF- 3	GLASS	BF-16
BUMPER	BF- 4	WINDSHIELD GLASS	BF-16
DESCRIPTION	BF- 4	SIDE WINDOW GLASS (2 seater)	BF-19
INSPECTION	BF- 5	SIDE WINDOW GLASS (2 + 2 seater)	BF-20
FRONT BUMPER	BF- 5	BACK DOOR GLASS	BF-22
REAR BUMPER	BF- 6	T-BAR ROOF	BF-24
BODY FRONT END	BF- 6	CONSTRUCTION	BF-24
RADIATOR GRILLE	BF- 6	LOCK MECHANISM	BF-25
FRONT APRON	BF- 7	INTERIOR	BF-26
HEADLAMP CASE	BF- 7	INSTRUMENT PANEL	BF-26
FRONT FENDER	BF- 8	CONSOLE BOX	BF-27
HOOD	BF- 8	SEAT	BF-28
HOOD LOCK CONTROL	BF- 9	SEAT BELT	BF-28
TORSION BAR	BF- 9	TRIM AND MOLDING	BF-29
HOOD HINGE	BF- 9	ROOF TRIMMING	BF-29
DOORS	BF-10	BODY SIDE TRIM AND MOLDING	BF-30
DOOR	BF-10	TONNEAU COVER	BF-30
BODY REAR END	BF-14	SPECIAL SERVICE TOOLS	BF-31
BACK DOOR	BF-14		
BACK DOOR OPENER	BF-15		

BODY CONSTRUCTION

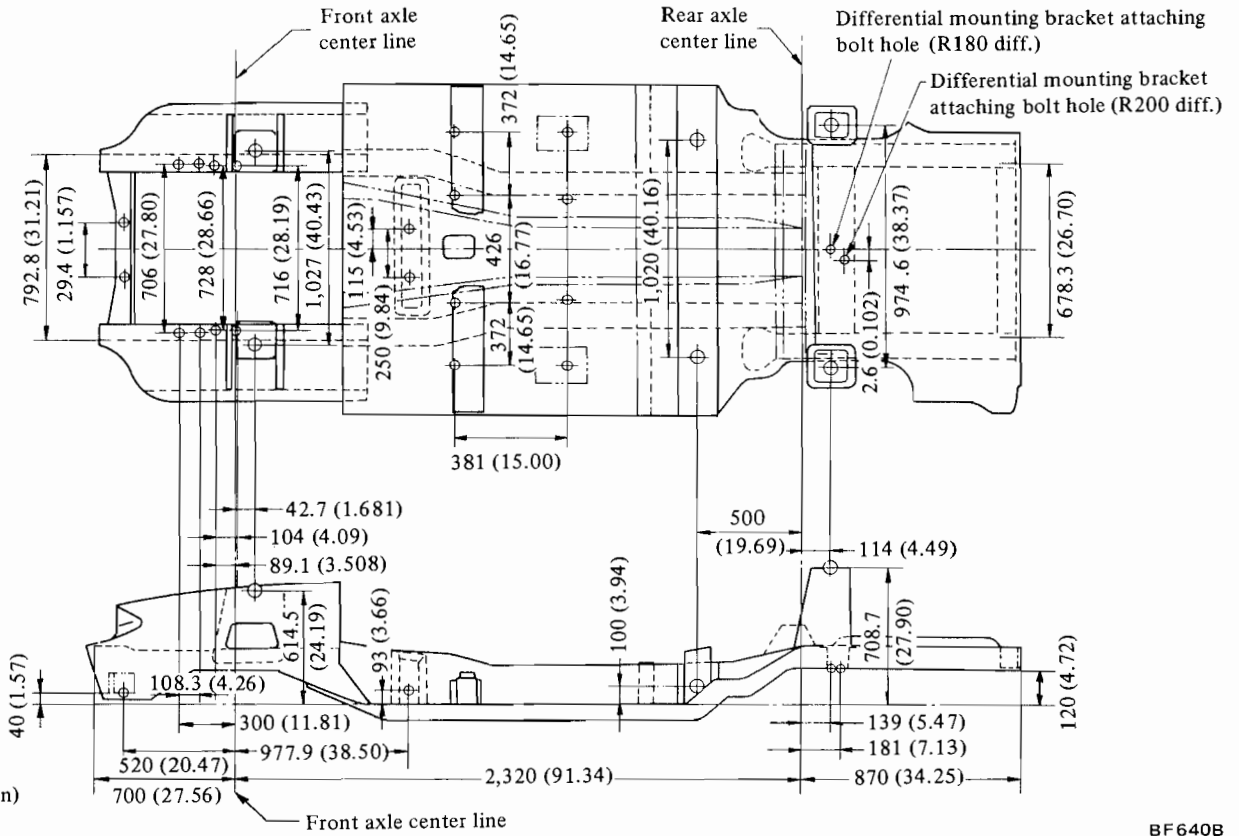


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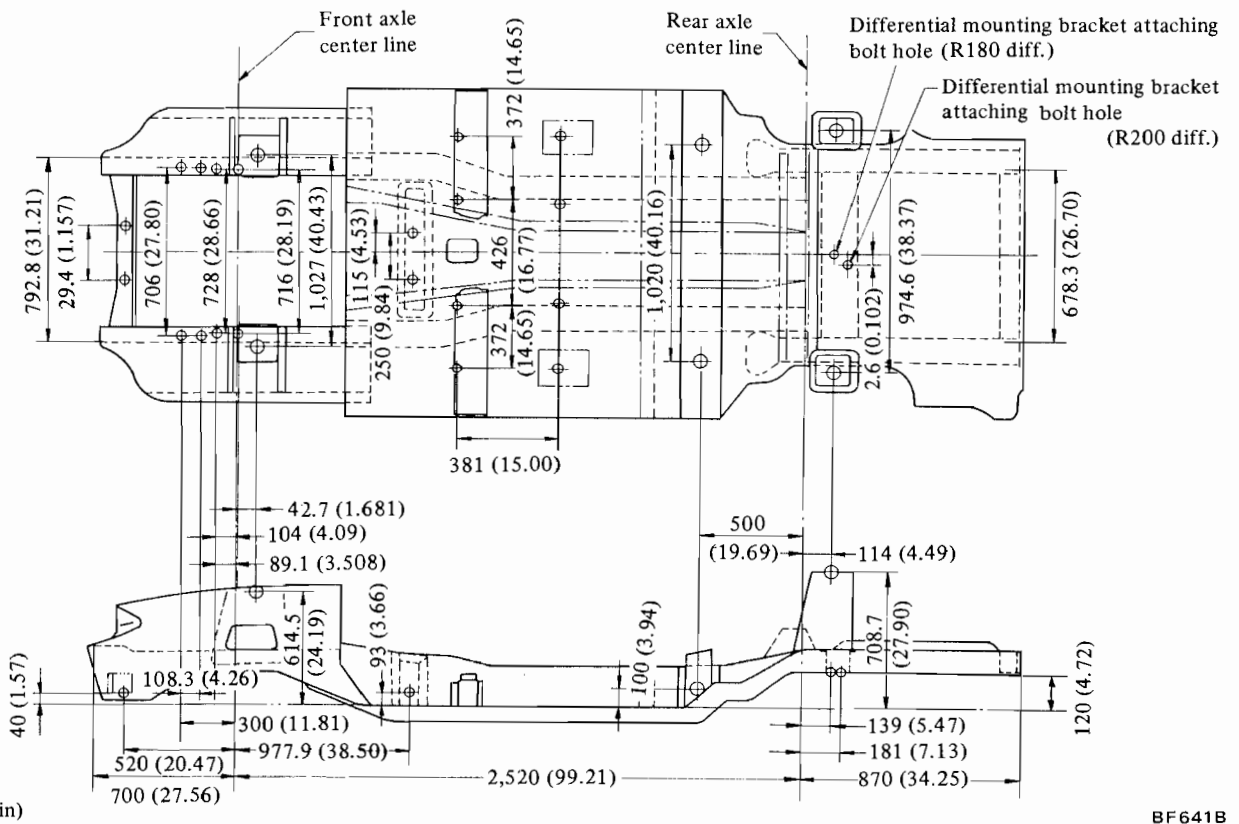


SBF309

BODY ALIGNMENT



BF640B



BF641B

BUMPER

DESCRIPTION

The front and rear bumpers are installed on the car body through the strut-type, gas-and-oil-filled shock absorbers. These bumpers are so designed that when the car is involved in a

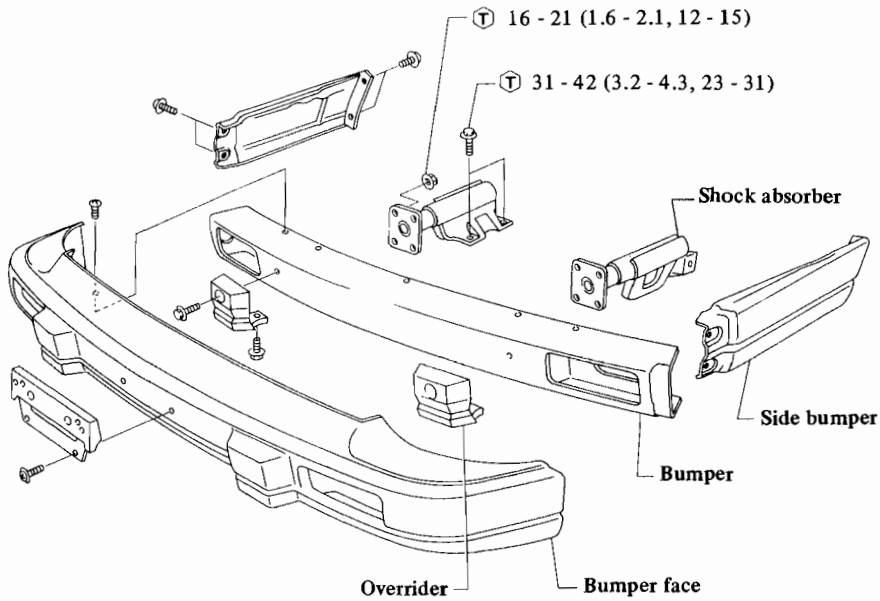
collision (solid barrier) at a speed of 8 km/h (5 MPH) or less, they retract to effectively absorb impact energy and to prevent car from damage.

The bumpers will be returned to their original positions upon absorbing impact energy.

CAUTION:

The shock absorber is filled with a high pressure gas and should not be disassembled, drilled or exposed to an open flame.

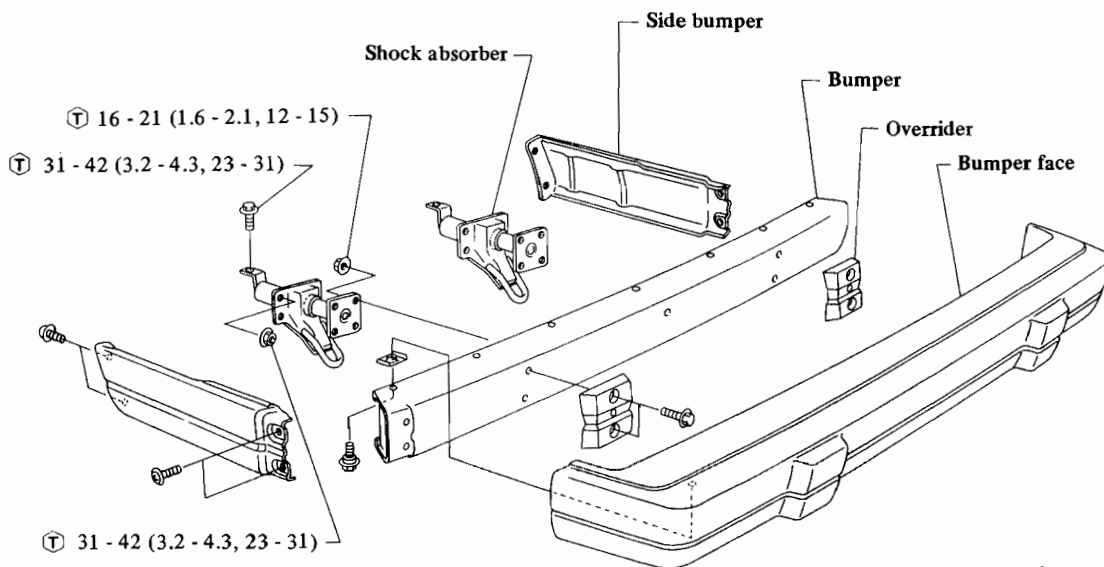
FRONT BUMPER



Ⓣ : N·m (kg·m, ft·lb)

SBF515A

REAR BUMPER



Ⓣ : N·m (kg·m, ft·lb)

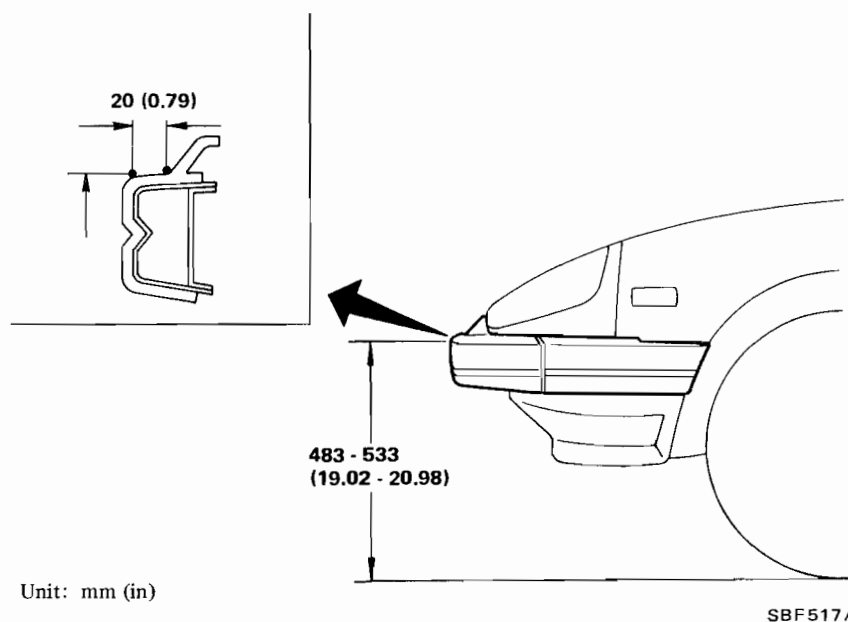
SBF516A

INSPECTION

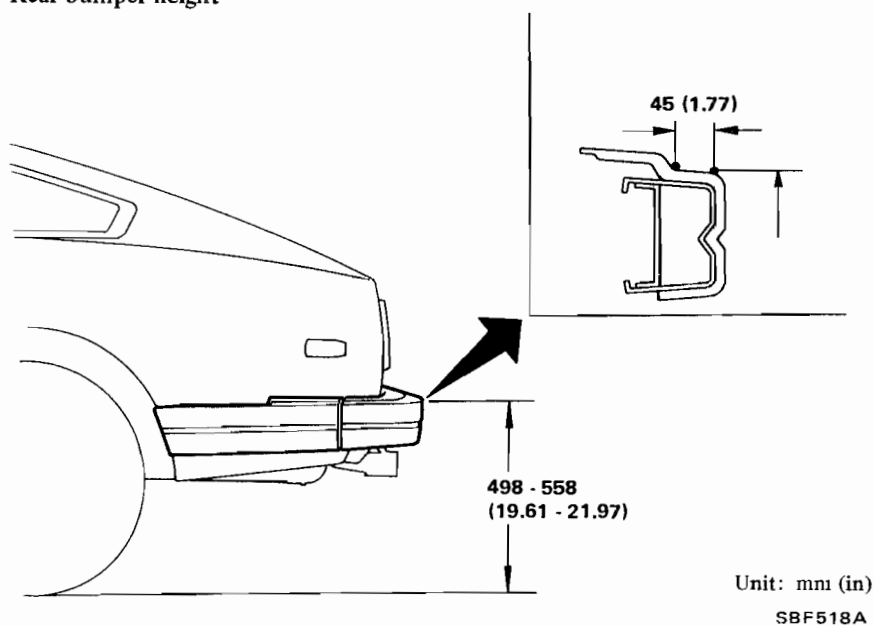
BUMPER HEIGHT

Adjust bumper height so that distance from top edge to ground meets

Front bumper height



Rear bumper height



SHOCK ABSORBER

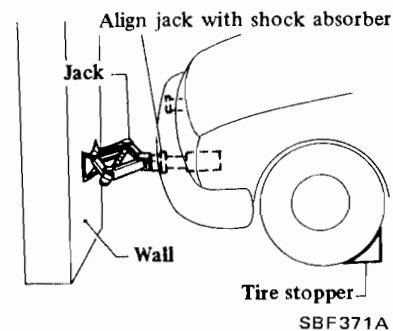
1. Check shock absorber for oil leakage, cracks or deformation.
 2. Function of shock absorber;
- (1) Place vehicle in front of a wall.

specifications.

Place vehicle on a flat surface under curb weight conditions. Tires must be inflated to rated pressure.

Apply parking brake and place tire stoppers securely.

- (2) Place a jack between bumper and wall; jack is positioned squarely with bumper directly in line with shock absorber to be checked.



- (3) Apply pressure to compress shock absorber at least 10.0 mm (0.394 in).

Use a jack with capacity of more than 600 kg (1,323 lb).

- (4) Make sure bumper returns to its original position when jack is retracted. Replace if necessary.

CAUTION:

It is not recommended to confirm proper installation by driving into walls or other barriers as this could cause personal injury or damage to the vehicle.

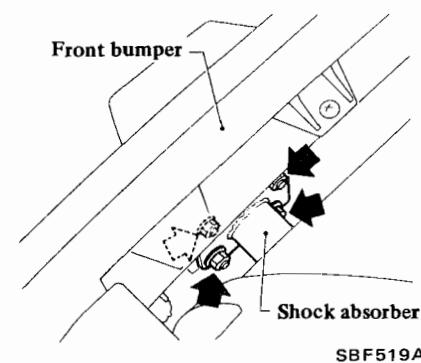
When replacing shock absorbers, make sure they are of the same type and rating, and manufactured by the same maker.

- (5) For rear bumper, use the same procedures as described for front bumper.

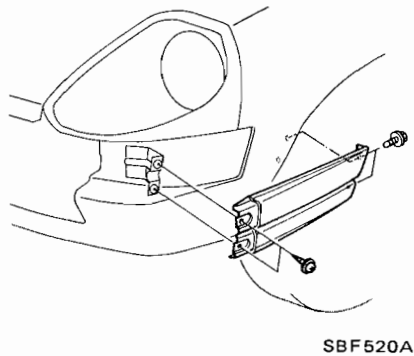
FRONT BUMPER

REMOVAL AND INSTALLATION

1. Disconnect front combination lamp harness connectors.
2. Open hood, and then remove bumper from shock absorber.

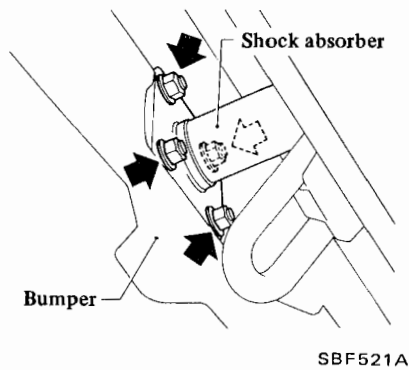


3. Remove side bumper from fender.

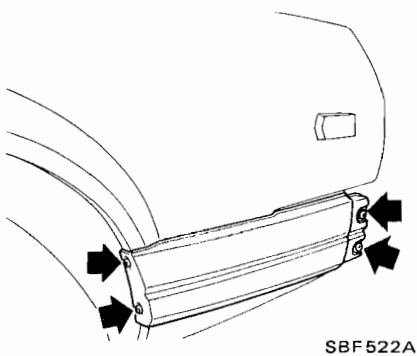


4. Remove shock absorber.

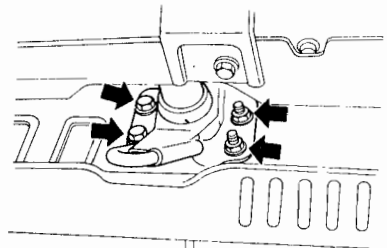
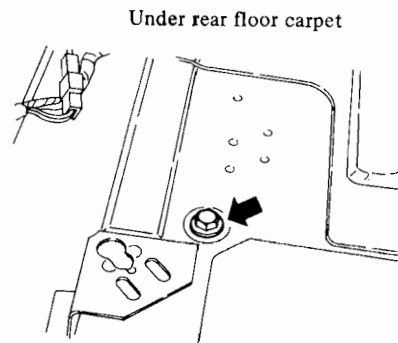
5. Install in the reverse order of removal, and adjust bumper height.



2. Remove side bumper.



3. After removing rear carpet and padding, remove shock absorber.



4. Install in the reverse order of removal, and adjust bumper height.

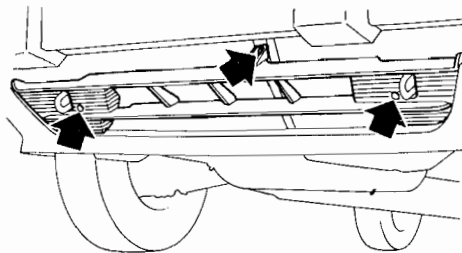
REAR BUMPER

REMOVAL AND INSTALLATION

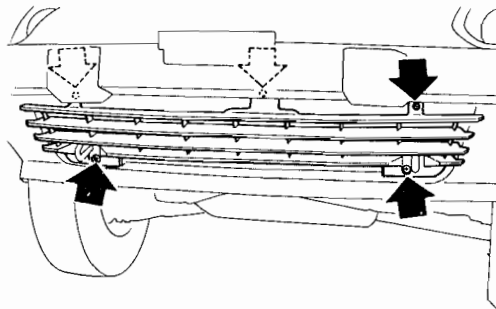
1. Remove bumper from shock absorber.

BODY FRONT END

Model equipped with turbocharger



Model not equipped with turbocharger



RADIATOR GRILLE

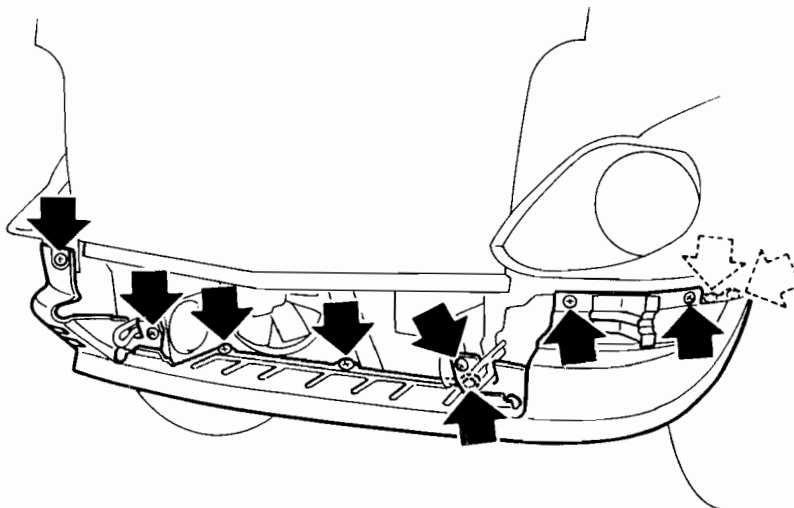
CAUTION:

- a. Radiator grille is made of plastic, so do not use excessive force.
- b. Take care to keep any oil away from radiator.

FRONT APRON

REMOVAL AND INSTALLATION

1. Remove bumper and side bumper.
2. Remove radiator grille.
3. Remove front apron.
4. Installation is in the reverse order of removal.

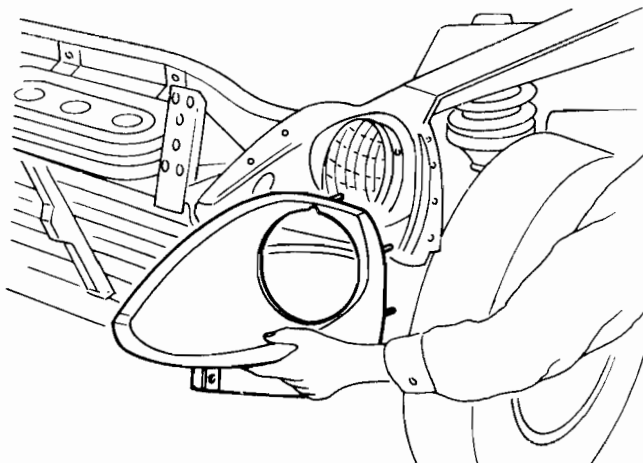


SBF525A

HEADLAMP CASE

REMOVAL AND INSTALLATION

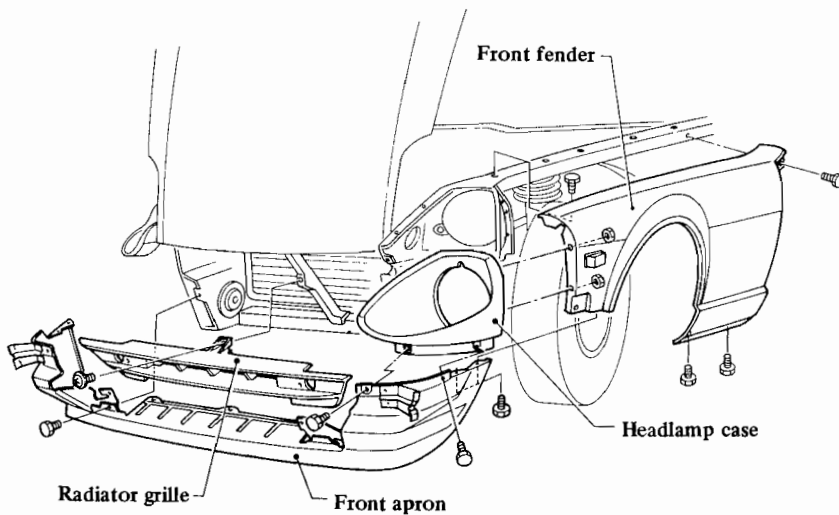
1. Remove front apron and side apron. Refer to Front Apron and Side Apron for removal.
2. Remove headlamp.
3. Remove inner fender protector.
4. Remove screws securing headlamp case to front fender. Then remove headlamp case.
5. Installation is in reverse order of removal.



BF653B

FRONT FENDER

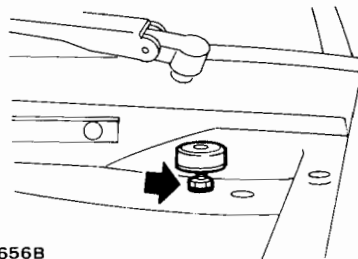
REMOVAL AND INSTALLATION



SBF526A

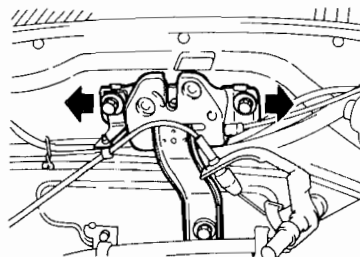
1. Remove inner fender protector.
2. Remove headlamp case. Refer to Headlamp Case for removal.
3. Disconnect side marker lamp harness at connector. Then remove front fender.
4. Installation is in reverse order of removal.

2. Loosen hood bumper lock nuts and lower bumpers until they do not contact rear of hood when hood is locked.



BF656B

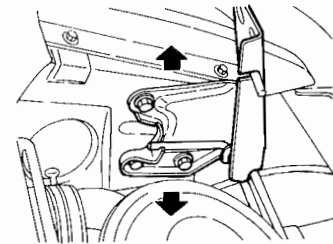
3. Adjust hood lock to set striker at center of hood lock, and tighten hood lock securing bolts temporarily.



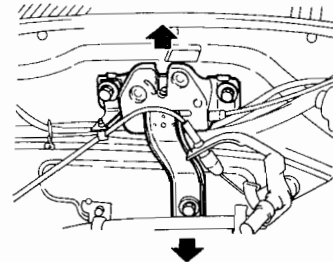
BF657B

4. Adjust hood up and down by loosening hood hinge to body and hood lock to body attaching bolts to obtain a flush hood with fender.

Front side

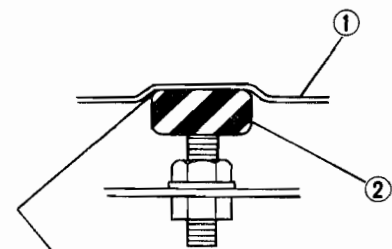


Rear side



BF658B

5. Raise bumpers until they contact rear of hood when hood is locked.



Be sure to contact this portion.

- 1 Hood
- 2 Hood bumper rubber

BF659B

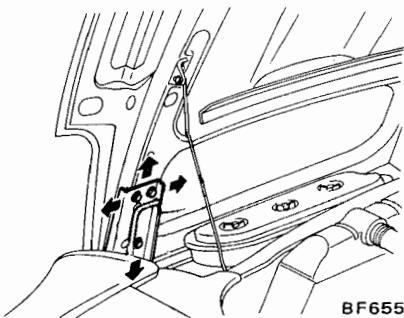
HOOD

ADJUSTMENT

Hood can be adjusted with bolts attaching hood to hinge and hood to hood lock, and hood bumpers. Adjust hood for an even fit between front fenders.

Adjust hood as follows:

1. Adjust hood fore and aft and from side to side by loosening bolts attaching hood to hinge and repositioning hood.

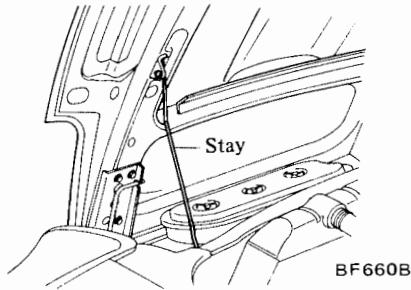


BF655B

6. Tighten hood hinge and hood lock securing bolts after proper adjustment has been obtained.

CAUTION:

When opening hood, be sure to use hood stay as shown in figure.



REMOVAL AND INSTALLATION

1. Open hood and protect body with covers to prevent scratching painted surface.
2. Mark hood hinge locations on hood for proper reinstallation.
3. Holding both sides of hood, unscrew bolts securing hinge to hood, and remove hood. This operation requires two men.
4. Installation is in reverse order of removal.

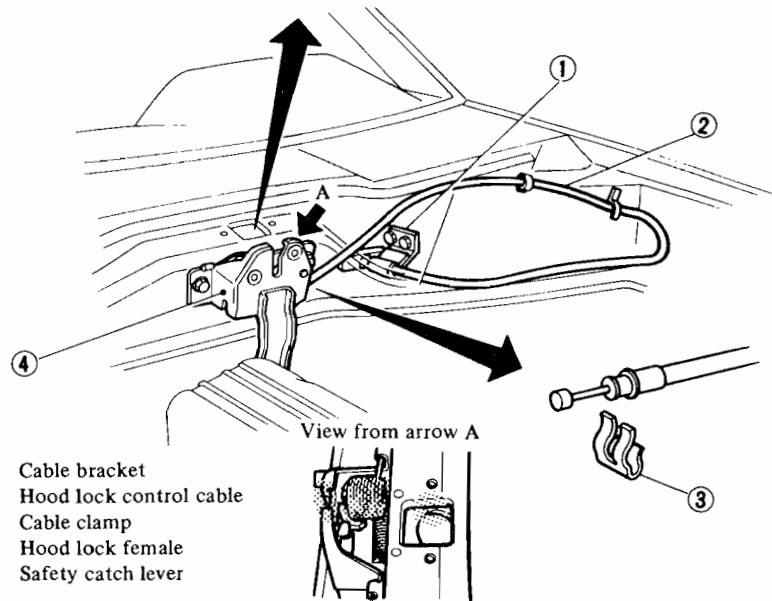
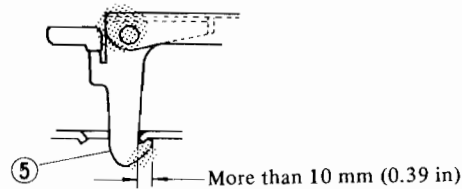
Ⓣ : Hood to hinge securing bolt
 8 - 11 N·m
 (0.8 - 1.1 kg·m,
 5.8 - 8.0 ft·lb)

HOOD LOCK CONTROL

REMOVAL AND INSTALLATION

1. Disconnect control cable from hood lock.
2. Remove instrument lower cover and then remove cable bracket securing bolts and cable clip; draw cable out through passenger compartment.
3. Remove hood lock.
4. Install hood lock control in reverse order of removal, referring to Hood Adjustment.
5. Check hood lock control operation. Make sure safety catch lever retains body properly when hood lock is disengaged.

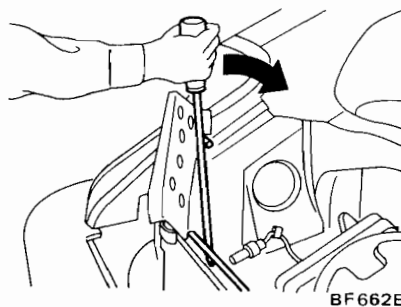
- a. Lubricate safety catch lever, return spring, lift spring and hood lock inserting portion into striker as shown in figure.
- b. Inspect safety catch lever, return spring and, lift spring for deformation, fatigue or rusting.



TORSION BAR

REMOVAL AND INSTALLATION

1. Open engine hood and protect body with covers to prevent scratching painted surface.
2. Support hood and remove each torsion bar by disengaging end of torsion bar from hood hinge. Use a suitable screwdriver.



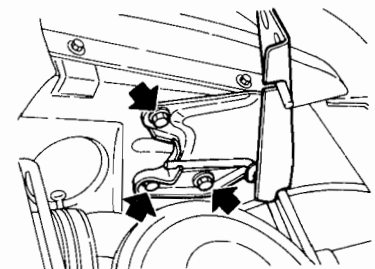
3. Installation is in reverse order of removal.

Note: Lubricate sliding surface of torsion bar.

HOOD HINGE

REMOVAL AND INSTALLATION

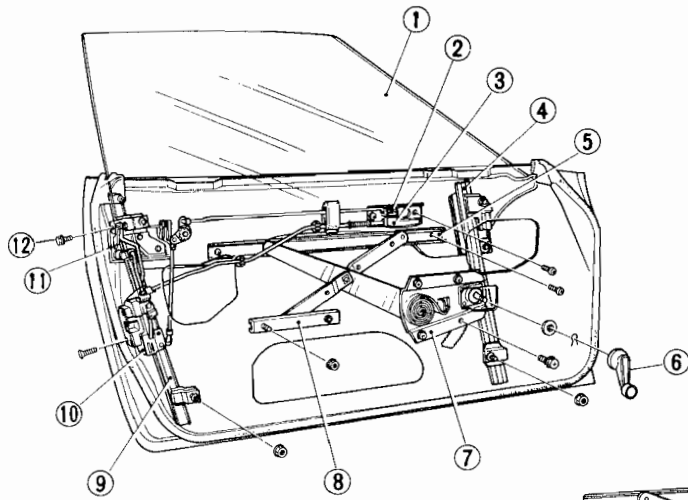
1. Open hood and protect body with covers to prevent scratching painted surface.
2. Remove hood. Refer to Hood for removal.
3. Remove torsion bars. Refer to Torsion Bar for removal.
4. Remove hinge.



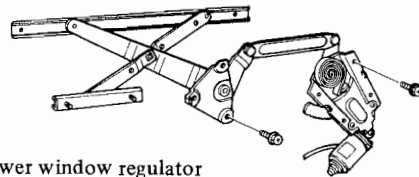
5. Installation is in reverse order of removal.

DOORS

DOOR



- 1 Door glass
- 2 Door lock knob
- 3 Door inside handle
- 4 Front guide rail assembly
- 5 Guide channel A
- 6 Regulator handle
- 7 Regulator assembly
- 8 Guide channel B
- 9 Rear guide rail assembly
- 10 Door lock assembly
- 11 Door outside handle
- 12 Rear guide rail upper securing bolt



Power window regulator

BF664B

ADJUSTMENT

Proper door alignment can be obtained by adjusting door hinge and door lock striker.

Door hinge and striker can be moved up and down and fore and aft in enlarged holes by loosening attaching bolts.

Door should be adjusted for an even and parallel fit with the door opening and surrounding body panels.

CAUTION:

Be careful not to distort or mar door and surrounding body panels when adjusting.

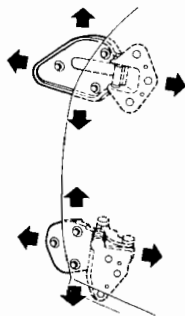
1. Remove front fender. Refer to Front Fender for removal.
2. Adjust door fore and aft and up and down to provide proper fit to body opening by loosening attaching bolts.
3. Adjust door lock striker up and down or in and out by loosening attaching bolts until it aligns with door lock.

REMOVAL AND INSTALLATION

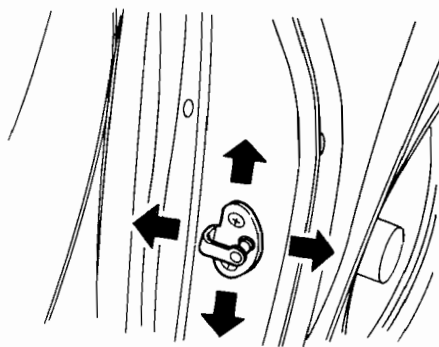
1. Remove instrument lower cover.
2. Remove side dash trim and disconnect power window and door mirror harness at connector.
3. Open door fully and support it with a stand or jack.

Place a rag between door and stand or jack to protect door panel from being scarred.

4. Remove door from hinges.

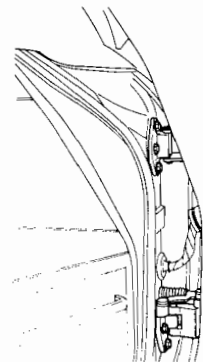


BF665B



BF666B

4. Install front fender. Refer to Front Fender for installation.



BF667B

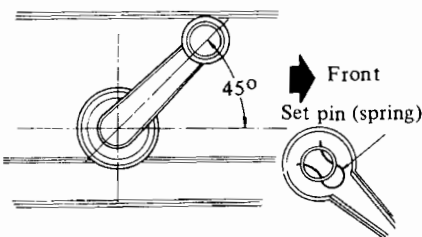
5. Installation is in reverse order of removal.

Apply grease to sliding surfaces of levers and springs.

DOOR GLASS AND REGULATOR

Removal and installation

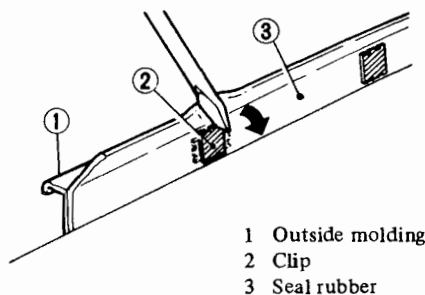
1. Remove regulator handle by prying out set pin.



BF507B

2. Remove arm rest, door inside handle escutcheon, power window switch escutcheon (if so equipped), door finisher and sealing screen.

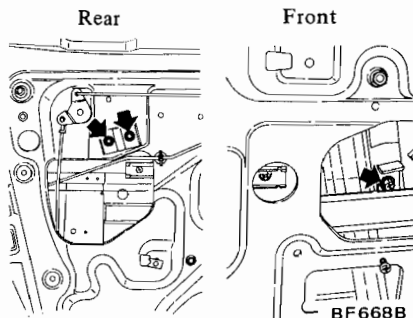
3. Lower door glass as far as possible with regulator handle or power window switch on. Using suitable tool, turn outside molding retaining clips 90°. Then remove.



BF286B

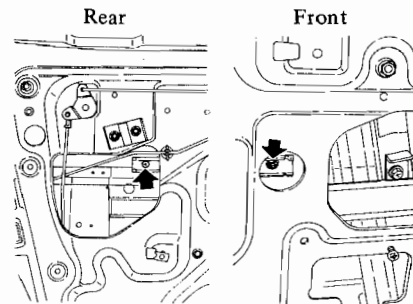
Clips are made of resin; do not apply excessive force to them.

4. Raise door glass with regulator handle or power window switch on until regulator to glass attaching screws appear at access holes in door inside panel. Then remove front and rear upper stopper bolts.



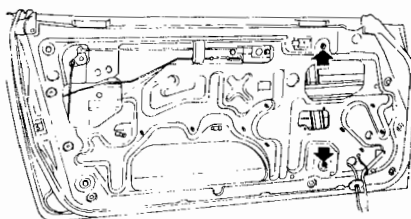
BF668B

5. Holding door glass by hand, remove regulator to glass attaching bolts. Then raise door glass and draw it upwards.



BF669B

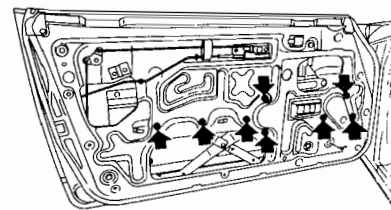
6. Remove front guide rail assembly through large access hole in door panel.



BF670B

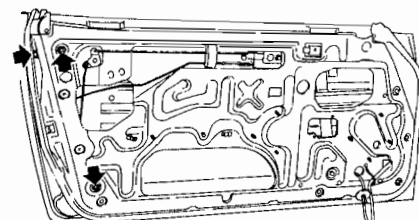
7. In models with power windows, disconnect harness connector. Then

remove regulator assembly with motor through large access hole in door panel.



BF671B

8. Remove rear guide rail assembly through large access hole in door panel.



BF672B

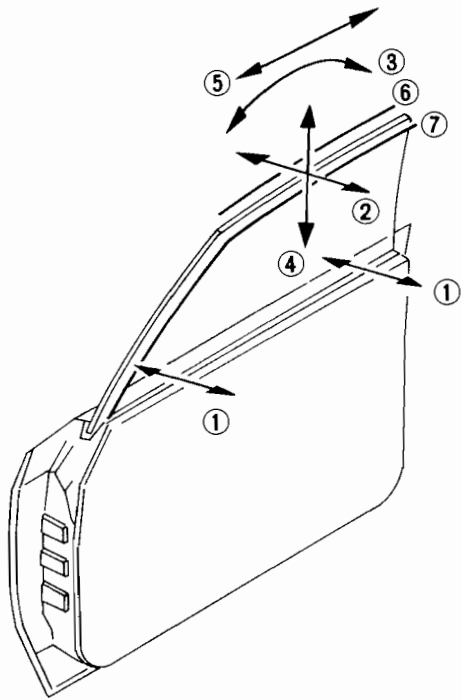
9. Installation is in reverse order of removal.

Apply grease to sliding surfaces of regulator and guide channel.

Adjustment

Before adjusting door window glass, check body side weatherstrip to be sure it is installed properly. Improper installation may cause water or dust leaks.

Proper window glass adjustment can be performed as follows: See figure.

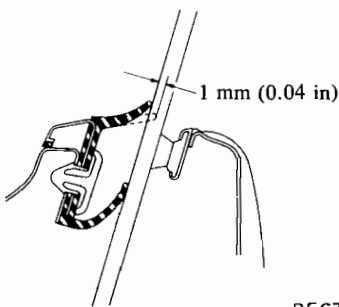


- 1 In-out adjustment (at waist area)
- 2 In-out adjustment (upper side of glass)
- 3 Tilt adjustment (upper side of glass)
- 4 Glass upper stop adjustment
- 5 Glass fore and aft adjustment
- 6 Range of glass upper stop adjustment
- 7 Range of in-out adjustment (upper side of glass)

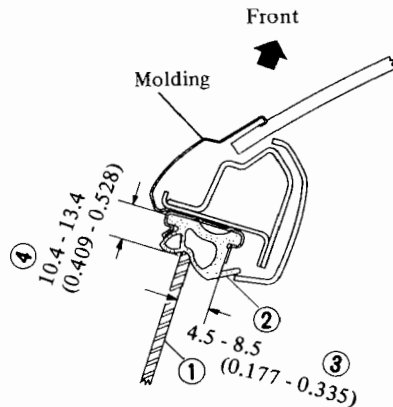
BF211B

In-out adjustment (At waist area)

1. With door glass in up position and the door closed, loosen rear guide rail upper securing bolt. See figure. Adjust front and rear upper adjusting bolts so that glass will push molding upper seal by 1 mm (0.04 in).
2. After adjusting clearance, tighten upper adjusting bolts.



BF673B

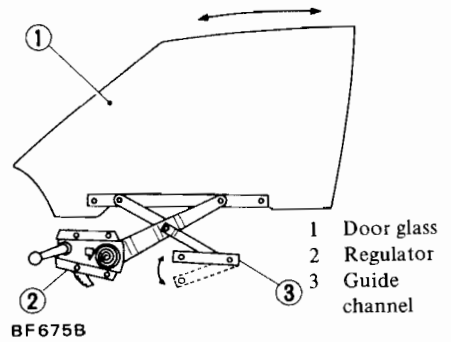


- 1 Door glass
- 2 Body side weatherstrip
- 3 In-out adjustment (Upper side of glass)
- 4 Fore and aft adjustment

Unit: mm (in)
BF674B

Tilt adjustment (Upper side of glass)

1. Loosen, front and rear upper stopper securing bolts and front and rear guide rail adjusting nuts.
2. Adjust door regulator so that upper side of glass is parallel with body side weatherstrip.



- 1 Door glass
- 2 Regulator
- 3 Guide channel

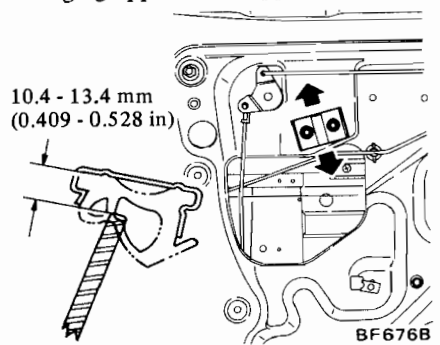
3. After adjusting, tighten adjusting nuts and bolts.

Fore and aft adjustment

Loosen front and rear guide rail adjusting bolts. Adjust door glass so that it is at position shown in figure.

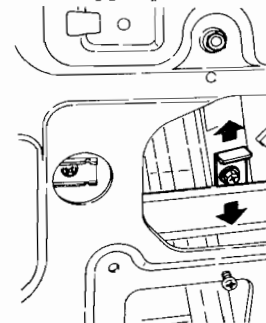
Glass upper stop adjustment

1. Adjust rear height of glass by changing upper rear stopper position.



BF676B

2. Adjust front height of glass, same as rear upper stopper, by changing upper front stopper position.

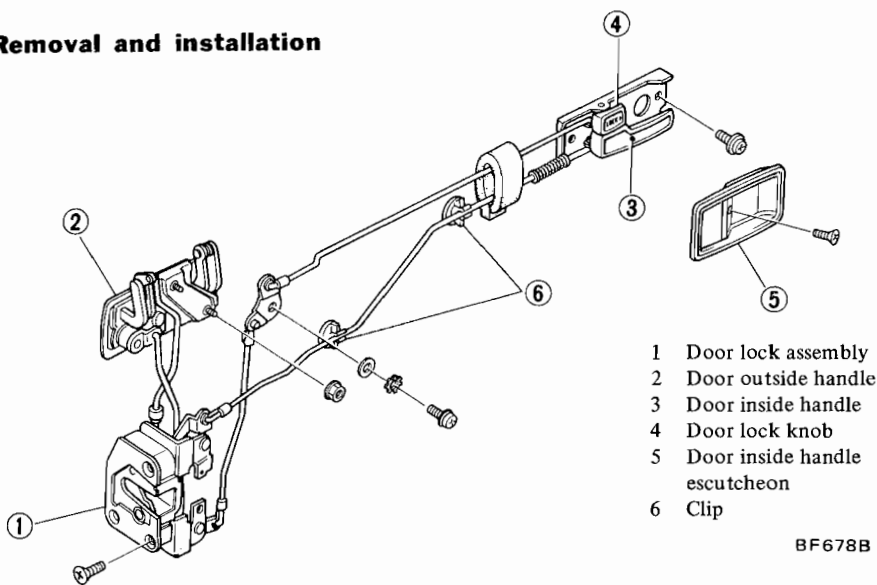


BF677B

After entire adjustment is made, make sure that each adjustment is within the specified limit.

DOOR LOCK AND LOCK CONTROL

Removal and installation



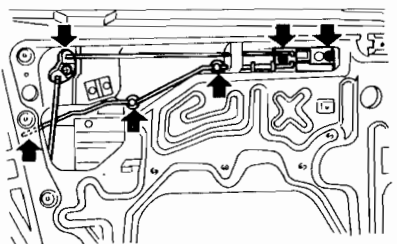
1. Remove door glass. Refer to Door Glass for removal.
2. Remove door inside handle attaching screws. Disengage knob rods from rod holders on bell crank and door lock. Then remove door inside handle assembly.

4. Remove door outside handle.
5. Installation is in reverse order of removal.

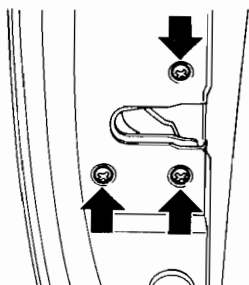
Apply grease to sliding surfaces of levers and springs.

Adjustment

1. With door inside handle locked, adjust door inside handle so that lock side inside lever can touch lock base plate. After adjustment is made, secure door inside handle.



3. Loosen bell crank attaching screw. Disconnect key rod from door lock. Then remove door lock assembly together with bell crank.

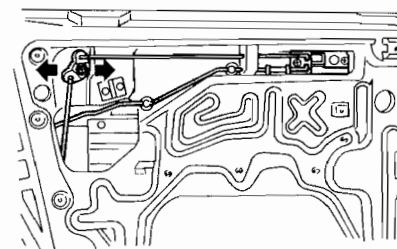


Contact this portion.

- 1 Inside lever
- 2 Lock base plate

BF681B

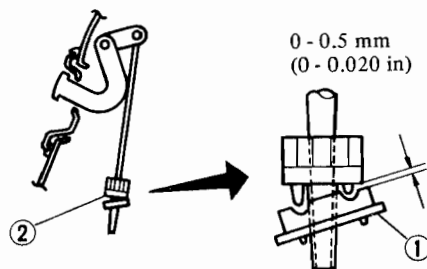
2. With lock knob in lock position, adjust bell crank so that play of lock knob is minimum. Then secure bell crank.



3. Adjust door outside handle rod as follows:

Door outside handle adjustment can be accomplished by adjusting the clearance between door lock lever and adjusting nut (nylon) located on door outside handle rod.

To adjust door outside handle, turn adjusting nut clockwise or counterclockwise to obtain a clearance of 0 to 0.5 mm (0 to 0.020 in). See figure.



- 1 Lever at door lock
- 2 Adjusting nut

BF683B

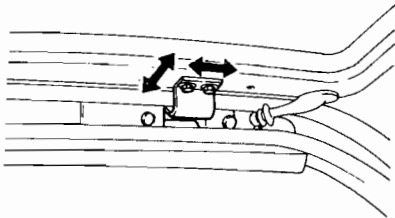
BODY REAR END

BACK DOOR

ADJUSTMENT

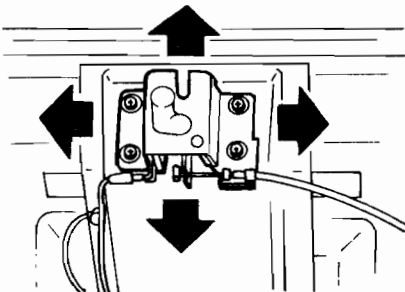
Back door can be adjusted with bolts attaching back door to back door hinge and back door lock.

1. Loosen bolts attaching back door to back door hinge.
2. To make side-to-side adjustment, move back door to left or right as required to obtain an equal clearance between back door and rear fender on both sides.
3. To make fore-and-aft adjustment, move back door in fore-and-aft direction as required to obtain an equal clearance between back door and roof.



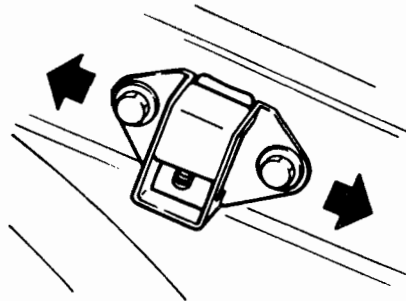
BF684B

4. After alignment is properly made, tighten bolts securely.
5. To obtain a snug fit between back door and weatherstrip, loosen down stopper securing screws. Loosen back door lock attaching bolts enough to move lock, working lock up or down and from side to side as required.



BF685B

6. After desired adjustment is obtained, tighten back door lock attaching bolts securely.
7. Adjust down stopper to set with hollow of back door, then tighten down stopper securing screws.



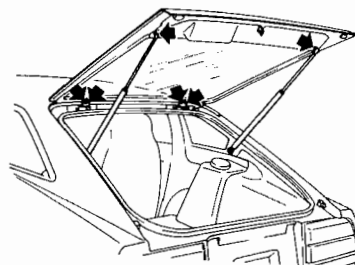
BF686B

REMOVAL AND INSTALLATION

1. Open back door.
2. Mark hinge locations on body for proper reinstallation.
3. Support back door by hand and remove back door to back door stay bolts. Remove rear roof rail trim and disconnect rear defogger and rear window wiper harness connector and hose.
4. Support back door by hand and remove back door to back door hinge attaching bolts. Then remove back door. This operation requires two men.

CAUTION:

Place rags between roof and upper end of back door to avoid damaging painted surfaces.

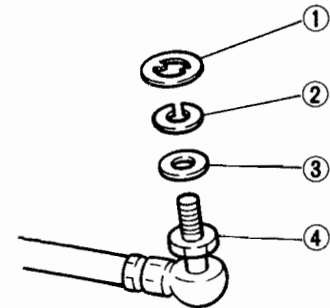


BF687B

5. Installation is in reverse order of removal.

Before securing back door stay to car body with bolts, make sure parts shown in figure are properly assembled.

- Ⓣ : Back door stay retaining bolt
 19 - 25 N·m
 (1.9 - 2.5 kg·m,
 14 - 18 ft·lb)



1. Stopper ring
2. Spring washer
3. Spacer rubber
4. Stay stud

BF688B

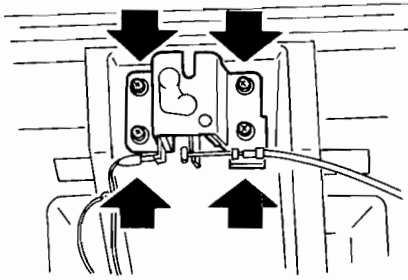
CAUTION:

- a. Be careful not to scratch back door stay when installing. A scratched stay may cause gas leakage.
- b. Back door stay contents are under pressure. Do not take apart, puncture, apply heat or fire.

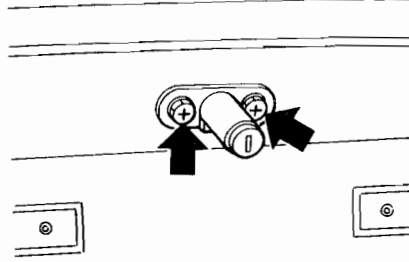
BACK DOOR LOCK AND LOCK CYLINDER

Removal and installation

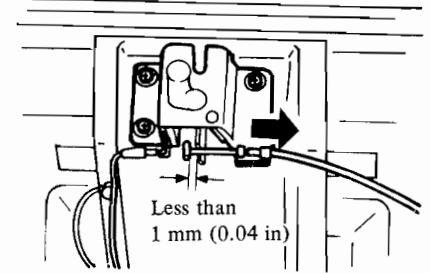
1. Open back door.
2. Remove luggage rear finisher.
3. Remove back door lock from rear panel.



BF689B



BF690B



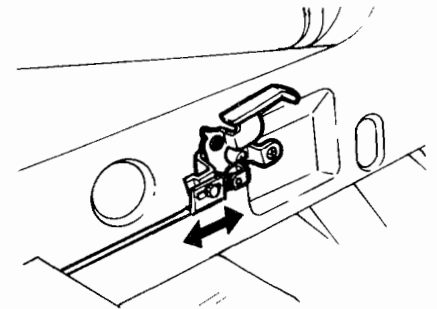
BF692B

4. Remove license lamp case and then remove lock cylinder.

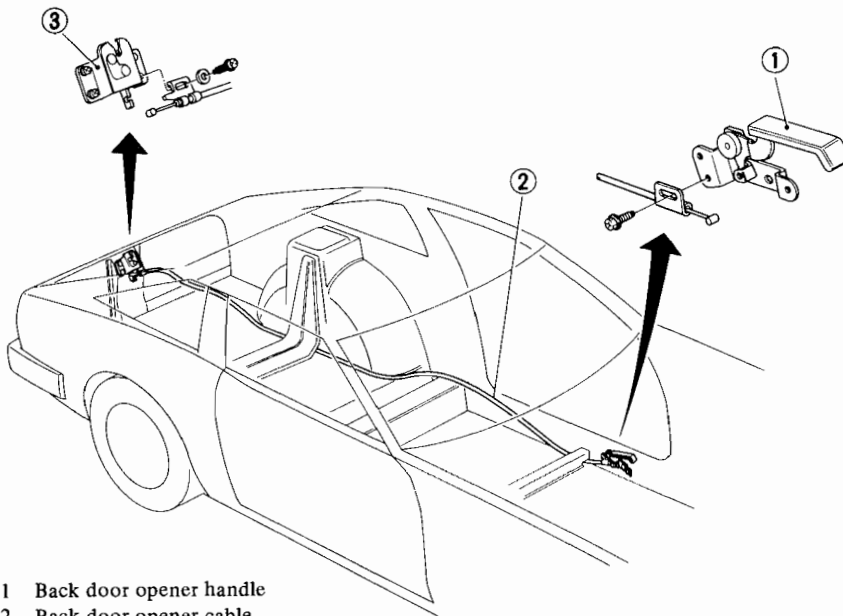
5. Installation is in reverse order of removal. Adjust back door lock, referring to Back Door for adjustment.

2. Adjust cable front clamp and tighten.

BACK DOOR OPENER



BF693B



- 1 Back door opener handle
- 2 Back door opener cable
- 3 Back door lock

BF691B

ADJUSTMENT

1. After adjusting back door, adjust cable rear clamp so that clearance between cable end and locking lever is

less than 1 mm (0.04 in) with back door locked. Then tighten clamp securing bolt.

REMOVAL AND INSTALLATION

1. Open back door and door.
2. Loosen lap-shoulder belt securing bolt and remove seat belt plate.
3. Remove instrument lower cover and side dash trim, then remove kicking plate and turn up floor carpet.
4. Remove rear seat, referring to Rear Seat for removal.
5. Remove front side body trim and wheel house trim.
6. Remove rear panel finisher, body side rear finisher and padding.
7. Remove back door lock.
8. Disconnect back door lock opener cable from back door lock.
9. Remove back door opener handle with cable.
10. Installation is in reverse order of removal.

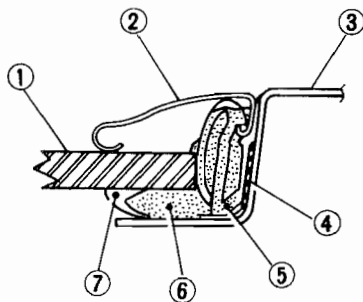
WINDSHIELD AND WINDOW GLASS

WINDSHIELD GLASS

A pre-mixed, one-part sealant to cement windshield glass to windshield opening is available.

After using this sealant, it is highly recommended that the car should remain stationary for about 24 hours so that the sealant can cure well.

Upper and lower windshield moldings are installed with a continuous plastic molding fastener.



- 1 Windshield glass
 - 2 Windshield molding
 - 3 Body
 - 4 Double-faced adhesive tape
 - 5 Molding fastener
 - 6 Sealant
 - 7 Dam
- BF694B

REMOVAL

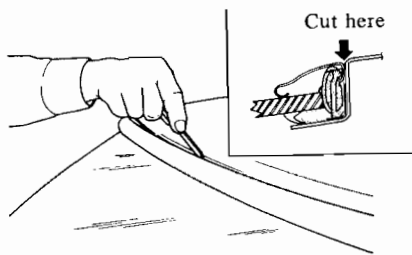
1. Protect hood, front fenders, instrument panel and front seats with covers.

2. Remove windshield wipers, front pillar garnishes and windshield garnish.

Refer to Roof Trimming for removal.

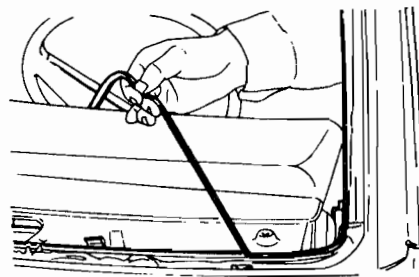
3. Remove front pillar moldings.

4. With a sharp cutting knife, cut off caulking material attached to upper and lower moldings. Then remove moldings.



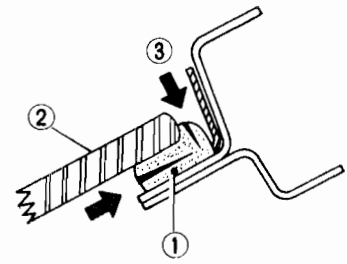
BF695B

5. Reaching from inside car, strip dam rubber from around windshield glass.



BF288B

6. With a sharp cutting knife, cut off caulking material along edge of entire window opening.



- 1 Adhesive caulking material
- 2 Glass
- 3 Knife cut

BF331B

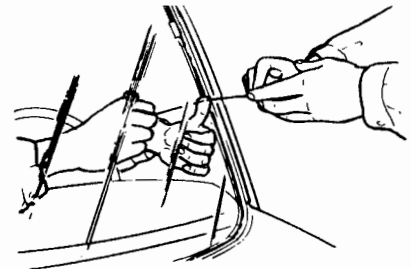
7. Cut off caulking material around entire perimeter of glass as follows:

(1) Using a knife, cut through part of caulking material.

(2) Secure one end of steel music wire [0.5 mm (0.020 in) in diameter] to a piece of wood that can serve as a handle.

Using long nose pliers, insert other end of wire through caulking material at edge of glass; then, secure that end of wire to another wood handle.

(3) With the aid of an assistant, carefully cut (pull wire) through caulking material around entire perimeter of window using a sawing motion.



BF357B

8. From inside car, push glass up and out of window opening.

9. Using a razor blade or sharp scraper, remove caulking material along entire edge of windshield opening, leaving it about 1.0 to 2.0 mm (0.039 to 0.079 in) thick.

If residual sealant is silicone, remove all traces of it.

CAUTION:

- a. Use Genuine Nissan Sealant Kit "72891Y1625" or equivalent. Sealant kit consists of Primer-A, Primer-E, dam, caution label and sealant which is made from silicone. Using this kit, proceed to operations described in removal and installation.
- b. Do not use sealant if it is more than six-months old.
- c. Open cartridge only at the time of use.
- d. Keep Primers and sealant in a cool, dry place. Ideally, sealant should be stored in a refrigerator.

WARNING:

Keep heat or open flames away as Primers are flammable.

CAUTION:

a. When body painted surface is scratched, be sure to repair with paint.

b. Identification of used adhesive material can be accomplished as follows:

1) Cut a small piece of excess sealant from glass or windshield opening flange.

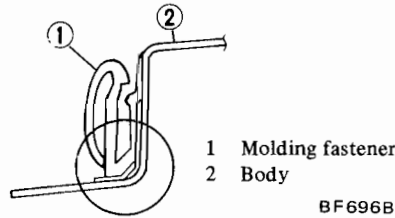
2) Stick small piece of sealant on the end of knife or the like, and hold it over flame from match or lighter until it ignites.

- Polysulfide burns with a clear flame and a very small amount of white smoke or no smoke and its odor is very objectionable (heavy sulfur dioxide).

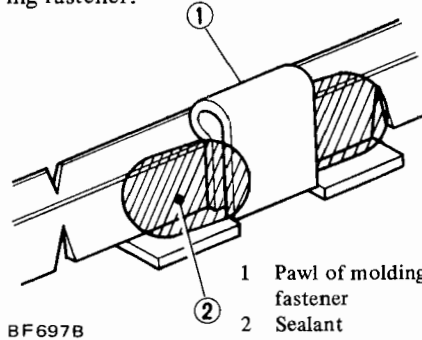
- Polyurethane burns with a dirty flame and emit black smoke and very little odor.

- Silicone glows with little or no flame and emits white smoke and very little odor.

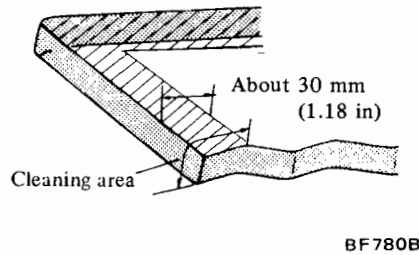
Burnt residue is white ash.



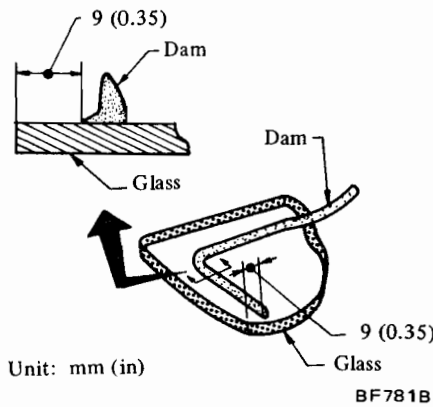
(3) Apply glass sealant beside molding fastener.



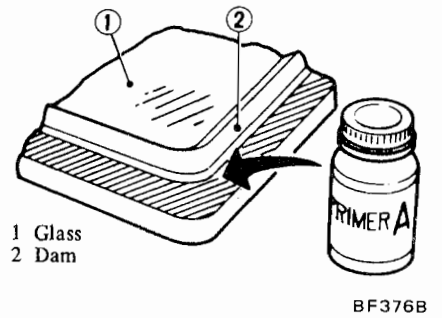
3. Clean glass surface where the sealant will be applied and dam with non-lead gasoline.



4. Install dam rubber to inside of windshield glass 9 mm (0.35 in) inboard from edge of glass and cut off excess amount at its ends.



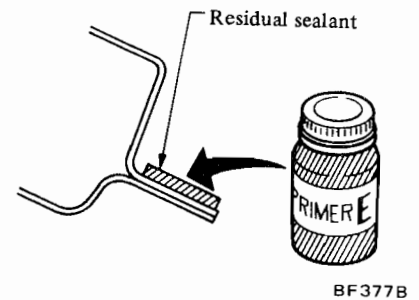
5. With sponge furnished with Primer A, apply a light coat of Primer to cleaned area of glass.



CAUTION:

Do not apply Primer A to glass opening flanges.

6. With sponge furnished with Primer E, apply a light coat of Primer to original caulking material left on glass opening flange.



If residual sealant is silicone, remove all traces of it.

CAUTION:

Allow Primers to dry for 10 to 15 minutes before proceeding to the next step.

7. Insert cartridge in Caulking Hand Gun ST08810000 and place smooth, continuous bead on glass 11 mm (0.43 in) above glass surfaces.

INSTALLATION

1. Clean contacting face of body with non-lead gasoline.

CAUTION:

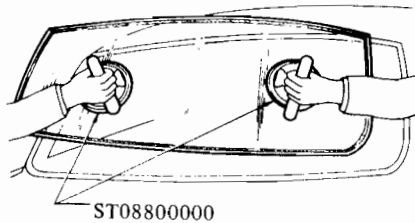
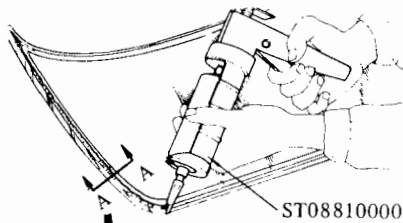
Do not allow oil, grease or water to get on clean surfaces from dirty hands or tools.

2. Install molding fasteners on upper and lower windshield opening as follows:

(1) Heat molding fastener and contacting face of body up to about 40°C (104°F) using a heat gun.

(2) Attach molding fastener to body and press it more than 490 kPa (5 kg/cm², 71 psi) using a suitable roller.

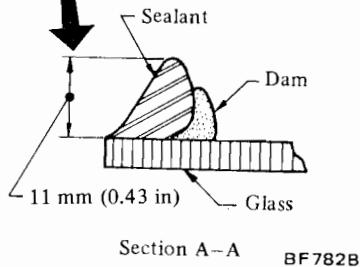
Note: Make certain that molding fastener does not come off from body, as shown below.



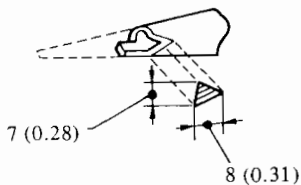
After installing, attach caution label to glass surface.



BF698B



Cut off nozzle end of cartridge as shown below.



Unit: mm (in)

BF957

Pierce sealing film with needle; install cartridge on hand gun.

CAUTION:

Sealant starts to harden 15 minutes after it is applied; therefore, windshield glass should be installed in windshield opening in body within 15 minutes of applying sealant.

8. Support windshield glass with Sucker ST08800000.
9. Install windshield glass on opening flange so that clearances between windshield glass and body are about 7 mm (0.28 in).

10. Apply pressure on glass to aid in seating on plate.
11. Wipe excess caulking material off molding fasteners, edges of glass, and body.
12. Remove protective covers.
13. Water test immediately using a cold water spray.

Do not direct stream of water at fresh adhesive material. Allow water to spill over edges of glass. If leaks are encountered, use Caulking Hand Gun to work in additional caulking material at leak point.

14. Install all previously removed parts.

Be sure that it does not obstruct visibility. The label, noting the fact that sealing will be impaired if door is opened or closed with window closed before sealant has dried, will be furnished with the kit.

CAUTION:

Advise the user of the fact that car should not be driven on rough roads or surfaces until sealant has properly vulcanized.

Reference: Period required for sealant to dry to desired hardness.

Unit: days

Relative humidity %	90	50	25
Temperature °C (°F)			
25 (77)	1.5	2.5	6
10 (50)	3	5.3	10
-10 (14)	10	17	34

REPAIRING LEAKS

Leaks can be repaired without removing and reinstalling glass in the following manner:

1. To stop leaks, first remove moldings in area of leak.
2. Mark location of leak.

If water is leaking between caulking material and body or between glass and caulking material, determine extent of leak by pushing glass outwards.

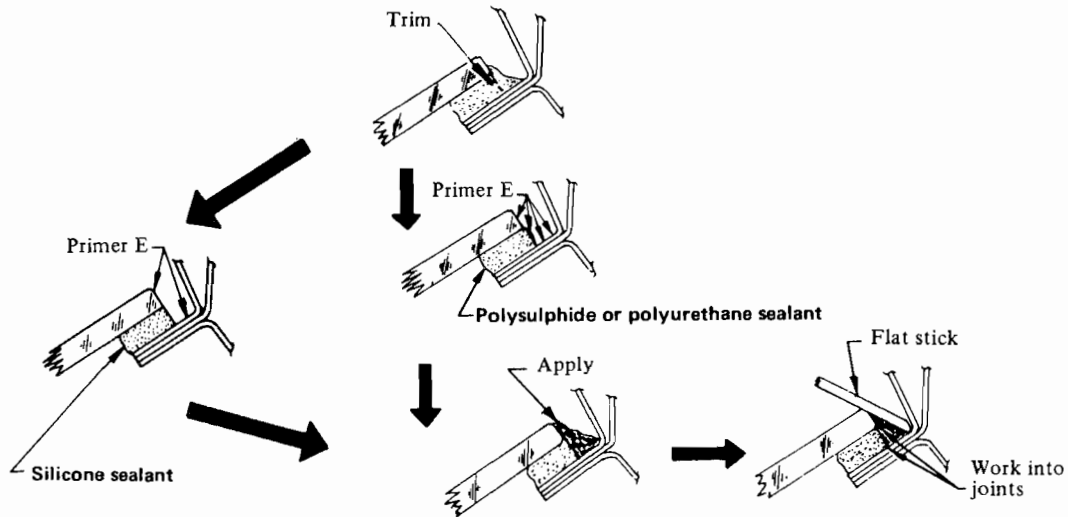
Apply water to leak area while pushing on glass.

Mark extent of leak point.

3. Apply Primer and then sealant to leak points, following procedures shown below.

CAUTION:

Do not apply Primer to old silicone sealant.



BF498B

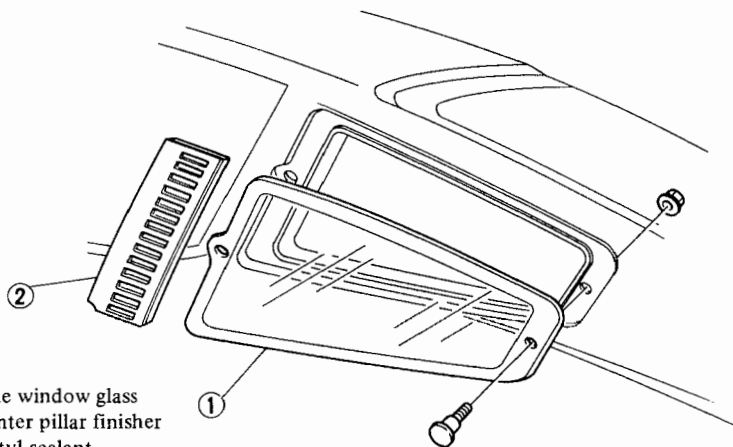
SIDE WINDOW GLASS (2 seater)

DESCRIPTION

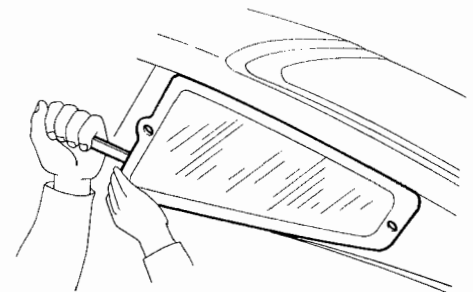
The side window glass is butyl-sealed all around its periphery and is retained with two bolts.

- Using a knife, cut off butyl sealant around entire periphery of glass.

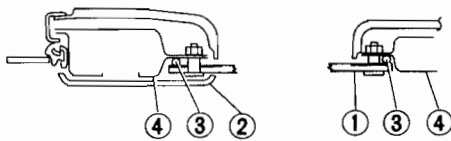
It is advisable to start cutting butyl sealant at front portion of window glass while pulling glass outward.



- Side window glass
- Center pillar finisher
- Butyl sealant
- Body



BF790B



BF699B

- Remove side window glass.
- Using a rag dampened with unleaded gasoline, remove any trace of butyl sealant from car body.

REMOVAL

CAUTION:

Do not attempt to pry moldings glued to the rear side window glass.

- Remove center pillar finisher.
- Remove front body side trim.
- Remove side window glass retaining bolts.

INSTALLATION

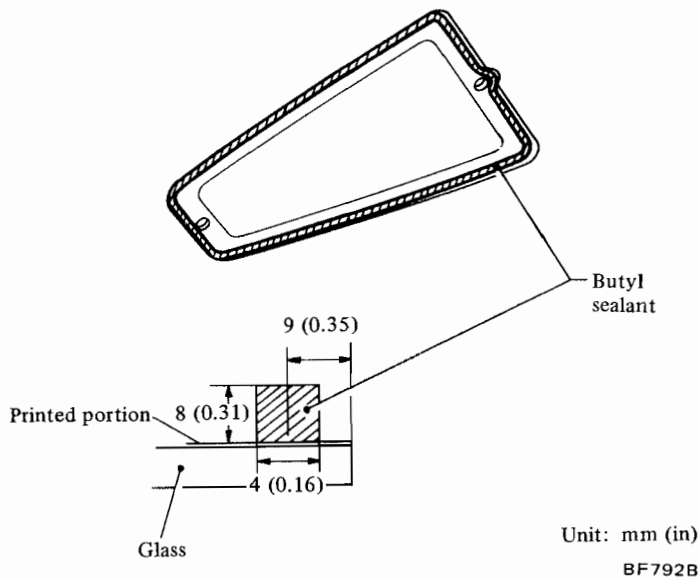
- Clean contacting surfaces of body and side window glass with a rag dampened with unleaded gasoline.

BF-19

CAUTION:

Do not allow oil, grease or water to get on clean surfaces.

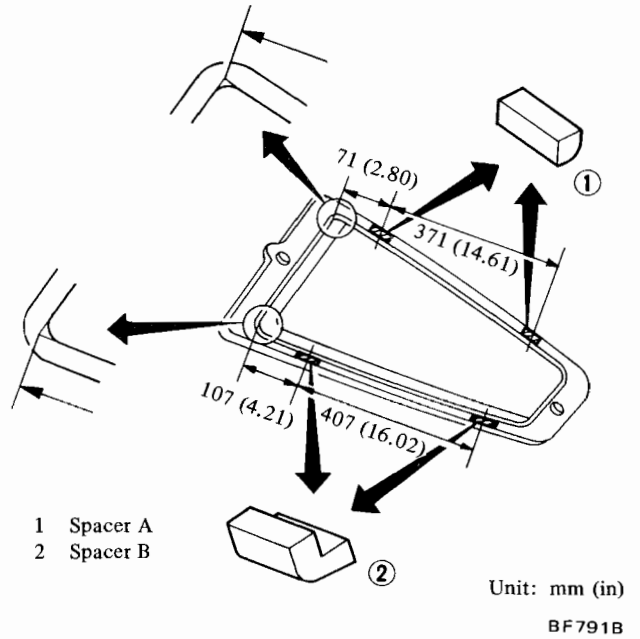
2. Attach butyl sealant around entire periphery of side window glass so that inner edge is at specified distance from printed black area on glass. See figure.



- a. Do not touch surfaces of butyl sealant which contact with side window glass with hands, as this will reduce sealing effects.
- b. Always affix a continuous bead of butyl sealant. Be sure to overlap one end of butyl bead approximately 10 mm (0.39 in) over the other end. A break can cause water leakage.

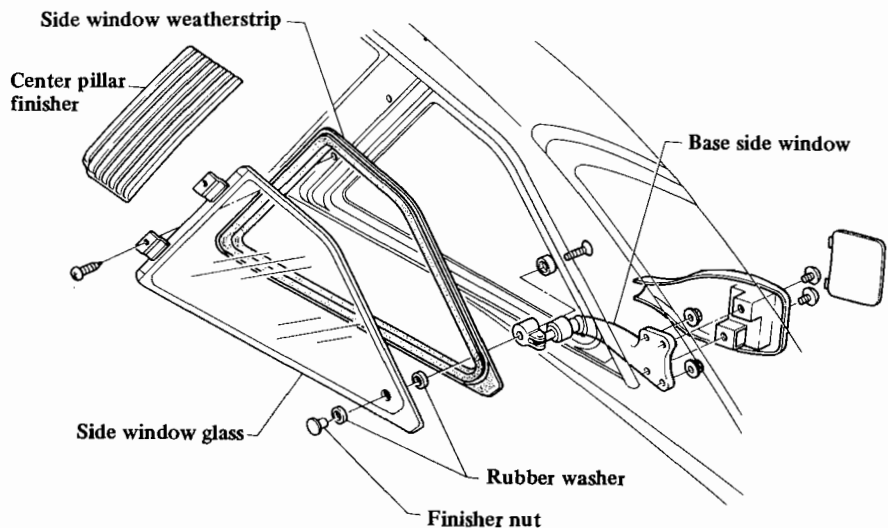
3. Install 4 spacers on side window opening. See figure.

Do not confuse spacers A and B and glass location each other. They differ in shape.



4. Position side window glass in opening flange of side window.
5. Using a heat gun, heat butyl sealant on inner side of side window to approximately 80°C (176°F), and apply hand pressure to glass.
6. Tighten bolts and nuts securing side window glass.
7. Install all previously removed parts in the order of removal.

SIDE WINDOW GLASS (2 + 2 seater)

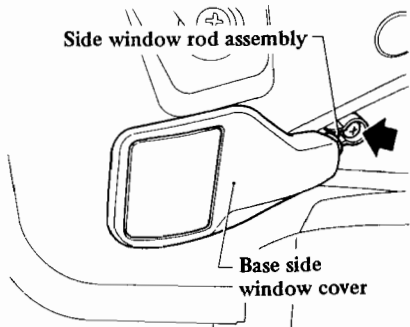


SBF527A

SIDE WINDOW

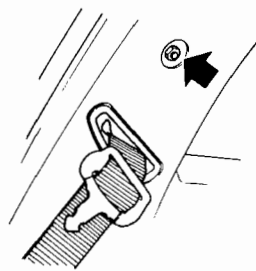
Removal and installation

1. Remove side window rod assembly.



SBF528A

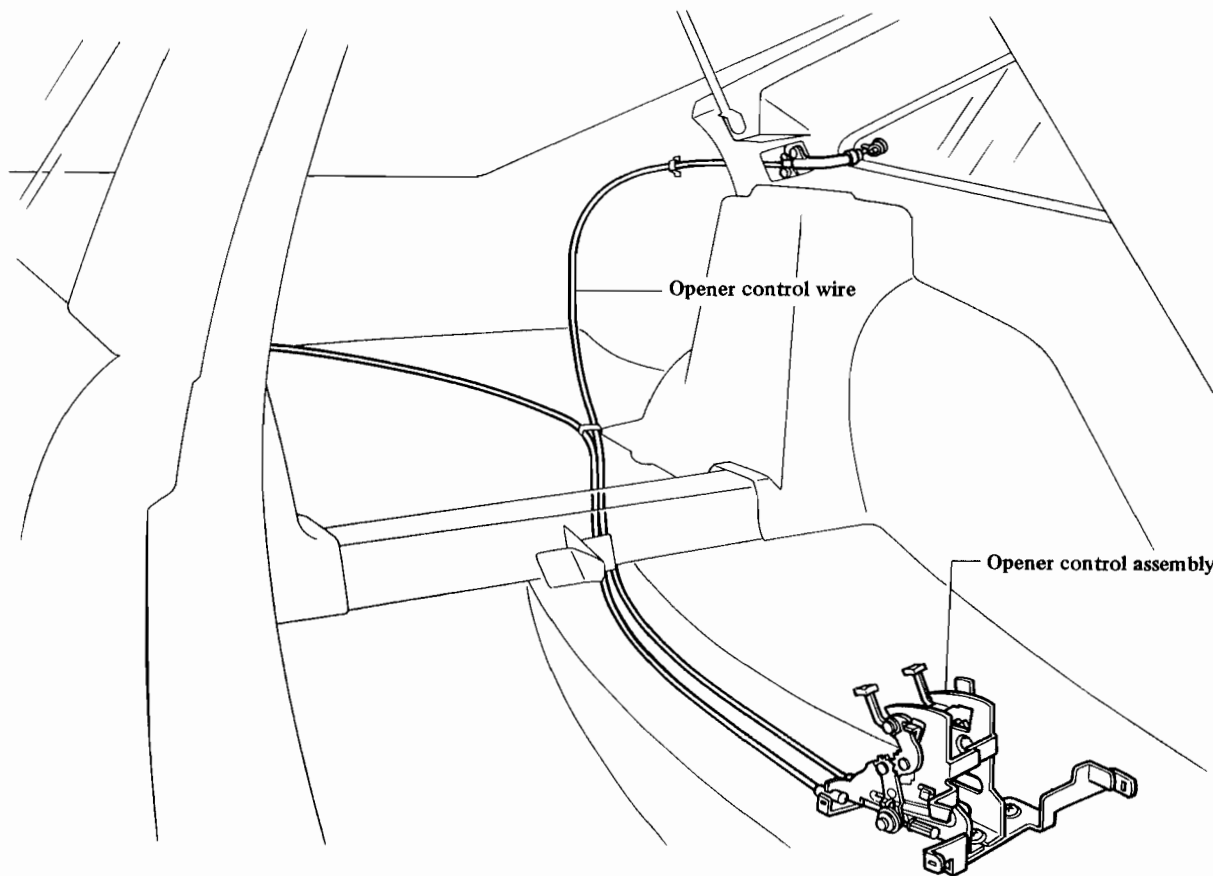
2. Remove center pillar finisher by loosening nut.



3. Loosen screws attaching side window hinge and remove side window assembly.

4. Installation is in the reverse order of removal.

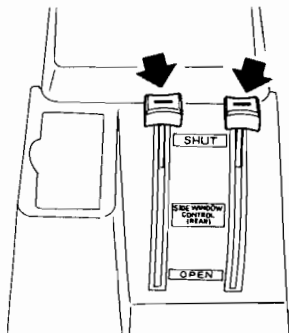
SIDE WINDOW OPENER



SBF529A

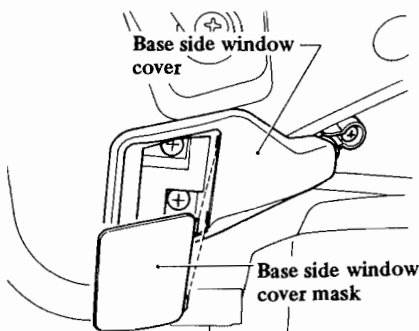
Removal and installation

1. Remove front seats and rear cushion, then remove seatback with rear carpet.
2. Take out rear floor padding.
3. Remove opener control knob, then remove console box.



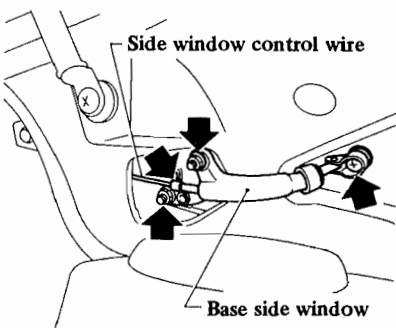
SBF530A

4. Remove base side window cover mask, then remove cover mask.



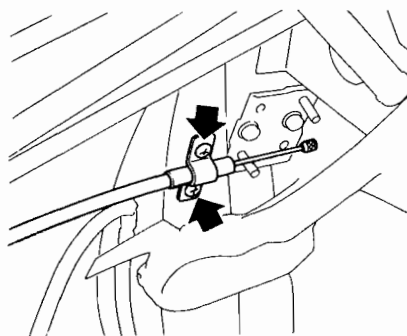
SBF531A

5. Remove base side window.



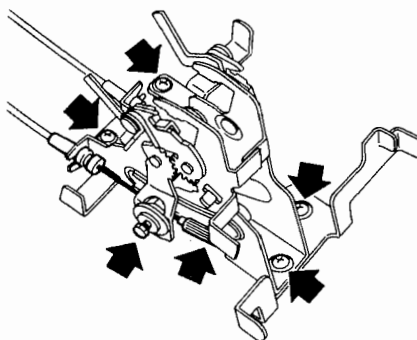
SBF532A

6. Remove rear panel finisher and rear body side trim, then remove control wire clamp.



SBF533A

7. Remove opener control assembly attaching screws and wire clamps, then draw out side window control wire.

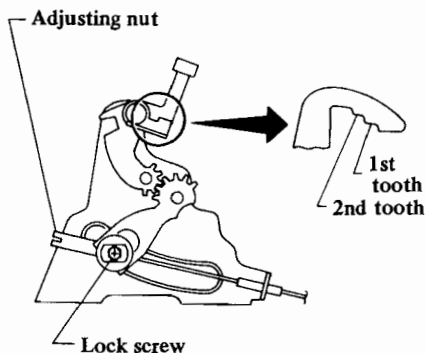


SBF534A

8. Installation is in the reverse order of removal.

After installation, make sure that side window opens smoothly.

Adjustment

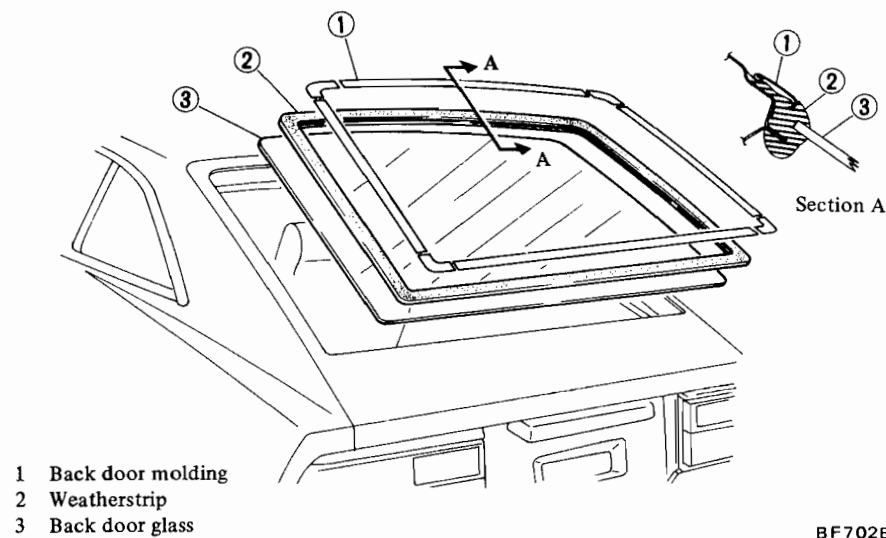


SBF535A

1. Set control lever stopper at 1st tooth.
2. Fully close side glass by turning adjusting nut and tighten lock screw securely.

When wire elongates to such an extent that stopper must be locked at 2nd tooth, loosen lock screw and turn adjusting nut so that stopper engages with 1st tooth. Tighten lock screw securely.

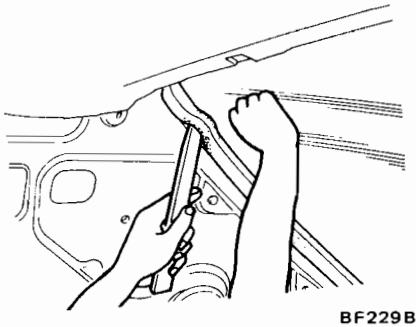
BACK DOOR GLASS



BF702B

REMOVAL

1. Place protective covers on back door and rear fenders.
2. Remove rear roof rail trim, rear panel finisher, rear body side trim and front body side trim. Then disconnect rear window defogger harness at connector.
3. Remove back door molding by prying out molding.
4. Attach two Suckers ST08800000 to glass beforehand for convenience in lifting out back door glass.
5. From inside passenger compartment, apply hand pressure to edges of back door glass and remove weatherstrip lip from body flange, starting from top to sides. Use a conventional screwdriver covered with cloth or other suitable tool and carefully put weatherstrip over body flange.



BF229B

6. After back door weatherstrip is free from body flange, with aid of a helper, carefully remove back door glass with Suckers ST08800000.

INSTALLATION

It is important that back door opening in body be checked thoroughly before installation of back door glass.

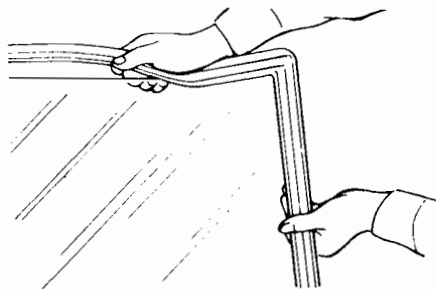
Procedure below includes checking of back door opening in body.

1. Check back door weatherstrip and back door opening in body for any irregularities.
2. Stick Suckers ST08800000 on back door glass. With aid of a coworker, carefully position glass in opening in body.

CAUTION:
Care should be exercised to make certain glass does not strike body metal during installation. Edge chips can lead to future breaks.

3. With back door glass supported and centered in opening in body, check relationship between glass and opening around entire perimeter of glass.

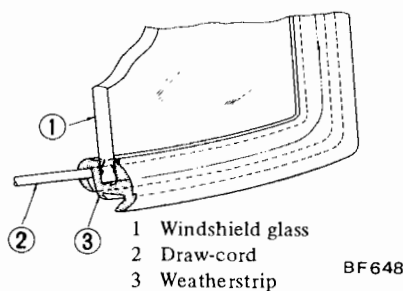
- (1) Entire inside surface of glass should be in contact with opening.
- (2) Curvature of glass should conform to that of opening.
- (3) Mark any section of opening to be reformed. Remove glass and reform opening as required.
4. Install back door glass as follows:
 - (1) Install back door weatherstrip to glass.



BF647

- (2) Insert a strong cord in groove of weatherstrip where opening flange fits.

Insert cord so that its ends are at bottom center of glass.



BF648

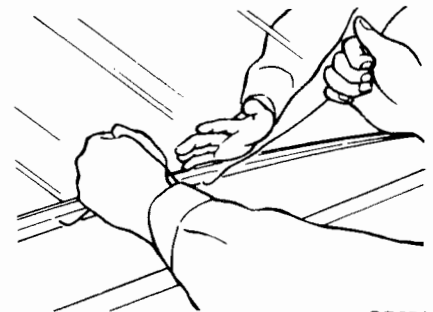
- (3) With aid of a helper, carefully position and center back door glass in opening in body, supporting it with Sucker ST08800000.

- (4) When glass and weatherstrip are properly positioned in opening, slowly pull ends of cord with a coworker pushing glass from outside, starting from lower center of back door glass to seal lip of weatherstrip on opening flange.

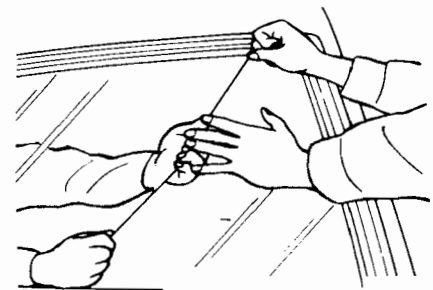
Cord should be pulled first across bottom of glass, then up each side and finally across top.

- (5) Carefully tap around back door glass to assist in seating weatherstrip on flange.

Never tap or hammer at glass to position.



BF650



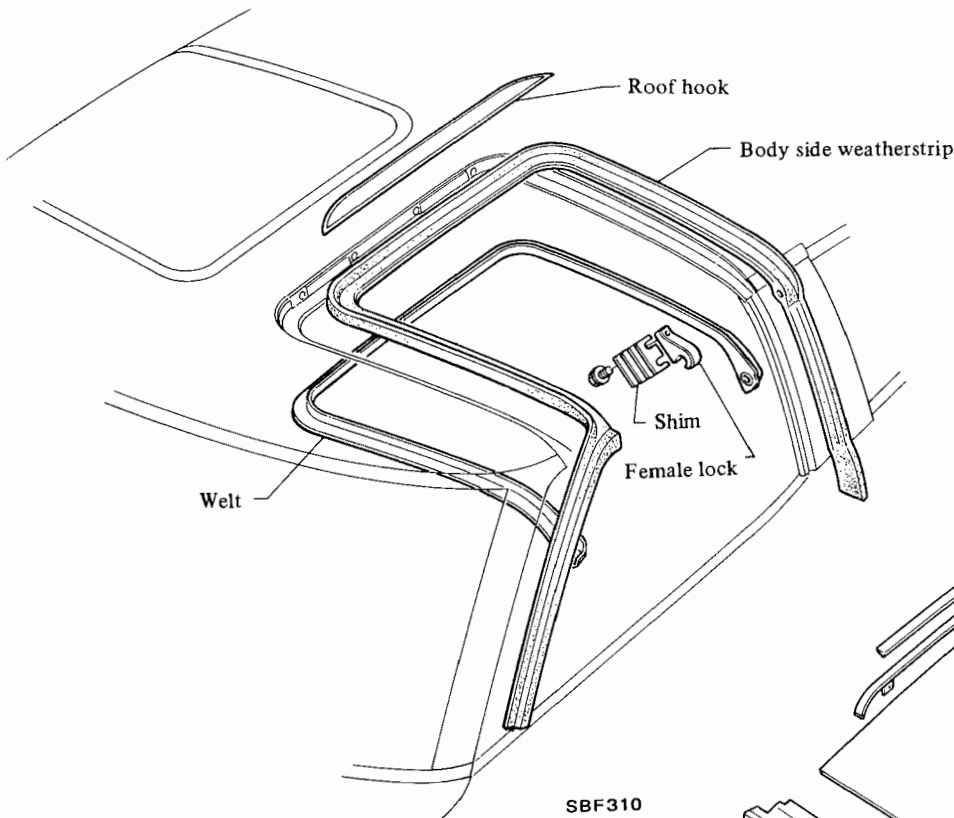
BF649

5. Install all previously removed parts.

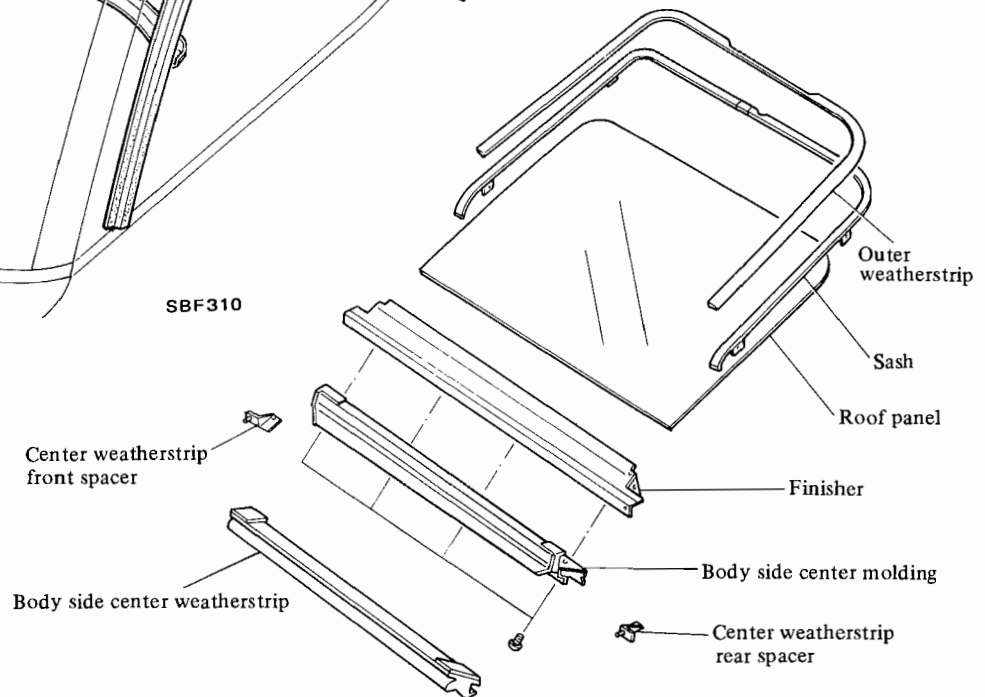
T-BAR ROOF

CONSTRUCTION

BODY SIDE



HATCH PANEL SIDE



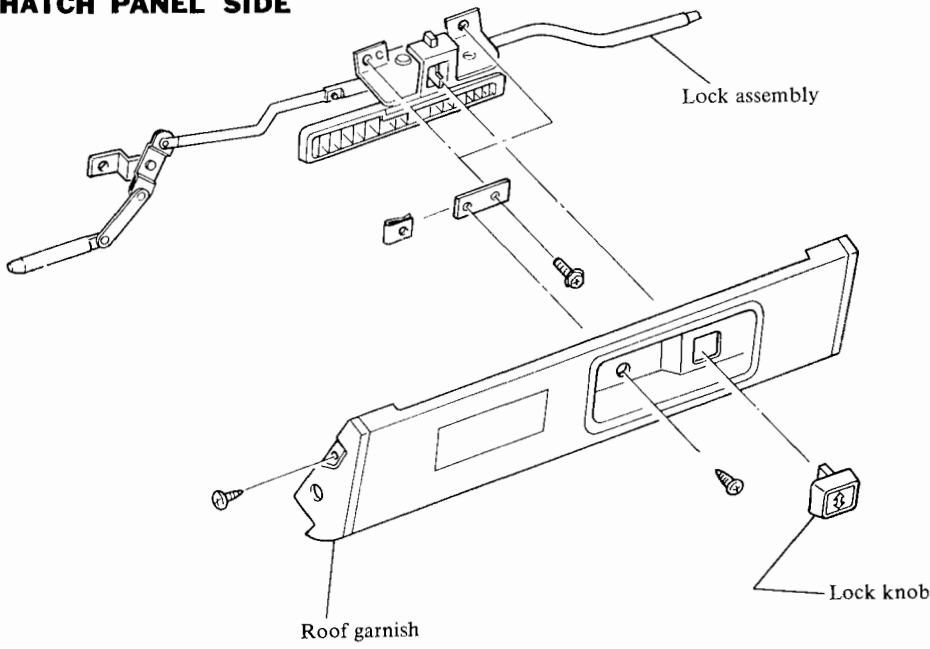
SBF310

SBF311

Use a urethane, one-liquid adhesive agent to attach body side weatherstrips.

LOCK MECHANISM

HATCH PANEL SIDE



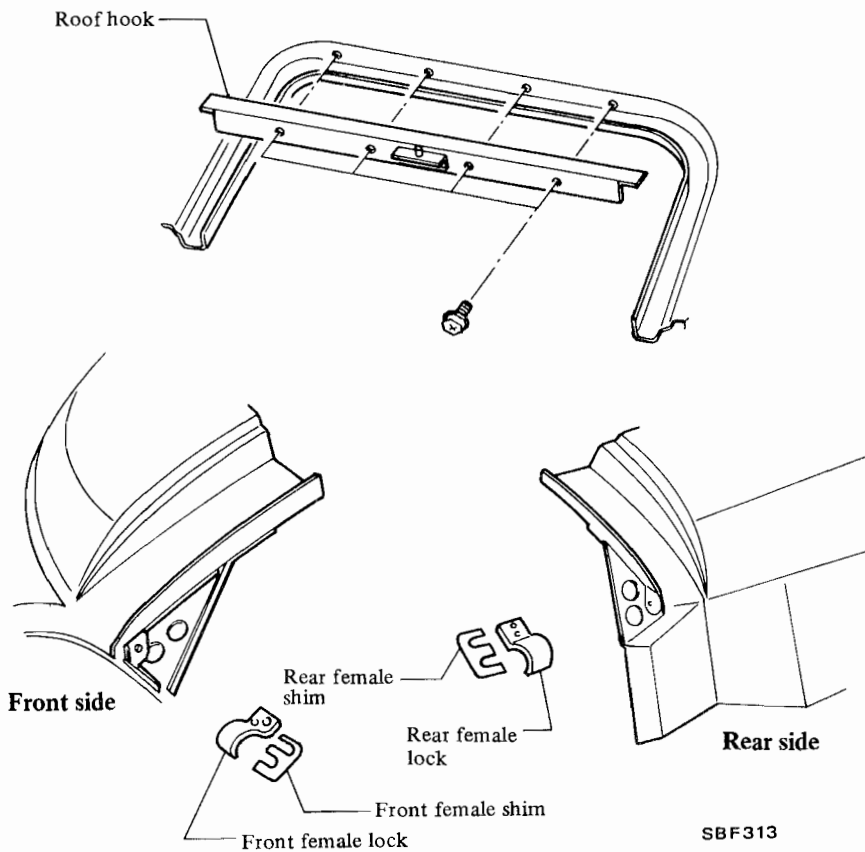
SBF312

Adjustment

Adjust height of hatch panel so that it is flush with body roof. To adjust, add or remove shim(s) between female and car body. Do not use more than five shims in one place.

1. Remove roof welt.
2. Add shim(s) when hatch panel is lower than body roof.
3. Remove shim(s) when hatch is higher than body roof.

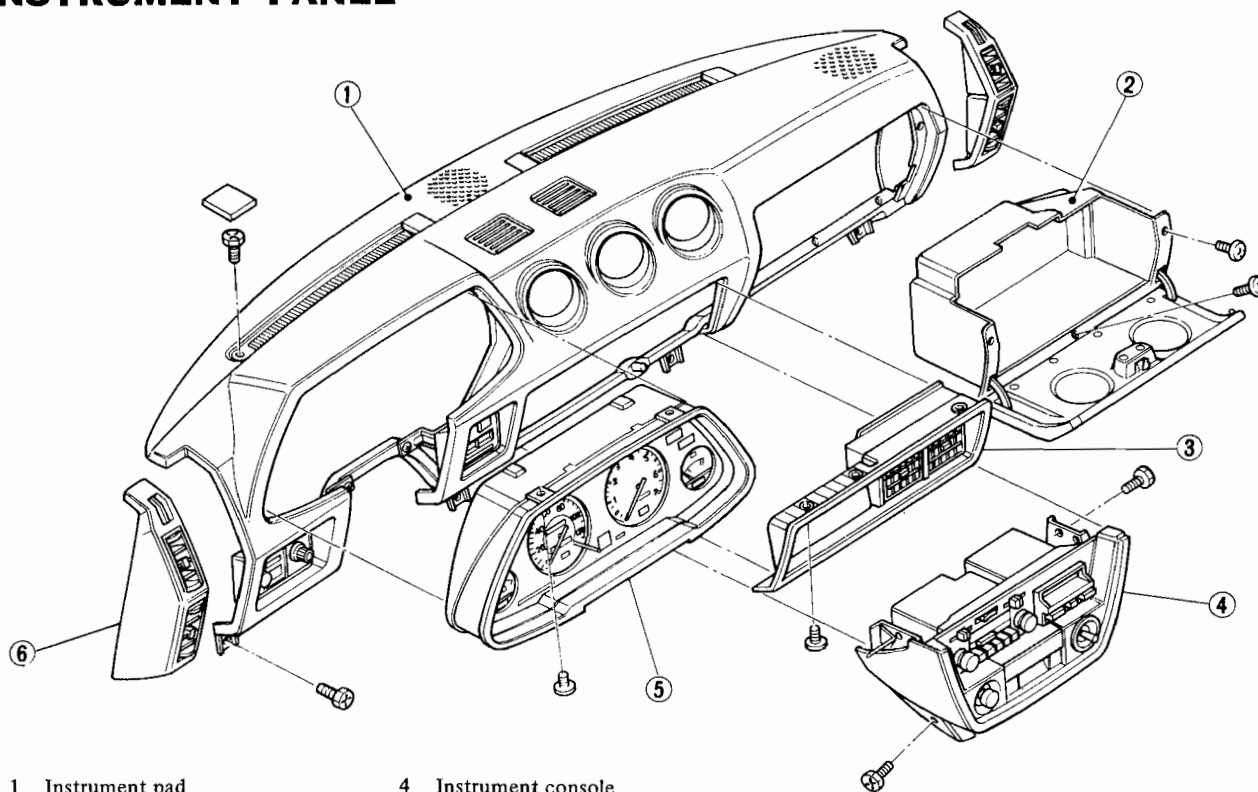
BODY SIDE



SBF313

INTERIOR

INSTRUMENT PANEL



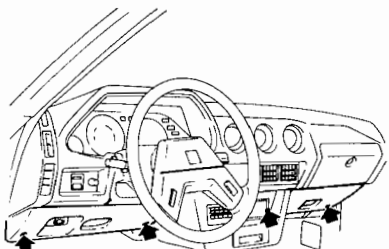
- | | |
|--------------------------------|----------------------|
| 1 Instrument pad | 4 Instrument console |
| 2 Glove box | 5 Combination meter |
| 3 Instrument center ventilator | 6 Side ventilator |

BF 703B

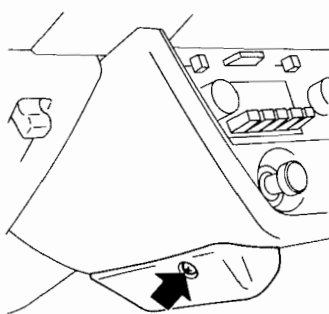
REMOVAL AND INSTALLATION

1. Disconnect battery ground cable.
2. Remove horn pad, steering wheel and shell cover. Refer to Steering Wheel (Section ST) for removal.
3. Remove combination switch.
4. Remove instrument lower covers. Disconnect step lamp harness at connector and air conditioner vacuum tube.

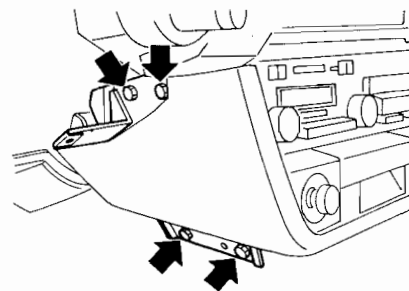
5. Remove instrument console bracket covers.



BF 704B



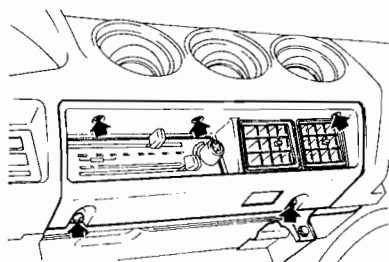
BF 705B



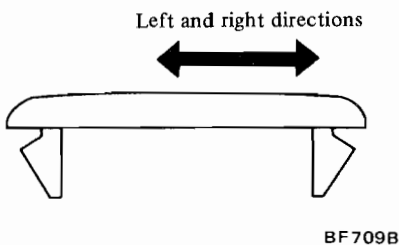
BF 706B

6. Remove instrument console.

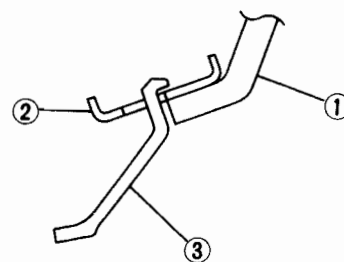
7. Remove instrument center ventilator.



BF707B



BF709B

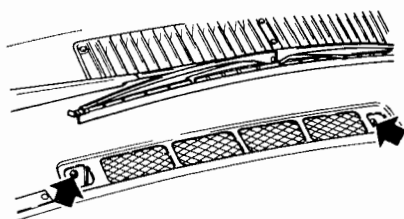


- 1 Pad
- 2 Panel
- 3 Instrument lower cover BF710B

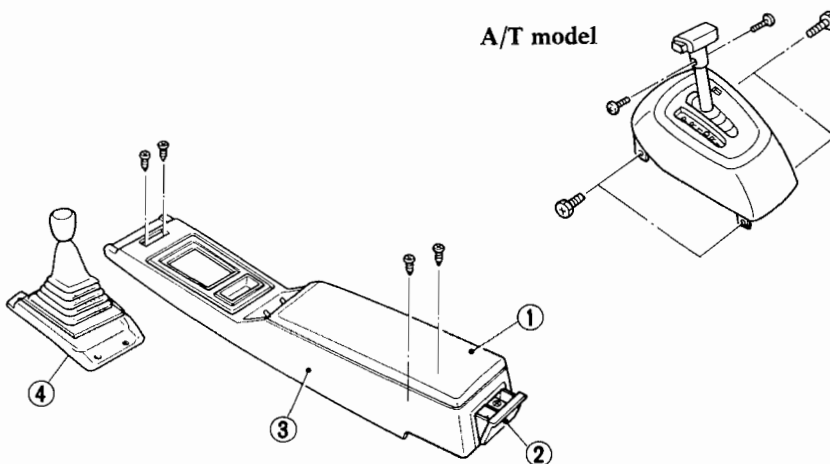
(3) When installing instrument lower cover, insert upper part of cover into instrument panel.

8. Remove heater control securing screws.
9. Remove speedometer cable intermediate connector.
10. Remove glove box lid.
11. Remove glove box attaching screws and remove pins in side box. Then lower upper face of box and remove glove box.
12. Remove instrument upper plugs and 4 instrument panel upper securing screws.

CONSOLE BOX



BF708B



- 1 Console box lid
- 2 Ash tray
- 3 Console box
- 4 Control lever assembly

SBF944A

13. Remove instrument panel lower securing bolt as shown in figure.
14. Disconnect instrument harness connectors.
15. Remove instrument panel in horizontal direction while lifting heater control slightly.
16. Installation is in reverse order of removal, paying attention to following points.
 - (1) When installing instrument panel, securely insert panel edge into instrument panel upper welt.
 - (2) Be sure to install instrument upper plug as shown in figure.

1. Remove console box securing screws and disconnect outside mirror harness, at connector.
2. Remove console box.

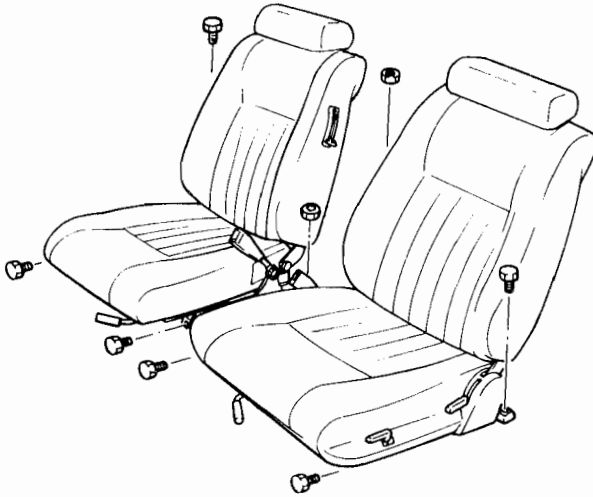
3. Remove control lever rubber boot.
4. Installation is in reverse order of removal.

SEAT

REMOVAL AND INSTALLATION

Front seat

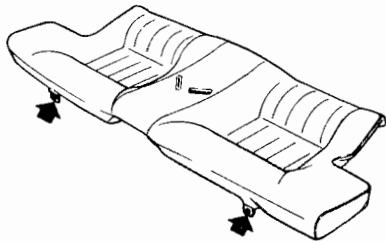
Front seat can be removed easily by removing attaching nuts and bolts.



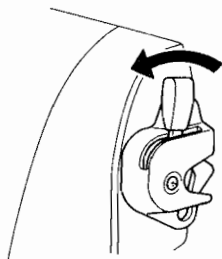
BF712B

Rear seat

Remove rear seat cushion. Then remove rear seat back by removing bolts and unlocking lock knob.



BF713B



BF714B

SEAT BELT

DESCRIPTION

The front seat belts are a three-point type consisting of an inner lap and an outer lap-shoulder belt.

This lap-shoulder belt is provided with an Emergency Locking Retractor which locks the belt by detecting car deceleration.

This retractor serves to restrain the belt securely in case of emergency, as in a collision or sudden stop of the car, thus protecting the seat occupant against serious injury. Under normal condition, the belt can be freely pulled out.

The inner lap belt is combined with a buckle. The buckle on drivers seat includes a switch which is used as a seat belt warning device.

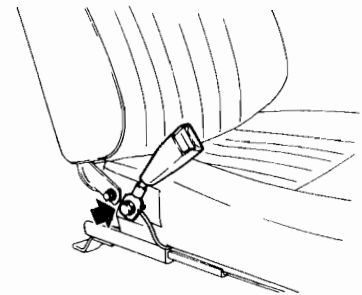
The rear seat belt is a two-point type and includes an automatic belt locking-retracting device.

CAUTION:

1. In conformity with MVSS No. 302, be sure to remove the thin polyethylene covers from seat belts at:
 - 1) Pre-delivery service
 - 2) Parts replacements
2. If the car is collided or overturned, replace the entire belt assembly, regardless of nature of accident.
3. If the condition of any component of a seat belt is questionable, do not have seat belt repaired, but replaced as a belt assembly.
4. If webbing is cut, frayed, or damaged, replace belt assembly.
5. Do not spill drinks, oil, etc. on inner lap belt buckle. Never oil tongue and buckle.
6. Use a NISSAN genuine seat belt assembly or equivalent.

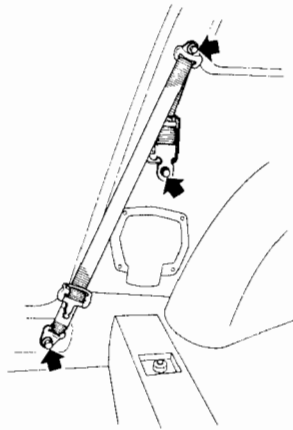
REMOVAL AND INSTALLATION

1. Disconnect battery ground cable.
2. Loosen bolt attaching inner lap belt.



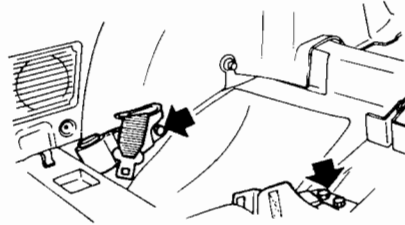
BF715B

3. On driver's seat, disconnect seat belt warning device harness connector and remove inner lap belt.
4. Remove front side body trims.
5. Remove lap-shoulder belt with Emergency Locking Retractor.



BF716B

6. Remove seat cushion, then remove rear seat belts.



BF717B

7. Install front and rear seat belts in reverse order of removal.

Ⓣ : 24 - 31 N·m
(2.4 - 3.2 kg·m,
17 - 23 ft·lb)

INSPECTION OF SEAT BELT SWITCH

The contacts of seat belt switch are normally closed. When tongue latches buckle, the tip end of tongue pushes push rod to open the switch contacts.

1. Disconnect battery ground cable.
2. Disconnect seat belt switch wire harness.
3. Check seat belt switch for proper operation, using a test light. The light should go out when tongue of outer lap belt latches buckle, and go on when it unlatches buckle. Replace belt assembly if necessary.

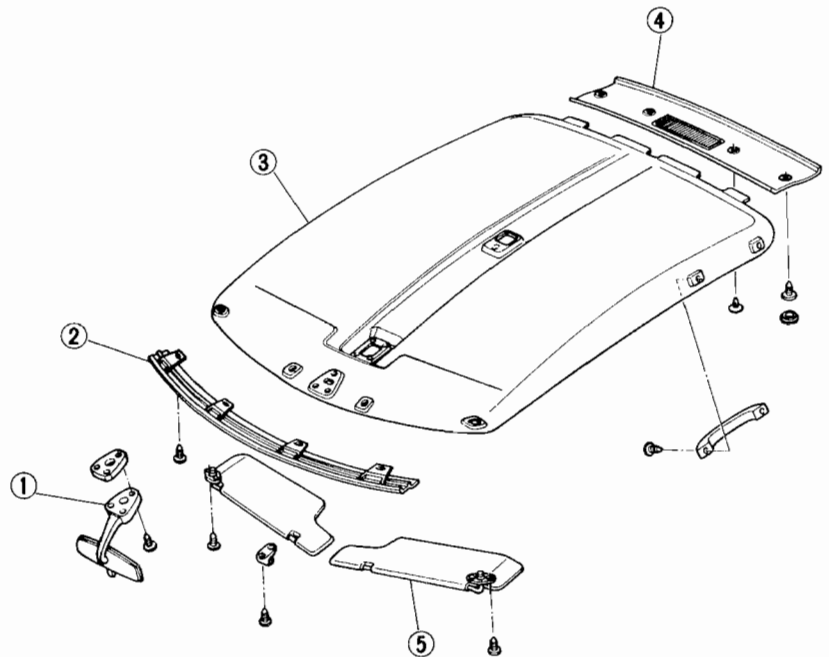
When checking seat belt switch operation, make sure that power is held below 16 volts and 13 mA.

TRIM AND MOLDING

ROOF TRIMMING

REMOVAL AND INSTALLATION

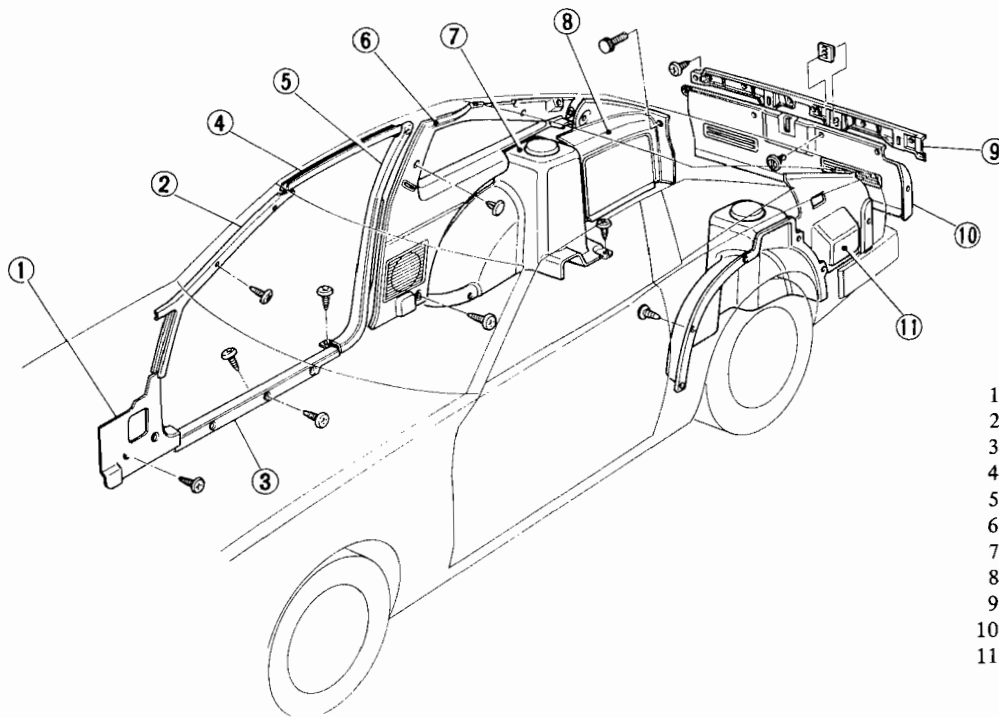
1. Remove roof rail rear finisher.
2. Remove assist grips, coat hangers, roof welt (T-bar roof model), sun visors, inside mirror, body side welt and pillar garnish lock. Then remove head lining.
3. Installation is in reverse order of removal.



- 1 Inside mirror
- 2 Windshield garnish
- 3 Headlining
- 4 Rear roof rail trim
- 5 Sun visor

BF718B

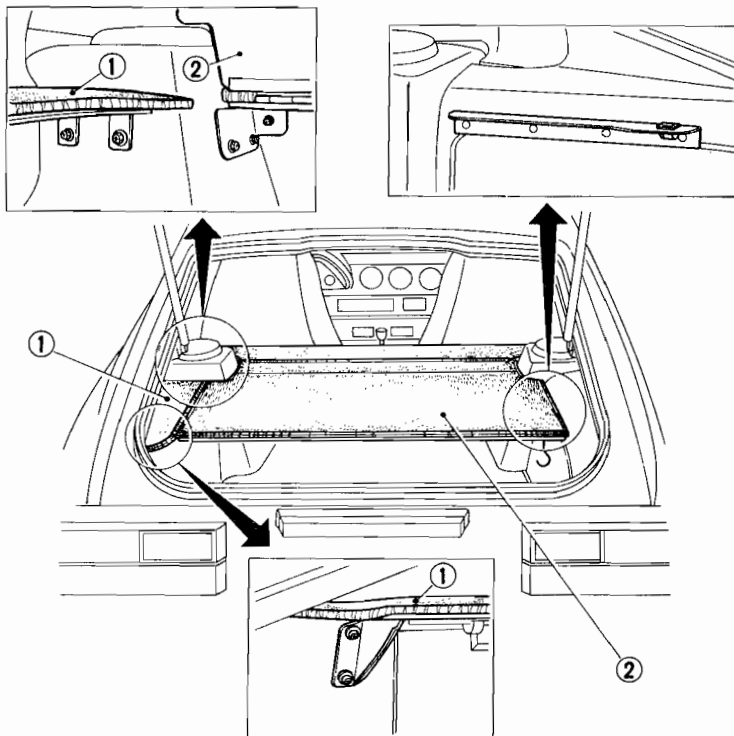
BODY SIDE TRIM AND MOLDING



- 1 Dash side trim
- 2 Front pillar garnish
- 3 Kicking plate
- 4 Side body welt
- 5 Lock pillar garnish
- 6 Front body side trim
- 7 Wheel house trim
- 8 Space saver spare tire cover
- 9 Rear finisher support
- 10 Rear panel finisher
- 11 Rear body side trim

BF719B

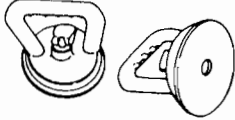
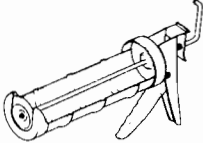
TONNEAU COVER



- 1 Side tonneau cover
- 2 Center tonneau cover

BF720B

SPECIAL SERVICE TOOLS

Tool number (Kent-Moore No.)	Tool name
ST08800000 (-)	Sucker 
ST08810000 (-)	Caulking hand gun 

HEATER & AIR CONDITIONER

CONTENTS

HEATER

DESCRIPTION (Heater)	HA- 2
HEATER SYSTEM	HA- 2
HEATER COMPONENTS	HA- 2
AIR FLOW	HA- 3
SERVICE PROCEDURES (Heater)	HA- 4
REMOVAL AND INSTALLATION	HA- 4
HEATER CONTROL ADJUSTMENT	HA- 5
DISASSEMBLY AND ASSEMBLY OF HEATER UNIT	HA- 5
INSPECTION	HA- 5
ELECTRICAL CIRCUIT (Heater)	HA- 6
WIRING DIAGRAM	HA- 6
TROUBLE DIAGNOSES AND CORRECTIONS (Heater)	HA- 7

AIR CONDITIONER

GENERAL SERVICE (Air conditioner)	HA- 8
REFRIGERANT R-12	HA- 8
COMPRESSOR OIL	HA- 8
GENERAL SERVICE INSTRUCTIONS	HA- 8
SAFETY PRECAUTIONS	HA- 8
EVACUATING AND CHARGING SYSTEM	HA- 8
COMPRESSOR OIL LEVEL CHECK	HA-14
PERFORMANCE TEST	HA-16
REFRIGERANT LEAKS	HA-16

(MANUAL TYPE)

DESCRIPTION (Manual air conditioner)	HA-17
REFRIGERATION SYSTEM	HA-17
OUTLINE OF AIR CONDITIONER	HA-18
AIR FLOW AND VACUUM SYSTEM	HA-19
ELECTRICAL CIRCUIT	HA-20
SERVICE PROCEDURES (Manual air conditioner)	HA-21
PRECAUTIONS FOR REMOVAL AND INSTALLATION	HA-21
REFRIGERANT LINES	HA-22
IDLER PULLEY AND COMPRESSOR DRIVE BELT	HA-22
COMPRESSOR	HA-23
CONDENSER	HA-24
CONDENSER FAN (Turbo-charged model only)	HA-24
CONDENSER FAN RELAY (Turbo-charged model only)	HA-24
RECEIVER DRIER	HA-25
ACCUMULATOR	HA-25
FAST IDLE ACTUATOR	HA-26
VACUUM TANK	HA-26
AIR CONDITIONER RELAY	HA-27
COOLING UNIT	HA-27
EXPANSION VALVE	HA-28
SUCTION THROTTLE VALVE	HA-29

HEATER UNIT	HA-29
HEATER CONTROL	HA-30
BLOWER UNIT	HA-32
BLOWER MOTOR	HA-32
BLOWER RELAY	HA-32
VACUUM CONTROL SWITCH	HA-32
VACUUM HOSE DIAGRAM	HA-32
ELECTRICAL DIAGRAM	HA-33

COMPRESSOR—Model MJ-167 (HITACHI make)

DESCRIPTION	HA-35
PRELIMINARY CLEANING	HA-35
COMPRESSOR CLUTCH	HA-35
SHAFT SEAL	HA-36
DISCHARGE VALVE	HA-38
SUCTION VALVE	HA-38
REAR COVER AND REAR CYLINDER HEAD	HA-39
FRONT COVER, FRONT CYLINDER HEAD AND CYLINDER	HA-40

TROUBLE DIAGNOSES AND CORRECTIONS

(Manual air conditioner)	HA-42
AIR CONDITIONER DIAGNOSES	HA-42
PERFORMANCE TEST DIAGNOSES	HA-44
BLOWER MOTOR DIAGNOSES	HA-48
COMPRESSOR CLUTCH DIAGNOSES	HA-50
COMPRESSOR DIAGNOSES	HA-52
FAST IDLE CONTROL DEVICE DIAGNOSES	HA-54
PERFORMANCE CHART	HA-55

(AUTO TEMPERATURE TYPE)

DESCRIPTION (Auto air conditioner) ..	HA-56
SYSTEM OPERATION	HA-56
FUNCTION AND OPERATION OF EACH UNIT ..	HA-57
UNITS LOCATION	HA-59
AIR FLOW	HA-61

SERVICE PROCEDURES

(Auto air conditioner)	HA-64
INSPECTION OF "CHECK" TERMINAL	HA-64
UNIT INSPECTION	HA-66
ELECTRICAL DIAGRAM	HA-70
VACUUM DIAGRAM	HA-71
TROUBLE DIAGNOSES	HA-72

SERVICE DATA AND SPECIFICATIONS (S.D.S.)

GENERAL SPECIFICATIONS	HA-77
INSPECTION AND ADJUSTMENT	HA-77
TIGHTENING TORQUE	HA-77

SPECIAL SERVICE TOOLS

Refer to Section MA (Heater and Air Conditioner) for:

- CHECKING REFRIGERANT LEVEL
- CHECKING REFRIGERANT LEAKS

Refer to Section MA (Basic Mechanical System) for:

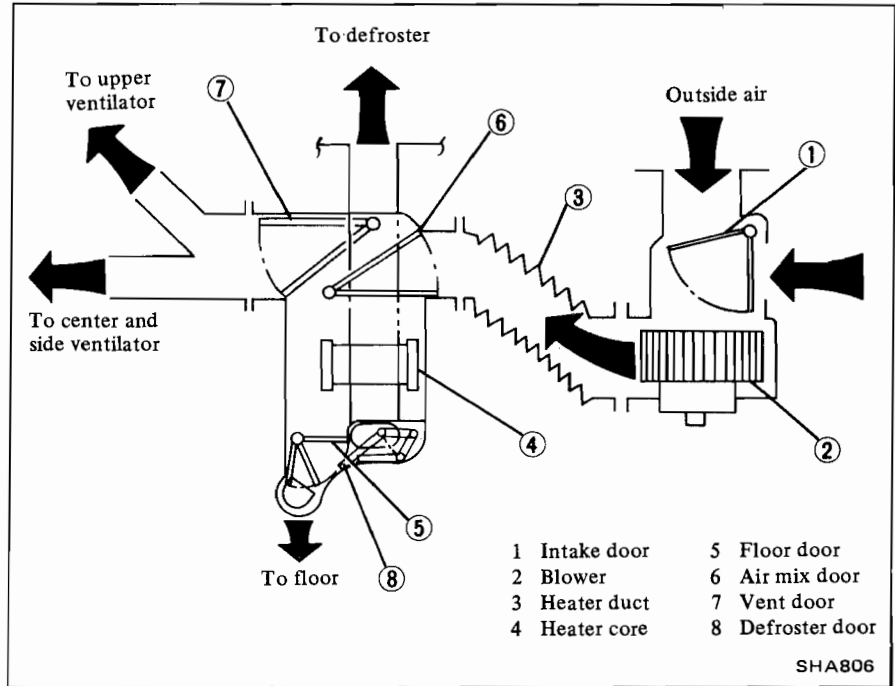
- CHECKING AND ADJUSTING DRIVE BELTS

DESCRIPTION (Heater)

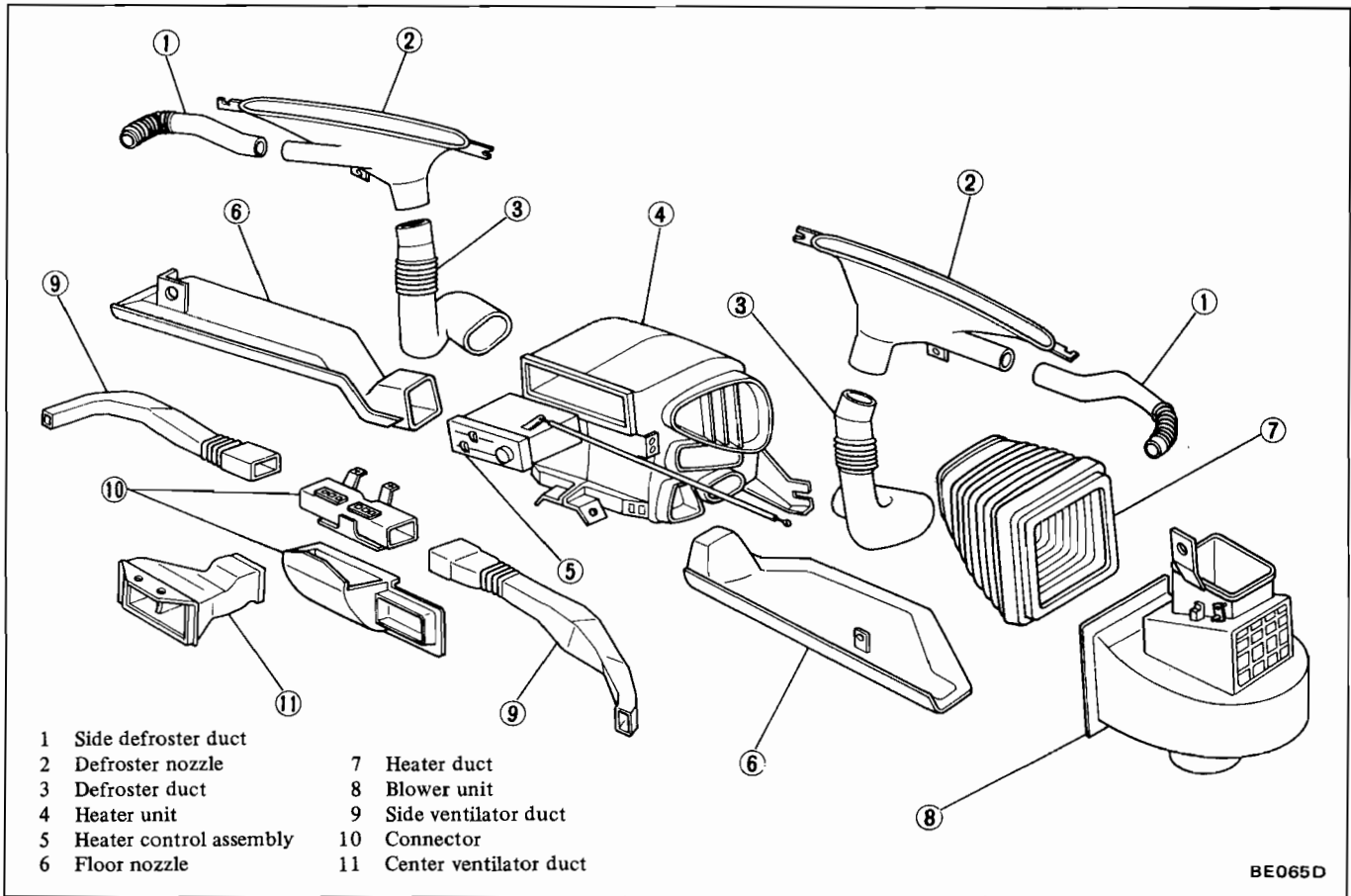
HEATER SYSTEM

Outside air drawn in through the cowl top grille is directed through the air intake box to the heater unit by the fan. The heater unit includes an air mix door which controls the air temperature, and a ventilation door and floor door which change the distribution of air flow. The intake door inside the intake box shuts out the outside air when the heater is off.

The heater controls, consisting of two levers and one knob, are located in the middle portion of the instrument panel. They are the MODE lever which selects the air outlet, the TEMP lever which controls the temperature and the FAN switch knob which regulates air flow with the fan.

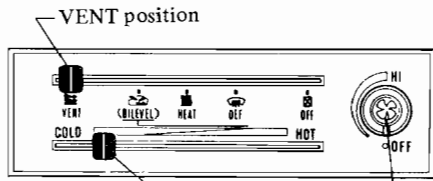


HEATER COMPONENTS



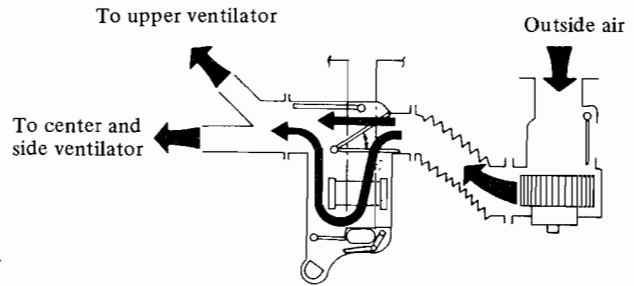
AIR FLOW

VENTILATING

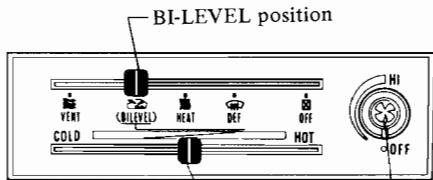


Move the lever to the desired temperature.

Turn the knob to the desired air flow.

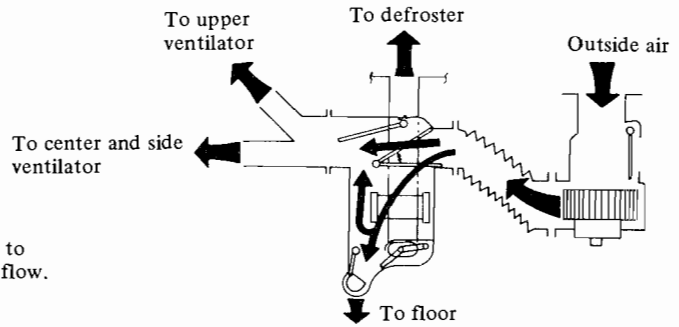


BI-LEVEL

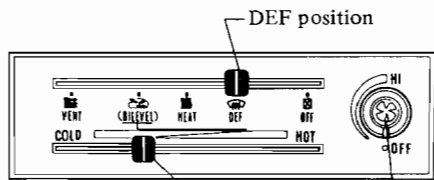


Move the lever to the desired temperature.

Turn the knob to the desired air flow.

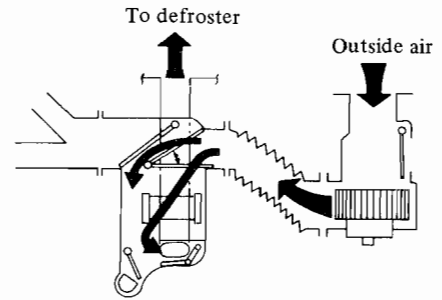


DEFROSTING

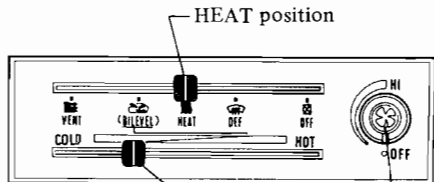


Move the lever to the desired temperature.

Turn the knob to the desired air flow.

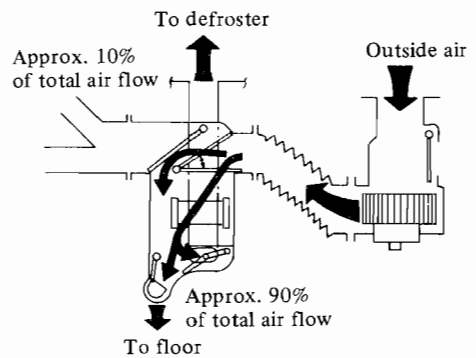


HEATING

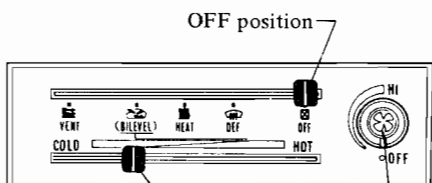


Move the lever to the desired temperature.

Turn the knob to the desired air flow.

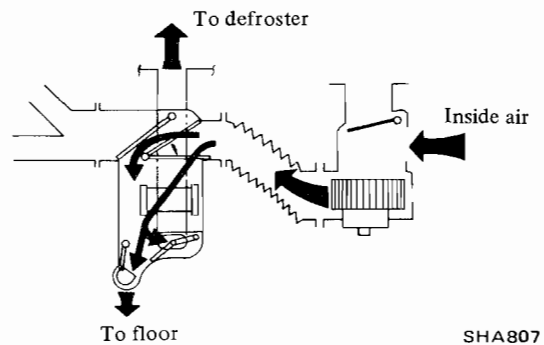


RECIRCULATING



Move the lever to the desired temperature.

Turn the knob to the desired air flow.



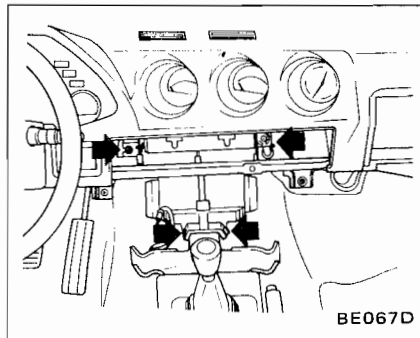
SHA807

SERVICE PROCEDURES (Heater)

REMOVAL AND INSTALLATION

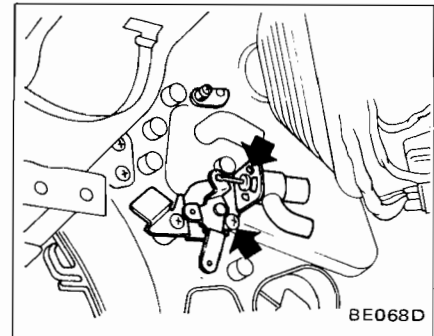
HEATER CONTROL ASSEMBLY

1. Disconnect battery ground cable.
2. Remove instrument lower covers, floor nozzles and defroster ducts.
3. Remove instrument console. Refer to Section BF.
4. Remove instrument center ventilator.
5. Disconnect door control cables and rod at each door.
6. Remove heater control assembly by loosening attaching screws.
7. Install heater control assembly in the reverse order of removal. After installing heater control assembly, control cables and rod must be adjusted by referring to Adjusting Heater Control.



11. Install heater unit in the reverse order of removal. After installing heater unit, adjust control cable by referring to Heater Control Adjustment.

8. Install in the reverse order of removal. After installing water cock, adjust control cable and rod by referring to Heater Control Adjustment.



WATER COCK

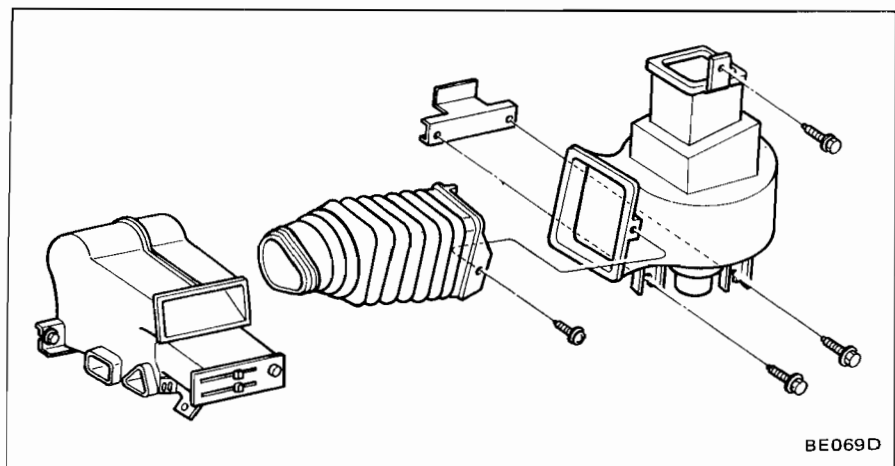
1. Disconnect battery ground cable.
2. Remove instrument lower cover, floor nozzle and defroster duct on the right side.
3. Drain engine coolant.
4. Remove heater duct.
5. Disconnect outlet and inlet hoses, and loosen clamp of hose connecting water cock to heater unit.
6. Disconnect temperature control cable and air-mix door rod from water cock lever.
7. Remove water cock by loosening retaining screws.

BLOWER ASSEMBLY

1. Disconnect battery ground cable.
2. Remove instrument lower cover and glove box.
3. Remove floor nozzle, defroster duct and side defroster duct on the right side.
4. Remove heater duct.
5. Disconnect wire harness at blower motor harness connector.
6. Disconnect control cable at blower assembly by removing clip.
7. Remove bolts securing blower assembly and then remove blower assembly.

HEATER UNIT

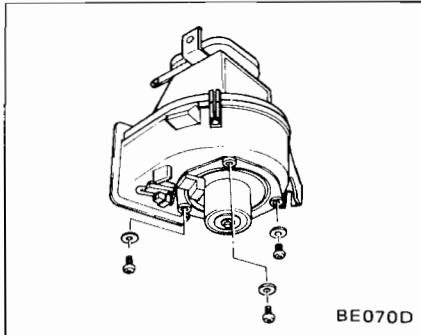
1. Disconnect battery ground cable.
2. Set TEMP lever to max. HOT position and drain engine coolant.
3. Remove instrument lower covers, floor nozzles, defroster ducts instrument console and instrument center ventilator.
Refer to Section BF.
4. Remove glove box. Refer to Section BF.
5. Remove heater duct.
6. Disconnect control cables and rod from heater unit.
7. Remove heater control assembly by loosening attaching screws.
8. Disconnect inlet and outlet heater hoses from passenger compartment.
9. Remove blower assembly. Refer to Blower Assembly.
10. Remove bolts attaching heater unit and then remove heater unit.



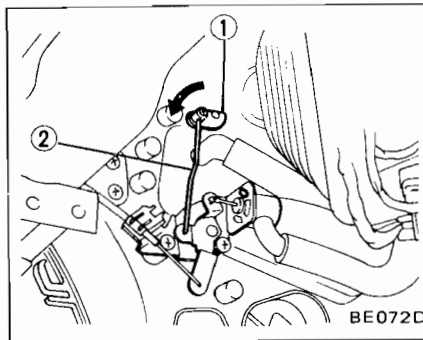
8. Installation is in the reverse order of removal.

BLOWER MOTOR

1. Disconnect battery ground cable.
2. Remove instrument lower cover and floor nozzle on the right side.
3. Disconnect wire harness at blower motor harness connector.
4. Remove blower motor attaching screws, and then remove blower motor with fan.



4. Set temperature lever in maximum HOT position, and tighten securely control rod to air-mix door lever while pushing the lever in the direction of arrow.



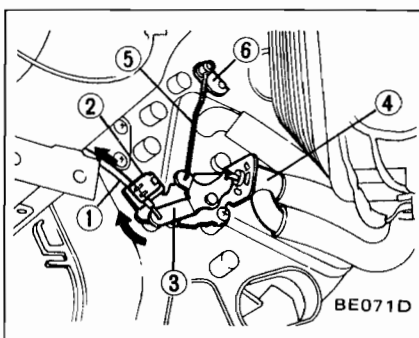
- 1 Air-mix door lever
- 2 Rod

5. Installation is in the reverse order of removal.

HEATER CONTROL ADJUSTMENT

TEMPERATURE CONTROL CABLE

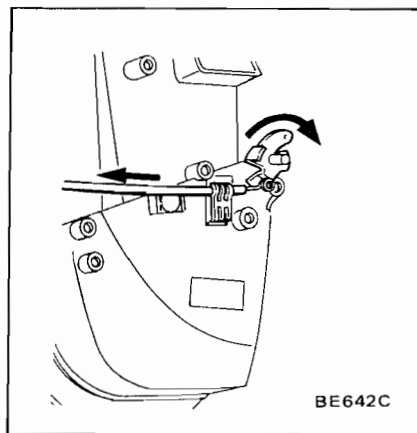
1. Set temperature lever in maximum cold position.
2. Temporarily tighten control rod mounting screw.
3. Push water cock lever in the direction of arrow (to closing side), and press temperature control cable outer case in the direction of arrow (to temperature lever side). While doing so, secure outer case with clip.



- | | |
|---|----------------------|
| 1 Temperature control cable outer cable | 4 Water cock Rod |
| 2 Clip | 5 Rod |
| 3 Water cock lever | 6 Air-mix door lever |

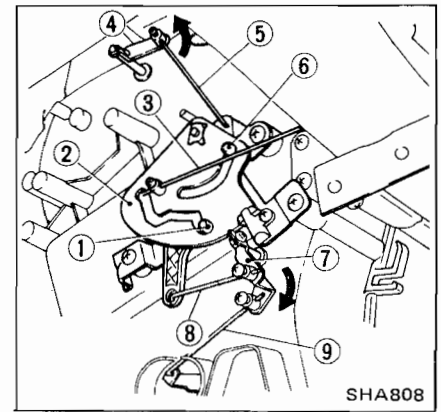
AIR INTAKE DOOR

1. Set MODE lever at OFF position.
2. Push air intake door lever in direction of arrow (to shut out outside air flow), and press air intake door control cable outer case in direction of arrow. While doing so, secure outer case with clip.



AIR CONTROL ROD, VENTILATION DOOR ROD, FLOOR DOOR ROD AND DEFROSTER DOOR ROD

1. Set MODE lever at VENT position.
2. Bring link into contact with stoppers A and B and secure air control rod.



- 1 Stopper A
- 2 Link
- 3 Air control rod
- 4 Ventilation door lever
- 5 Ventilation door rod
- 6 Stopper B
- 7 Floor door lever
- 8 Floor door rod
- 9 Defroster door rod

3. Under this condition, push up on ventilation door lever in direction of arrow and secure ventilation door rod. Then push floor door lever in direction of arrow and secure floor door rod.
4. Set MODE lever at DEF position.
5. Open defroster door fully and secure defroster door rod.

DISASSEMBLY AND ASSEMBLY OF HEATER UNIT

1. Remove heater unit.
2. Remove water cock.
3. Remove clips securing right and left heater case, then separate heater case.
4. Take out heater core.
5. Assemble heater unit in the reverse order of disassembly.

INSPECTION

Inspect all parts of heater for damage. Refer to Trouble Diagnoses and Corrections. For electrical system, check wiring, fan switch and fan motor for continuity.

If fan motor fails to rotate, check following items.

1. Fuse and fusible link.
2. To check for burned out fuse, follow same procedure as for ordinary fuses using a circuit tester or test lamp.
3. Loose wire connection.

BLOWER MOTOR POWER SUPPLY

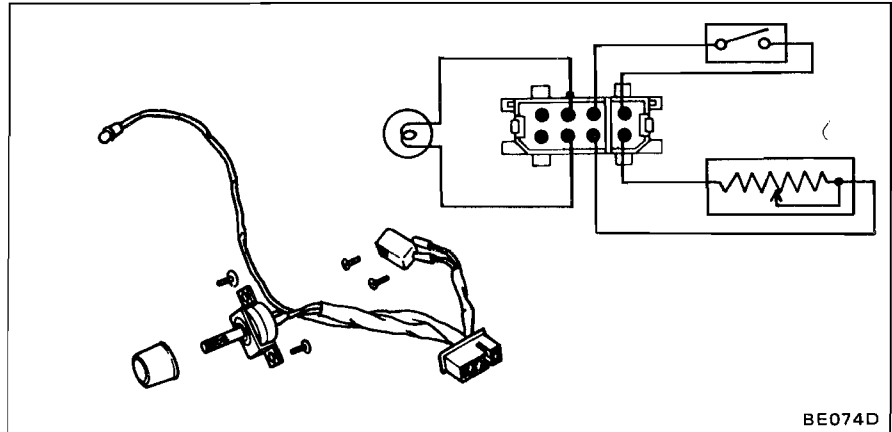
1. Disconnect blower motor harness to connect main harness.
2. Connect one test lamp lead wire to "LB" wire terminal in connector of main harness for blower motor and the other to ground.
3. Turn ignition switch to "ACC" position. Test lamp should go on.

BLOWER MOTOR

1. Disconnect lead wire at 2-pole type connector.
2. Test continuity between lead wires. Continuity should exist.

FAN SWITCH

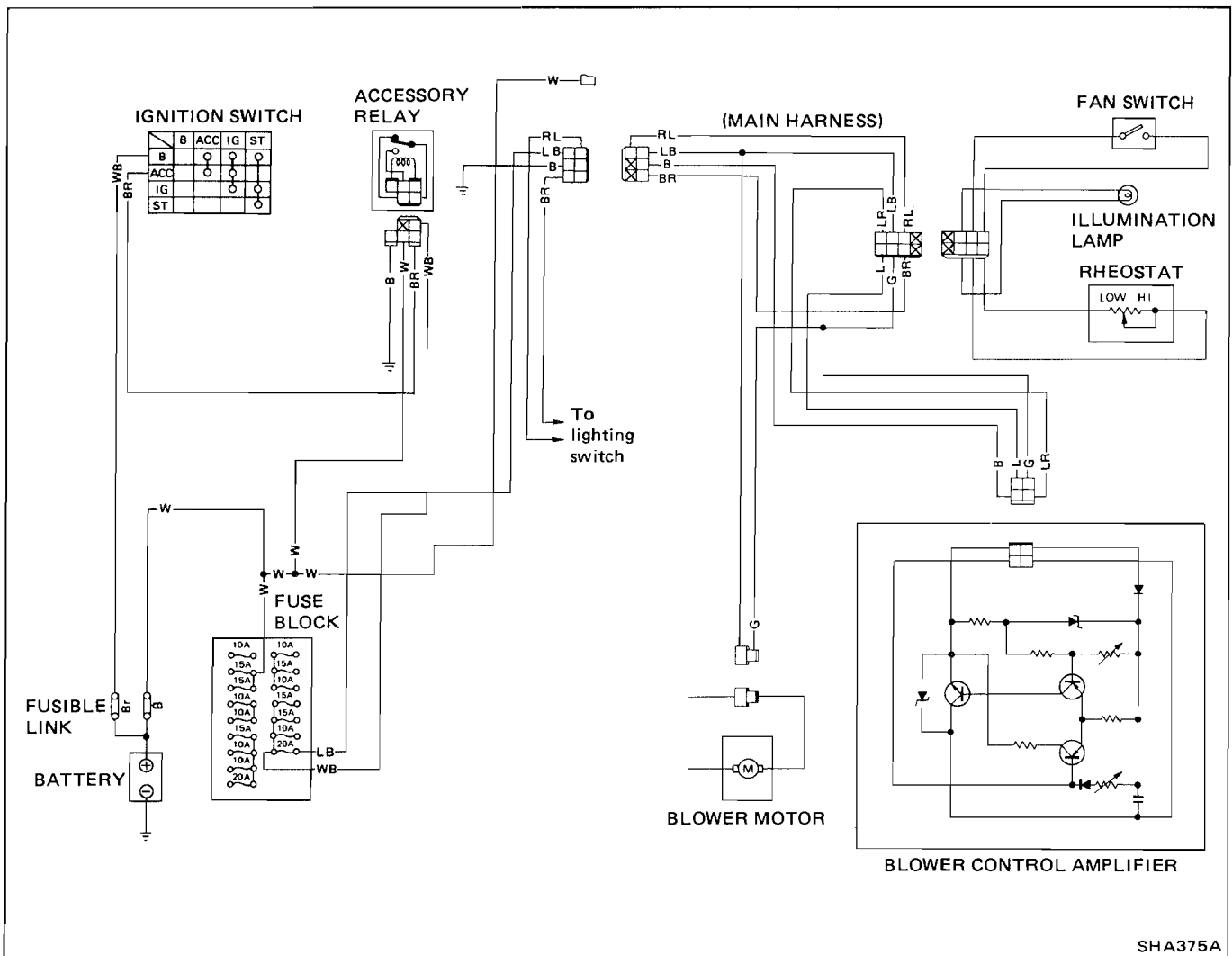
Test continuity through fan switch with a test lamp or ohmmeter.



BE074D

ELECTRICAL CIRCUIT (Heater)

WIRING DIAGRAM



SHA375A

TROUBLE DIAGNOSES AND CORRECTIONS (Heater)

Condition	Probable cause	Corrective action
Insufficient heating performance. No heated air discharged.	Cooling water temperature too low. Heater core plugged. Insufficient cooling water level. Malfunctioning air mix door. Malfunctioning water cock.	Check thermostat. Replace as necessary. Clean. Refill. Adjust control cable. Adjust control cable.
Insufficient air flow to floor.	Blower motor speed too low. Malfunctioning floor door.	Check motor terminal voltage. Repair poor connection and discontinuity. Replace motor if necessary. Replace blower control amplifier if necessary. Adjust control cable.
Insufficient defrosting performance. Cold air discharged.	Refer to “No heated air discharged”.	
Insufficient air flow to defroster.	Malfunctioning floor door (or faulty seal). Defroster nozzle plugged. Leak at defroster duct-to-nozzle connection.	Adjust control cable. Clean. Correct.
Heated air discharged with lever in VENT.	Water cock not operating properly. Mode door not operating properly (or seal damaged).	Adjust control cable. Adjust control cable.
Blower motor does not run.	Fuse melted. Motor wire connector disconnected. Faulty switch. Faulty motor. Faulty blower control amplifier.	Correct cause and replace. Correct. Replace. Check and correct. Replace.
Control lever drags.	Inner wire rubbing against outer case end. Control cable bent excessively. Malfunctioning doors, door levers, etc.	Adjust control cable. Correct. Check and correct.
Outside air comes in with fan in OFF.	Air intake door not operating properly. Control cable out of adjustment.	Repair or replace. Adjust control cable.
Noise from blower motor.	Loose bolt in blower motor.	Check and tighten loose bolts.

GENERAL SERVICE (Air conditioner)

REFRIGERANT R-12

The refrigerant used in the air conditioner is generally called "Refrigerant-12 (R-12)". No other refrigerant than the above refrigerant should be used.

Note: Exercise care when handling refrigerant as it is stored under high pressure.

COMPRESSOR OIL

The "SUNISO 5GS" refrigeration lubricant should be used to assure the successful compressor operation. Use of oils other than recommended or mixing of the oil with other oils would cause chemical reaction or lead to lowered viscosity or deficient lubrication.

GENERAL SERVICE INSTRUCTIONS

If dirt, water or air enters the air conditioner system, it will be seriously affected. Be sure to observe the following:

1. Always keep the working place clean and dry and free from dirt and dust. Wipe water off from the line fittings with a clean cloth before disconnecting.
2. Have all necessary tools in preparation beforehand and have tools clean and dry.
3. Handling plug when the system line is disconnected.
4. Handling compressor oil

For details, refer to each description in this manual.

SAFETY PRECAUTIONS

WARNING:

1. Since direct contact of the liquid refrigerant with your skin will cause frostbite, always be careful when handling the refrigerant. Always wear goggles to protect your eyes when working around the system.
 2. The refrigerant service container has a safe strength. However, if handled incorrectly, it will explode. Therefore, always follow the instructions on the label. In particular, never store it in a hot location [above 52°C (126°F)] or drop it from a high height.
 3. The refrigerant gas is odorless and colorless and breathing may become difficult due to the lack of oxygen. Since the refrigerant gas is heavier than air and will lay close to the floor, be especially careful when handling it in small, confined spaces.
 4. The refrigerant itself is nonflammable. However, a toxic gas (phosgene gas) is produced when it contacts fire and special care is therefore required when checking for leaks in the system with a halide torch.
 5. Do not steam clean on the system, especially condenser since excessively high pressure will build up in the system, resulting in explosion of the system.
- The above precautions are essential in handling of Refrigerant-12, and their strict observation requires sufficient training. Therefore, it is of first importance that any other personnel than a well-trained serviceman should not be allowed to handle the refrigerant.

EVACUATING AND CHARGING SYSTEM

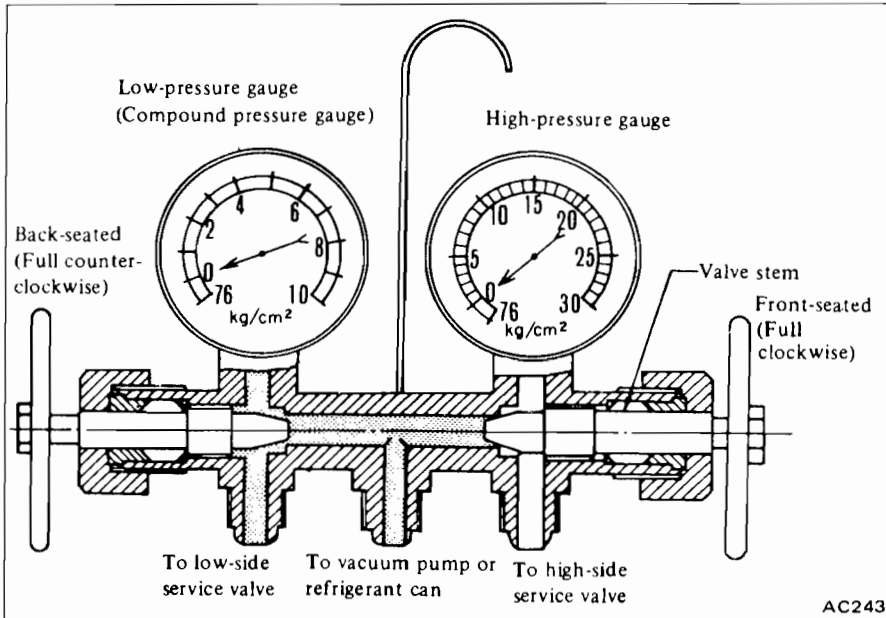
During servicing, use caution to keep air from getting into refrigerant. When air enters the system, all refrigerant must be evacuated from system prior to charging new refrigerant. Air in refrigerant has the following deleterious effects:

1. Since the condensation temperature of the air is extremely low, the air will not be condensed when refrigerant gas is condensed in the condenser, and the air will thus remain in gaseous form. Consequently, the effective thermal transmission area of condenser for refrigerant gas will be reduced and refrigerant gas to be condensed will be reduced. The pressure rise will become proportional to the volume of the air in system.
2. When air and refrigerant are mixed in system, a chemical reaction will be produced and hydrochloric acid which will adversely affect the aluminum, copper, iron, and other materials in system may be generated.

HANDLING MANIFOLD GAUGE

The pressure at the high- and low-sides of system should be measured when evacuating and charging refrigerant and when diagnosing trouble in the system. The manifold gauge is used for these purposes. A manifold gauge has two pressure gauges; a low pressure gauge and a high pressure gauge. These gauges are connected to the high- and low-side service valves of system through flexible charging hoses. The construction of manifold gauge is shown in the figure.

When valve stem is fully screwed, the valve is front-seated and valve path and the center path are blocked. When valve stem is backed off, the paths are opened.



Connection to service valve

1. Fully close both valves of manifold gauge. Connect high- and low-pressure charging hoses to manifold gauge.
2. Remove caps from service valves. Connect high- and low-pressure charging hoses to service valves in system. The refrigerant gas will be discharged since check valve is open when pressing charging hose onto service valve.
3. Next, loosen the connection fitting of charging hose at manifold gauge side for 2 to 3 seconds to purge any air inside charging hose by the pressurized gas in system.

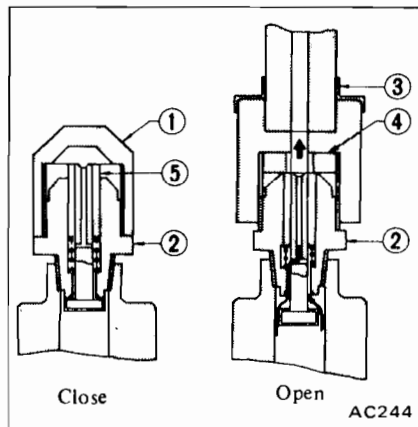
Disconnection from service valve

1. Fully close both valves of manifold gauge.
2. Disconnect two charging hoses from service valves. At this time, the gas will be discharged until check valve is closed. Therefore, disconnect hose quickly.

WARNING:
Work with fingers protected with cloth against frostbite by refrigerant.

HANDLING SERVICE VALVE

An automatic check valve is built into service valve. When this valve presses against the connection fitting, that is, when charging hose is connected to service valve, the valve is open. When charging hose is disconnected, the valve is closed automatically. Always observe the following usage precautions:



- | | |
|-----------------|---------------|
| 1 Cap | 4 Packing |
| 2 Service valve | 5 Check valve |
| 3 Charging hose | |

1. Always install valve cap after using service valve.

When high speed operation is performed without valve cap, a negative

pressure will gradually build up at the low pressure side of system and air may be sucked in. In addition, dirt and dust will easily enter the valve resulting in foreign matter entering the system.

CAUTION:
Do not over-tighten valve cap.

2. Check valve will be half opened during connection and disconnection of charging hoses and refrigerant will be forcefully discharged. Therefore, connect and disconnect charging hoses quickly while pressing flare nut of charging hose against service valve.

WARNING:
Work with fingers protected with cloth against frostbite by refrigerant.

3. Since close contact between the thread of valve cap and the thread of service valve will prevent gas leakage, keep these areas clean and free of scratches and damage.
4. Since packing of charging hose will be lost during long use, always check packing prior to installing charging hose.

HANDLING CAN TAP

A wide variety of can taps are available. The following procedures apply to conventional can taps.

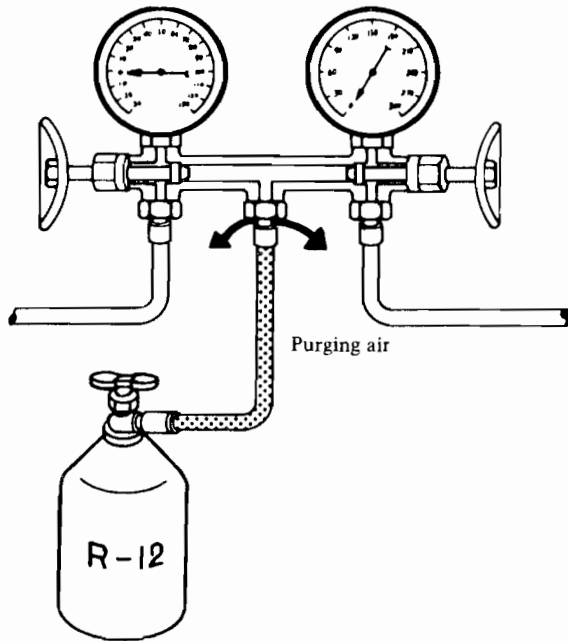
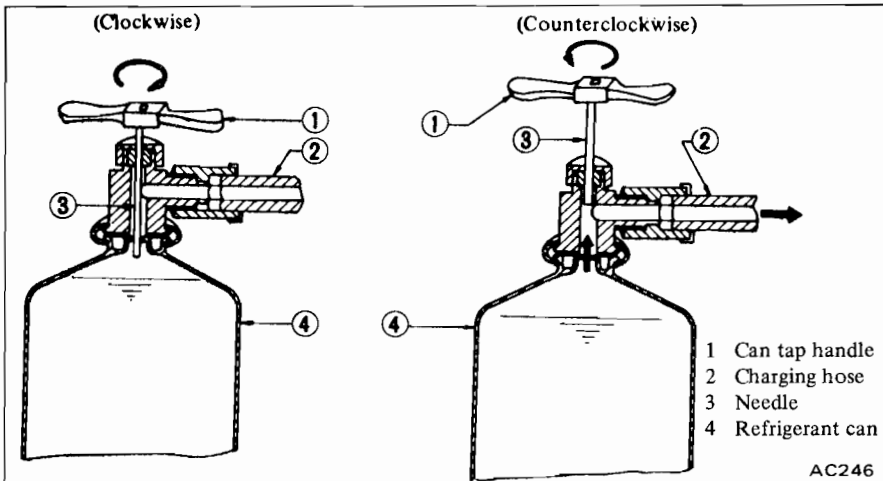
For the correct usage, refer to the manufacturer's instructions.

1. Connect charging hose to the center fitting of manifold gauge. At this time, confirm that both stems are fully turned in (front-seated).
2. Turn can tap handle fully counter-clockwise so that the needle is pulled up.
3. Attach can tap to refrigerant can firmly.
4. Turn can tap handle fully clockwise to make a hole in refrigerant can.
5. Turn the handle fully counter-clockwise to raise the needle. Refrigerant gas will flow up to the center

fitting of manifold gauge.

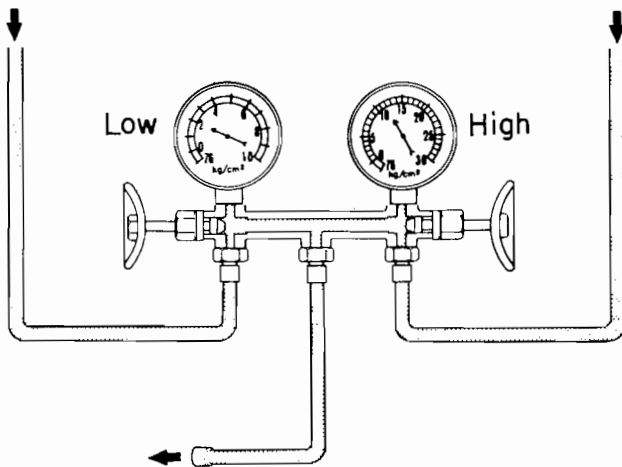
6. Loosen the connection at the

center fitting of manifold gauge for a few seconds to purge air inside charging hose.



To Low pressure service valve

To High pressure service valve



DISCHARGING SYSTEM

The pressurized refrigerant gas inside system must be discharged to a pressure approaching atmospheric pressure prior to evacuating refrigerant inside system. This operation should be also made to permit safe removal when replacing system components.

1. Close high- and low-pressure valves of manifold gauge fully.
2. Connect two charging hoses of manifold gauge to their respective service valves.

WARNING:

Securely connect high pressure (discharge) service valve to that of manifold gauge with a hose; also connect low pressure (suction) service valve to that of manifold gauge.

3. Open both manifold gauge valves slightly and slowly discharge refrigerant from system.

WARNING:

Protect fingers with cloth against frostbite by refrigerant when connecting the charging hose to the service valve or disconnecting it therefrom.

Do not allow refrigerant to rush out. Otherwise, compressor oil will be discharged along with refrigerant.

EVACUATING SYSTEM

1. Connect high- and low-pressure charging hoses of manifold gauge to their respective service valves of system and discharge refrigerant from system. Refer to Discharge System.
2. When refrigerant has been discharged to a pressure approaching atmospheric pressure, connect center charging hose to a vacuum pump.
3. Close both valves of manifold gauge fully. Then start vacuum pump.
4. Open low-pressure valve and suck

old refrigerant from system.

5. When low-pressure gauge reading has reached to approximately 66.7 kPa

(500 mmHg, 19.69 inHg), slowly open highpressure valve.

Elevation m (ft)	Vacuum of system* kPa (mmHg, inHg)
0 (0)	94.6 (710, 28)
300 (1,000)	91.3 (685, 27)
600 (2,000)	88.0 (660, 26)
900 (3,000)	84.6 (635, 25)

*: Values show reading of the low-pressure gauge.

b. The rate of ascension of the low-pressure gauge should be less than 3.3 kPa (25 mmHg, 0.98 inHg) in five minutes.

If the pressure rises or the specified negative pressure can not be obtained, there is a leak in the system. In this case, immediately charge system with refrigerant and repair the leak described in the following.

(1) Charge system with a can of refrigerant [about 0.4 kg (0.9 lb)]. Refer to Charging Refrigerant.

(2) Check for refrigerant leakage with a leak detector. Repair any leakages found. Refer to Heater and Air Conditioner (Section MA) for inspection.

(3) Discharge refrigerant again, and then evacuate system.

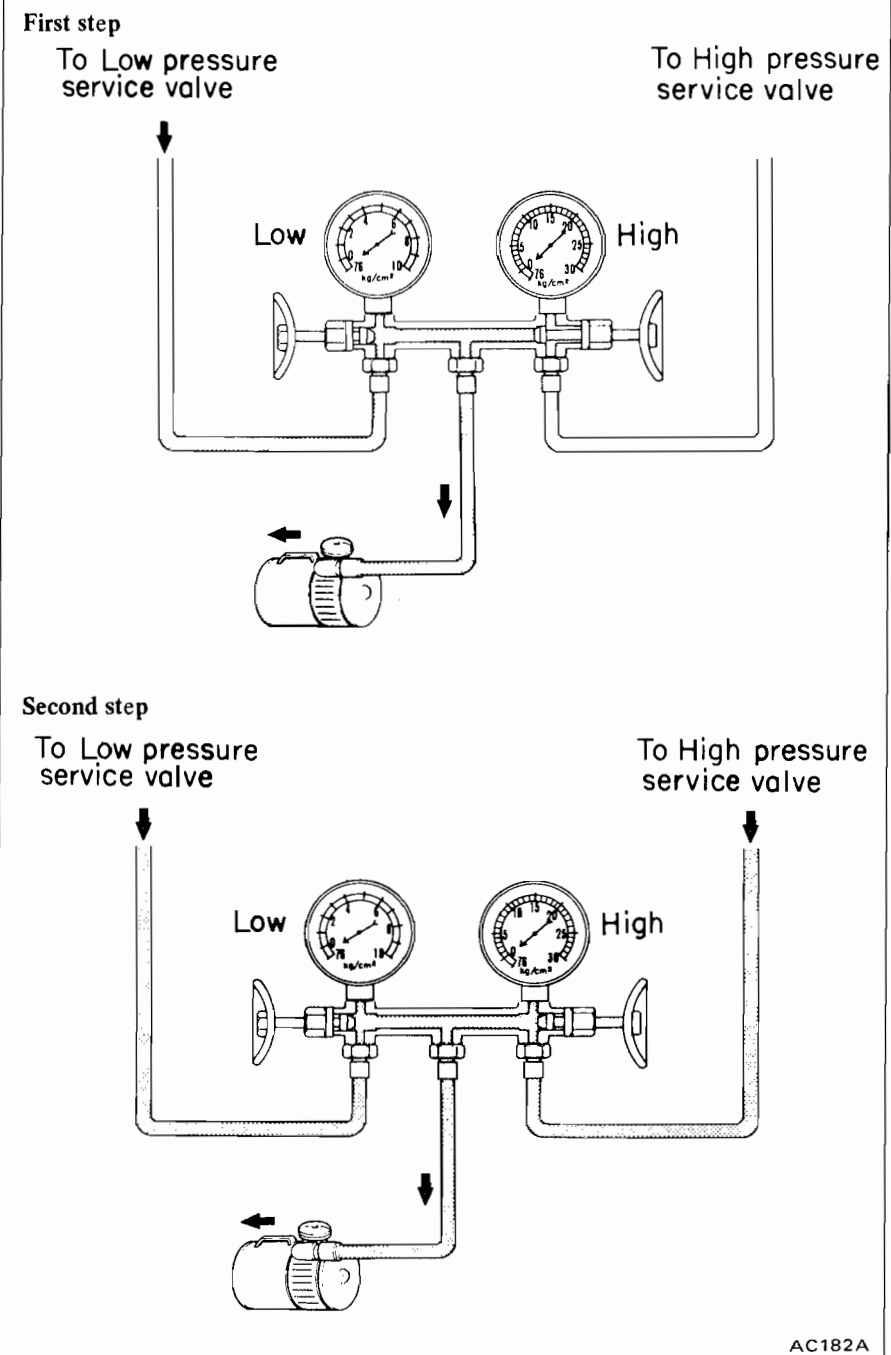
CHARGING REFRIGERANT

1. Install manifold gauge to system. Refer to Handling Manifold Gauge.

WARNING:
Securely connect high pressure (discharge) service valve to that of manifold gauge with a hose; also connect low pressure (suction) service valve to that of manifold gauge.

CAUTION:

- a. Be sure to purge air from the high- and low-pressure charging hoses.
- b. If air is mixed with refrigerant gas in system, evacuation of system should be performed. Refer to Evacuating System.



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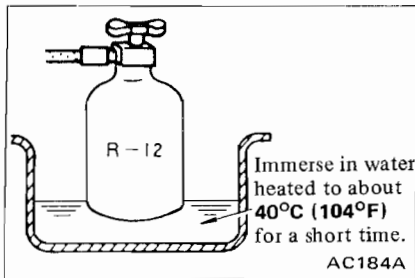
6. When pressure inside system has dropped to 94.6 kPa (710 mmHg, 27.95 inHg), fully close both of valves of manifold gauge and stop vacuum pump. Let stand it for 5 to 10 minutes in this state and confirm that the reading does not rise.

a. The low-pressure gauge reads lower by 3.3 kPa (25 mmHg, 0.98 inHg) per a 300 m (1,000 ft) elevation. Perform evacuation according to the following table.

2. Attach center charging hose of manifold gauge to refrigerant can through can tap. Break seal of refrigerant can to allow refrigerant to enter manifold gauge. Loosen charging hose at the center fitting of manifold gauge and purge air from inside charging hose. Refer to Handling Can Tap.
3. Open high- and low-pressure

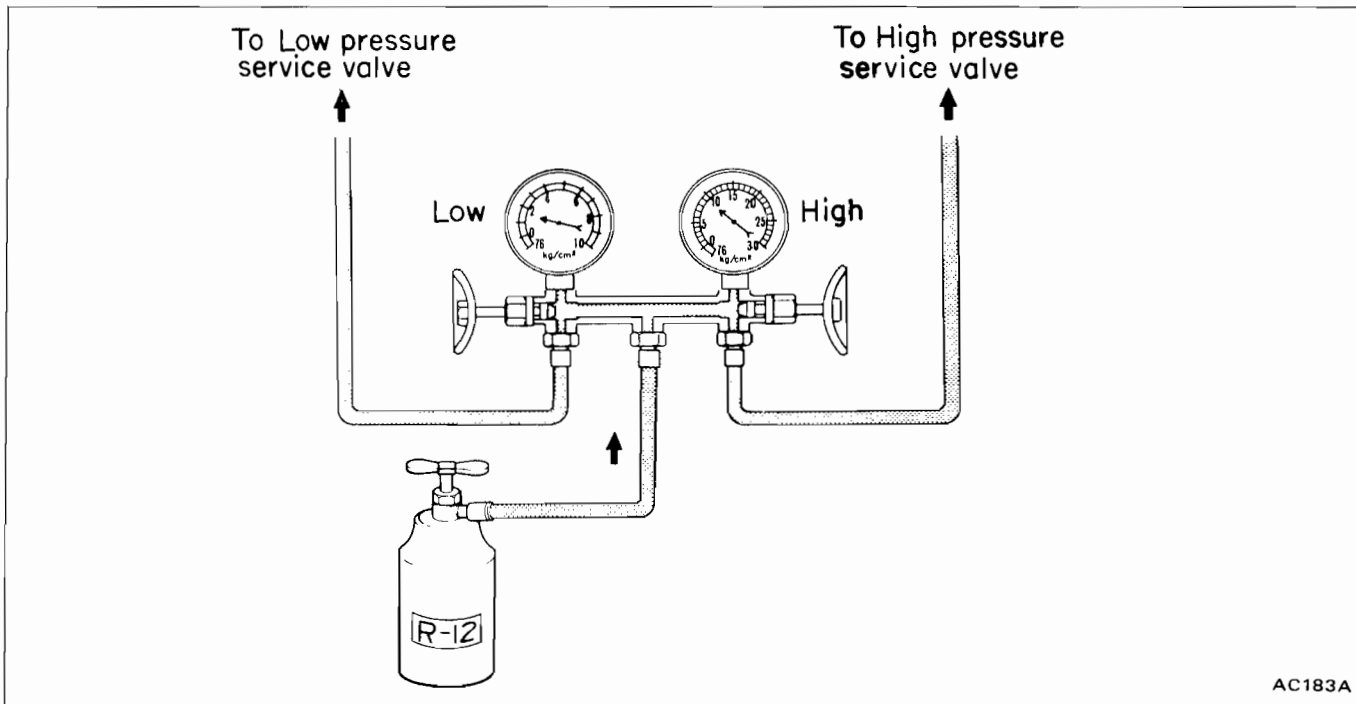
valves of manifold gauge and charge refrigerant into system.

When refrigerant charging speed is slow, immerse refrigerant can in water heated to a temperature of about 40°C (104°F) for a short time.



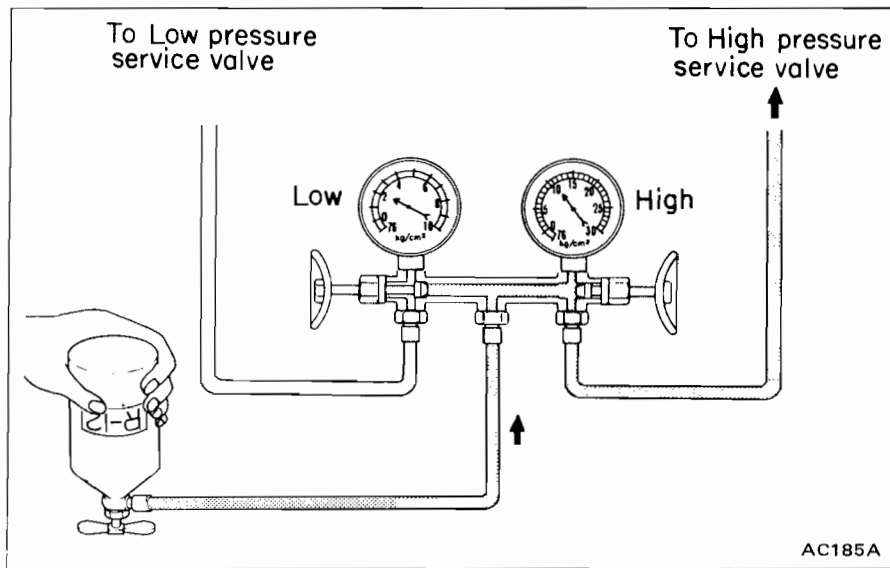
WARNING:

- a. Under any circumstances the refrigerant can must not be warmed in water heated to a temperature of over 52°C (126°F).
- b. A blow torch or stove must never be used to warm up the can.



CAUTION:

When charging liquefied refrigerant into the system with the can turned upside down to reduce charging time, charge it only through high pressure (discharge) service valve, but not through low pressure (suction) service valve. After completion of charging, the compressor should always be turned several times manually.



4. If refrigerant charging speed slows down, charge it while running the compressor for ease of charging. After having taken the steps up to 3 above, proceed with charging in the following order.

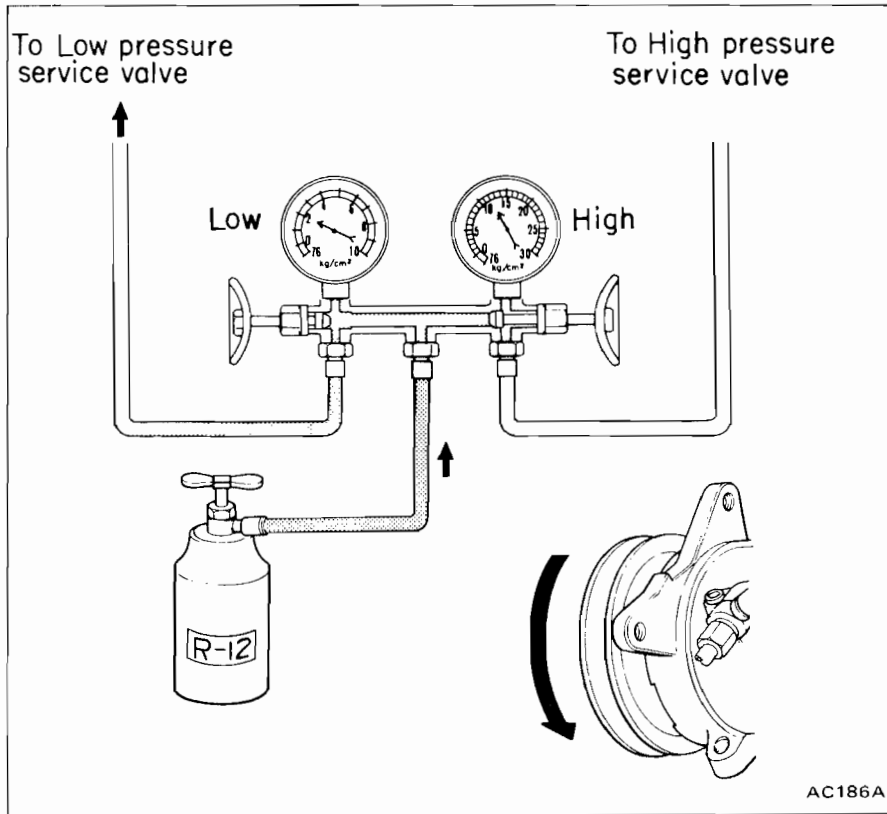
- (1) Shut off high pressure valve of manifold gauge.
- (2) Run the engine at idling speeds below 1,500 rpm.
- (3) Set the Temperature lever and Fan switch at maximum cool and maximum speed respectively.

(4) Charge refrigerant while controlling low-pressure gauge reading at 275 kPa (2.8 kg/cm², 40 psi) or less by turning in or out low-pressure valve of manifold gauge.

WARNING:
 Never charge refrigerant through high pressure side (discharge side) of system since this will force refrigerant back into refrigerant can and can may explode.

Refrigerant capacity:
 0.8 - 1.0 kg
 (1.8 - 2.2 lb)

The presence of bubbles in sight glass of receiver drier is an unsuitable method of checking the amount of refrigerant charged in system. The state of the bubbles in sight glass should only be used for checking whether the amount of charged refrigerant is small or not. The amount of charged refrigerant can be correctly judged by means of discharge pressure. Refer to Heater and Air Conditioner (Section MA) for inspection.



AC186A

7. After the specified amount of refrigerant has been charged into system, close manifold gauge valves. Then detach charging hoses from service valves of system. Be sure to install valve cap to service valve.

8. Confirm that there are no leaks in system by checking with a leak detector.

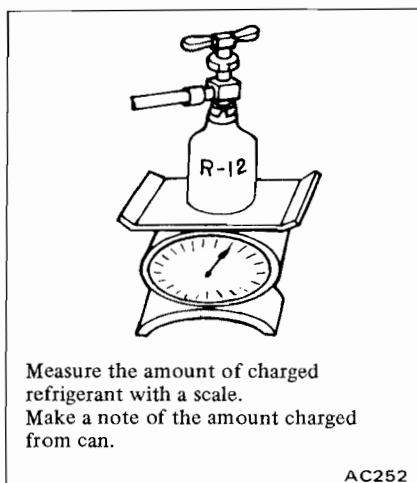
Refer to Heater and Air Conditioner (Section MA) for inspection.

Conducting a performance test prior to removing manifold gauge is a good service operation. Refer to Performance Test.

5. When refrigerant can is empty, fully close both valves of manifold gauge and replace refrigerant can with a new one.

Before opening manifold gauge valve to charge refrigerant from new can, be sure to purge air from inside charging hose.

6. Charge the specified amount of refrigerant into system by weighing charged refrigerant with scale. Overcharging will cause discharge pressure to rise.



AC252

COMPRESSOR OIL LEVEL CHECK

A completely sealed system will be free from compressor oil leakage. As long as the system operates satisfactorily, a compressor oil level check is unnecessary. Because of its structure, almost all compressor oil is circulating in the system together with refrigerant. If an excessive quantity of oil is charged into the system, most of the oil goes around the system and stays in the condenser or in the evaporator, thus causing considerable reduction in the cooling capacity of the system. Insufficient compressor oil leads to poor lubrication of the compressor. Whenever replacing any component of the refrigeration system, the original total oil charge must always be maintained.

Amount of oil in the system:

150 ml

(5.1 US fl oz, 5.3 Imp fl oz)

Check and adjust the quantity of oil according to the following procedures.

CAUTION:

- a. The oil should not be transfused from a container into another, as the failure will possibly cause moisture to mix with the oil.
- b. The used oil should not be returned into a container.
- c. The oil should not be used if its state of preservation is not clear enough.

Checking and adjusting (Using oil separator)

The Oil Separator Kit KV992A9690 is used to efficiently withdraw the oil in the refrigeration system (that is, to separate oil and refrigerant). If an excessive quantity of oil is charged in the system, or if the quantity of oil in the system is unknown, adjust the quantity of oil in the system to specification, proceeding as follows:

1. Discharge air conditioning system. Refer to Discharging System.
2. Using two special flexible hoses and double union in Oil Separator Kit KV992A9690, connect oil separator between compressor discharge side and condenser.

3. Evacuate and charge system. Refer to General Service for evacuating and charging system.
4. Fully open all windows or all doors of car.
5. Operate compressor at engine idling with air conditioner set for maximum cooling and high fan speed.

Never allow engine speed to exceed idling speed.

6. Observe oil separator oil level gauge. If rise of oil level has stopped, immediately stop compressor operation. (This indicates that oil has been withdrawn.)

CAUTION:

Do not continue oil withdrawal operation more than 10 minutes.

In some cases, fluid refrigerant may be mixed with oil, causing unusual rise of oil level. In such a case, stop compressor operation after ten minutes of withdrawal operation.

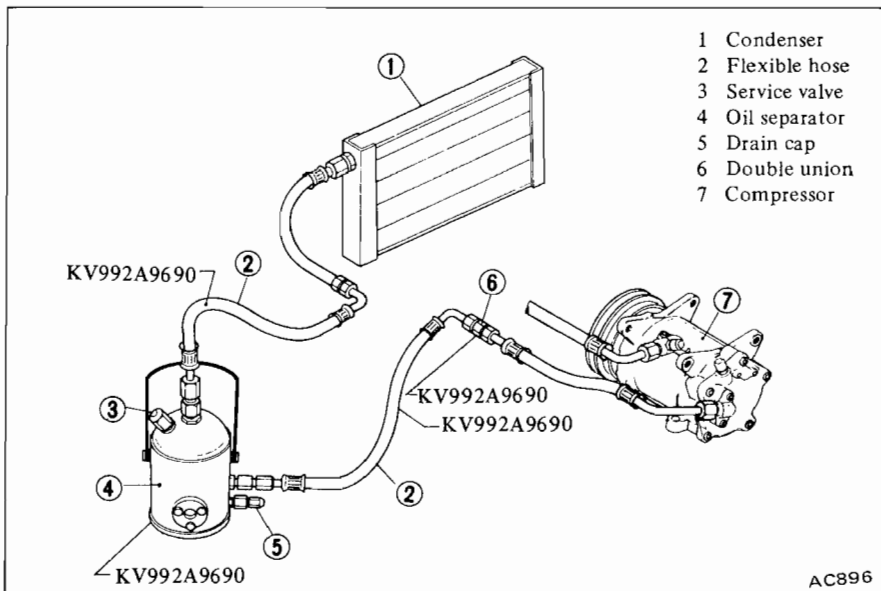
7. Discharge system. Refer to General Service for discharging system.
8. Disconnect oil separator, two flexible hoses and double union from system.
9. Connect refrigerant lines to original positions.
10. Disconnect low flexible hose from compressor suction valve.
11. Add oil from compressor suction valve.

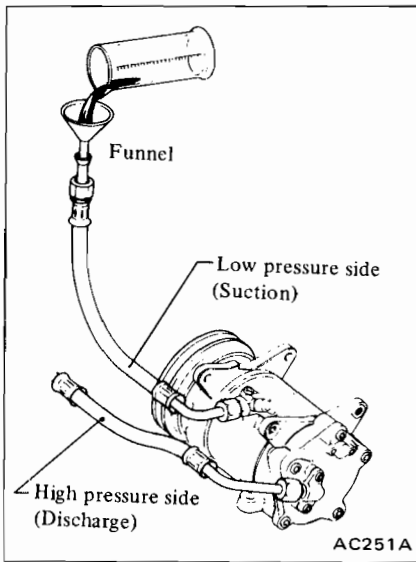
Amount of oil to be added:

120 ml

(4.1 US fl oz, 4.2 Imp fl oz)

- a. Oil remains unremoved in the system about 30 ml (1.0 US fl oz, 1.1 Imp fl oz).
- b. To facilitate replenishment, it is a good practice to disconnect the low-pressure (flexible) hose to the evaporator and add oil to the compressor through the hose.





12. After charging, rotate compressor clutch with hand 5 to 10 turns.
13. Connect low flexible hose to compressor suction valve. Evacuate and charge system. Refer to General Service for evacuating system and charging refrigerant.
14. Conduct leak test and performance test.
15. Gradually loosen drain cap of oil separator to release residual pressure. Remove cap and drain oil.
16. To prevent formation of rust and intrusion of moisture or dust, perform the following before placing oil separator kit into storage.

- hoses and double union securely.
- (2) Cap oil separator, evacuate it from service valve, and charge refrigerant.

- (1) Cap each opening of two flexible

Checking and adjusting (Alternate method)

If the Oil Separator is not available, control the quantity of oil in accordance with the table below when charging compressor oil into the system.

OIL CHARGE TABLE

Condition		Proper charging method	Amount of oil to be added ml (US fl oz, Imp fl oz)
Replacement of compressor		1. Remove all oil from new and old compressors.* 2. Charge new compressor with the same amount of oil as was in the old compressor.	
Replacement of evaporator		Add amount of oil shown in right column.	70 (2.4, 2.5)
Replacement of receiver dryer (liquid tank)		Oil need not be added.	—
Replacement of accumulator		Add amount of oil shown in right column.	30 (1.0, 1.1)
Replacement of condenser	There is no sign of oil leakage from condenser.	Oil need not be added.	—
	There are evidences of a large amount of oil leakage from condenser.	Add amount of oil shown in right column.	50 (1.7, 1.8)
Replacement of flexible hose or copper tube	There is no sign of oil leakage.	Oil need not be added.	—
	There are evidences of a large amount of oil leakage.	Add amount of oil shown in right column.	50 (1.7, 1.8)
Gas leakage	There is no sign of oil leakage.	Oil need not be added.	—
	There are evidences of a large amount of oil leakage.	Add amount of oil shown in right column.	50 (1.7, 1.8)

* Remove compressor oil as follows
 1. With the compressor upside down, completely drain the oil through the suction port (from the embossed letter “S” mark side).

Be sure to use a clean container to receive the oil.

2. When the oil stops flowing out, rotate the clutch hub (compressor shaft) two or three times to completely drain the oil.

When replacing two or more of the parts indicated in the above chart, follow each instruction under the proper charging method column for the proper amount of oil to be added.

– Example –

When replacing the evaporator and compressor, drain all oil out of the new compressor and then charge the compressor with the total amount of oil [70 ml (2.4 US fl oz, 2.5 Imp fl oz) for the evaporator and the same amount of oil as was in the old compressor.]

If total amount of oil to be added exceeds 150 ml (5.1 US fl oz, 5.3 Imp fl oz), add 150 ml (5.1 US fl oz, 5.3 Imp fl oz).

The method of adding oil is the same as in the case of using the oil separator. Oil is added into the compressor. Refer to the figure on page HA-15.

PERFORMANCE TEST

The cooling performance of the air conditioner changes considerably with changes in surrounding conditions. Testing must be performed using the correct method. This test is used to judge whether system is operating correctly and can also be used as a guide in checking for problems.

1. Park the car indoors or in the shade.

2. Open all the windows of the car fully. However, close the doors.

3. Open the hood.

4. Connect manifold gauge to high- and low-side service valves of the system. Refer to Handling Manifold Gauge.

5. Set air lever to AIR-CON RECIRC position.

6. Set temperature lever to maximum cold position.

7. Set blower to its highest speed.

8. Start the engine and hold engine speed at 1,500 rpm.

9. After the air conditioner has been operated for about 10 minutes, measure system pressures at high-pressure (discharge) side and low-pressure (suction) side.

10. Measure the temperature of discharge air at the center outlet grille.

11. Measure the temperature and humidity of the evaporator intake air at the recirculating air inlet of the evaporator.

12. Measure the temperature and humidity of the ambient air at a point 1 m (3.3 ft) front of condenser. However, a dry bulb and wet bulb must not be placed in direct sunlight.

13. Check for any abnormalities by comparing the test results with standard pressure. Refer to Performance Chart.

a. The pressure will change in the following manner with changes in conditions:

- When blower speed is low, discharge pressure will drop.
- When the relative humidity of intake air is low, discharge pressure will drop.

b. The temperature will change in the following manner with changes in conditions:

When the ambient air temperature is low, the outlet air temperature will become low.

If the test reveals that there is any abnormality in system pressure, isolate the cause and repair. Refer to Trouble Diagnoses and Corrections.

REFRIGERANT LEAKS

If leaks are noticeable, leaky parts should be repaired. Then system should be filled with refrigerant.

CAUTION:

Do not operate compressor with refrigerant level excessively low. If this caution is neglected, a burnt compressor will result since heavy loss of refrigerant usually indicates heavy loss of compressor oil.

If system has been exposed to atmosphere for an extended period of time, receiver drier must be replaced. If leaks are slight and no air is present in system, add refrigerant as necessary.

To detect leaks, refer to Heater and Air Conditioner (Section MA). Here is how leaks are stopped.

1. Check torque on the connection fitting and, if too loose, tighten to the proper torque. Check for gas leakage with a leak detector.

2. If leakage continues even after the fitting has been retightened, discharge refrigerant from system, disconnect the fittings, and check its seating face for damage. Always replace even if damage is slight.

3. Check compressor oil and add oil if required.

4. Charge refrigerant and recheck for gas leaks. If no leaks are found, evacuate and charge system.

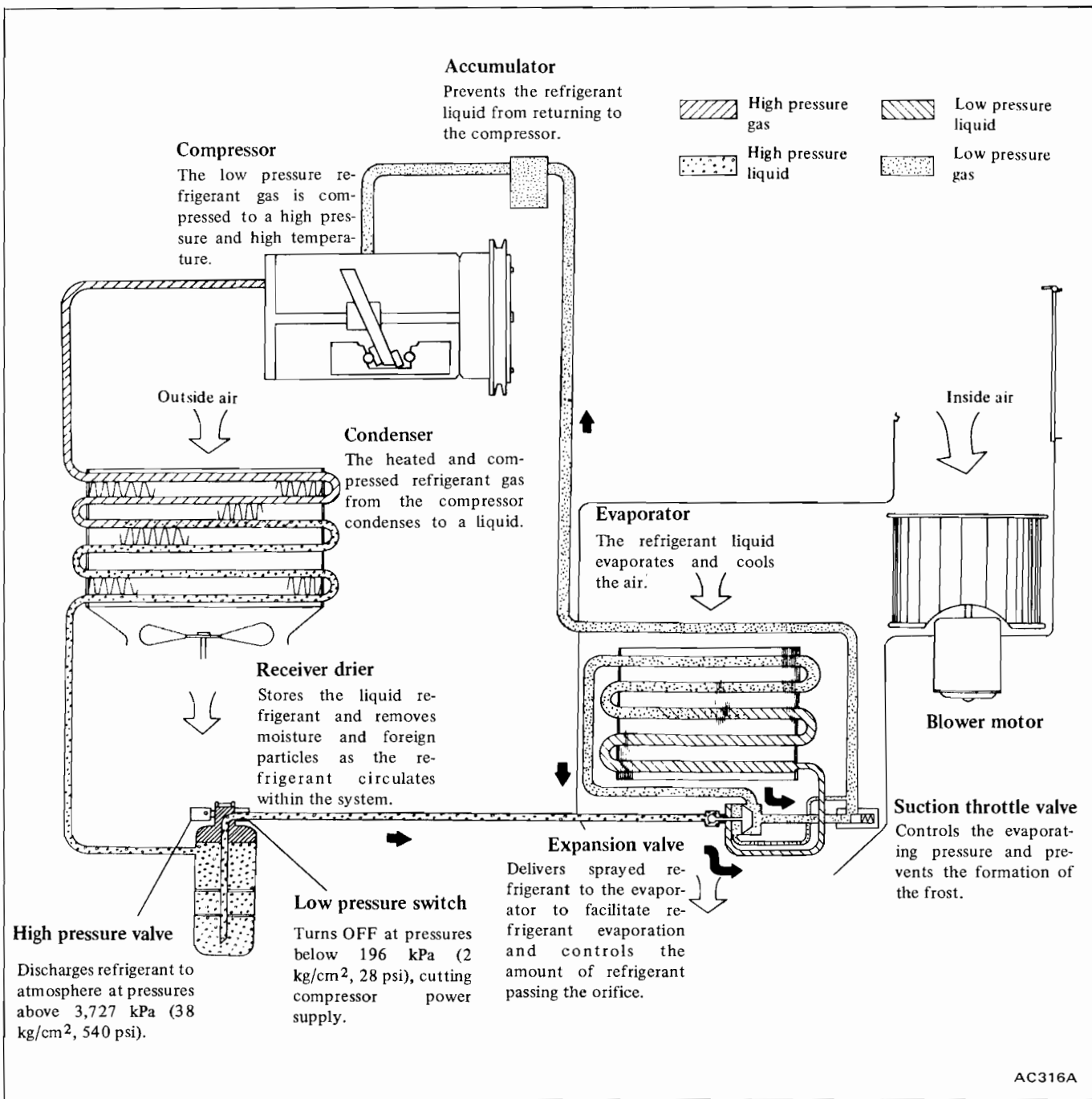
DESCRIPTION (Manual air conditioner)

REFRIGERATION SYSTEM

If you were to paint your finger with alcohol, your finger would feel cold. This is because the liquid alcohol takes heat away from your finger while it evaporates. If a quickly evaporating liquid such as alcohol is placed

in a container inside a box, the temperature inside the box will drop. This is because the alcohol is evaporated absorbing the heat from the air inside the box. If the gaseous alcohol is collected and cooled with cold water, it will be changed back into a liquid by absorption of its heat by the cold water.

The cooler operates on this principle. The liquid used is the refrigerant R-12. The heat inside the passenger compartment is absorbed by changing the refrigerant from a liquid to a gas and then dissipated to the outside by changing the refrigerant from a gas back to a liquid.



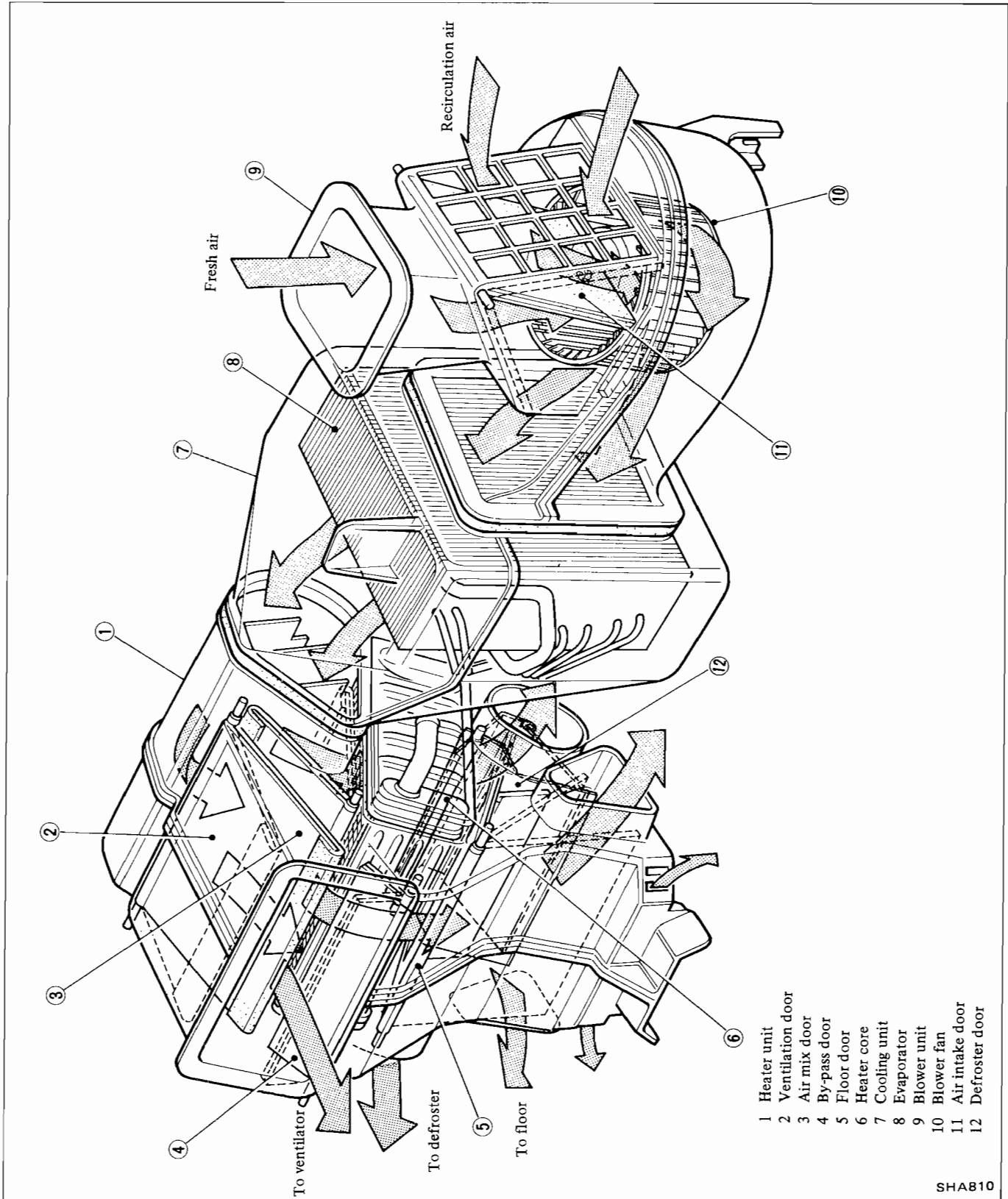
OUTLINE OF AIR CONDITIONER

The air conditioner is a combined unit of an evaporator, heater and

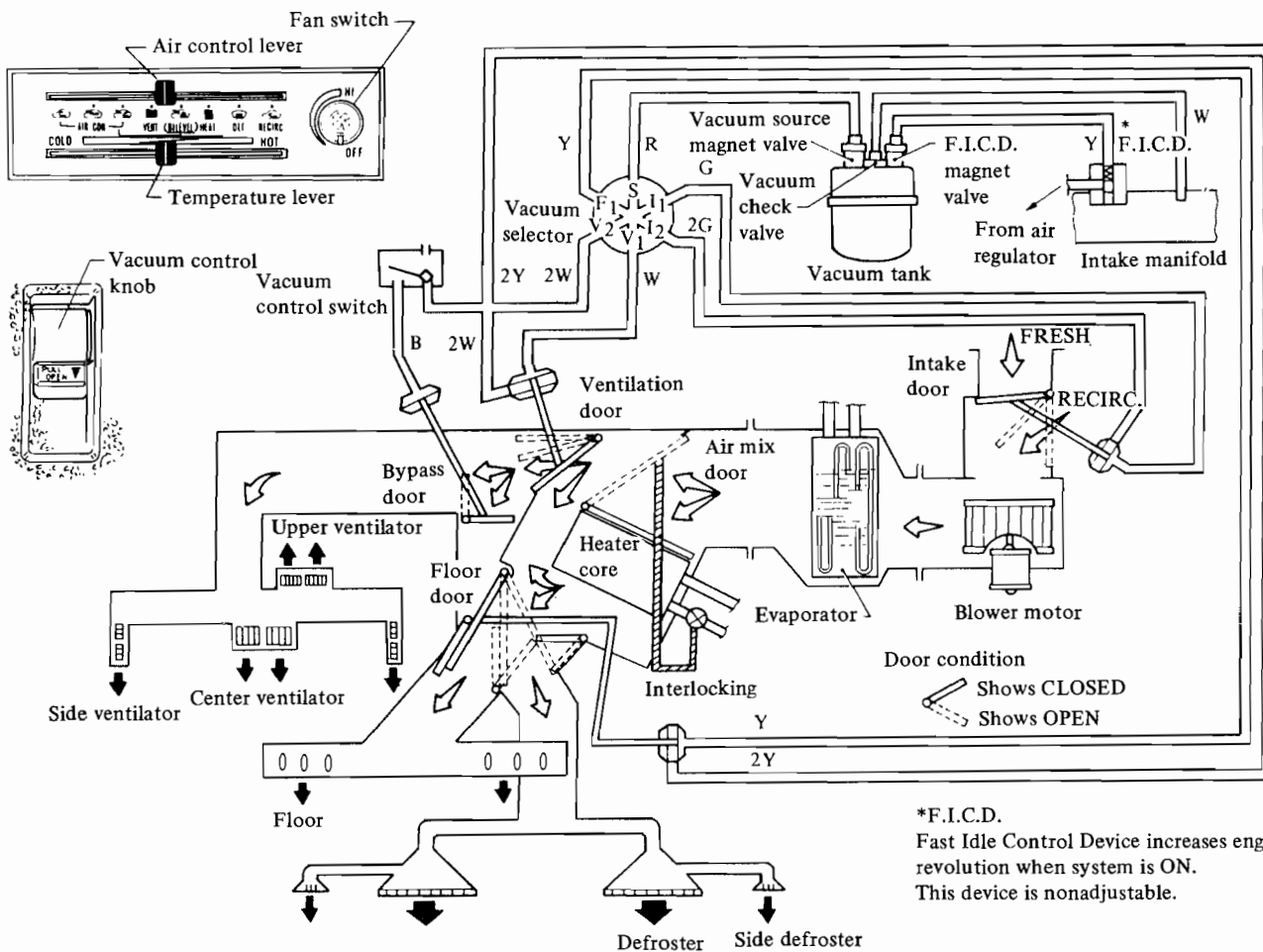
blower and provides heating and cooling functions. In addition, it has bi-level and ventilation functions. Its control system consists of a mechani-

cal system using cables and engine vacuum.

The air conditioning unit is installed in the passenger compartments.



AIR FLOW AND VACUUM SYSTEM



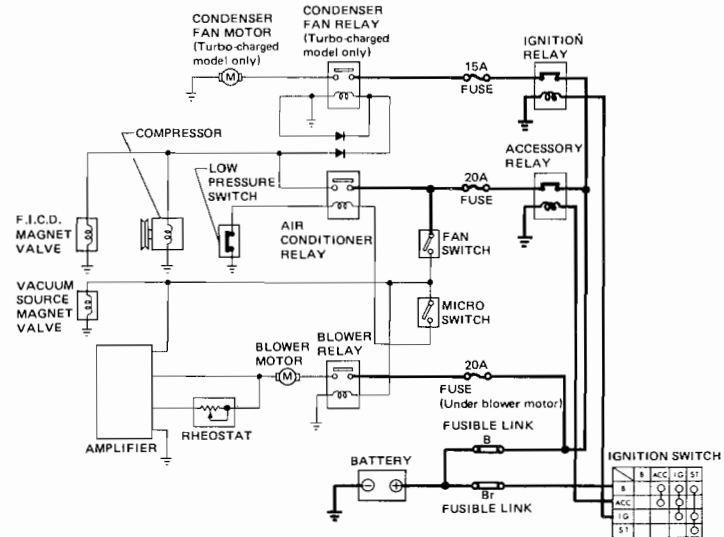
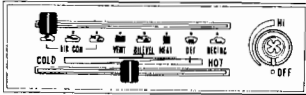
Air control lever position	Vacuum connection						Door position					Compressor and F.I.C.D.	Air flow distribution		
	S	I ₁	I ₂	V ₁	V ₂	F ₁	Intake Door	Air Mix Door	Ventilation Door	Bypass Door	Floor Door		Defroster	Ventilator	Floor
AIR-CON.	RECIRC	○	○	○	○	○	CLOSED	OPEN (Temperature lever on HOT); CLOSED (Temperature lever on COLD)	OPEN	*1 OPEN	OPEN	ON	0%	85%	15%
	FRESH	○	○	○	○	○	½ OPEN		OPEN	*2 CLOSED	OPEN	ON	0%	100%	0%
										*1 OPEN				85%	15%
B/L	○	○	○	○	○	○	OPEN		½ OPEN	CLOSED	CLOSED	ON	0% *4	50% *3	50% *3
VENT	○	○	○	○	○	○	OPEN		OPEN	*1 OPEN	OPEN	OFF	0%	85%	15%
										*2 CLOSED				100%	0%
B/L	○	○	○	○	○	○	OPEN		½ OPEN	CLOSED	CLOSED	OFF	0% *4	50% *3	50% *3
HEAT	○	○	○	○	○	○	OPEN		CLOSED	CLOSED	CLOSED	OFF	20%	0%	80%
DEF	○	○	○	○	○	○	OPEN	CLOSED	CLOSED	½ OPEN	OFF	100%	0%	0%	
RECIRC	○						CLOSED	CLOSED	CLOSED	CLOSED	OFF	20%	0%	80%	

*1 Vacuum control knob is pulled out.
*2 Vacuum control knob is not pulled out.

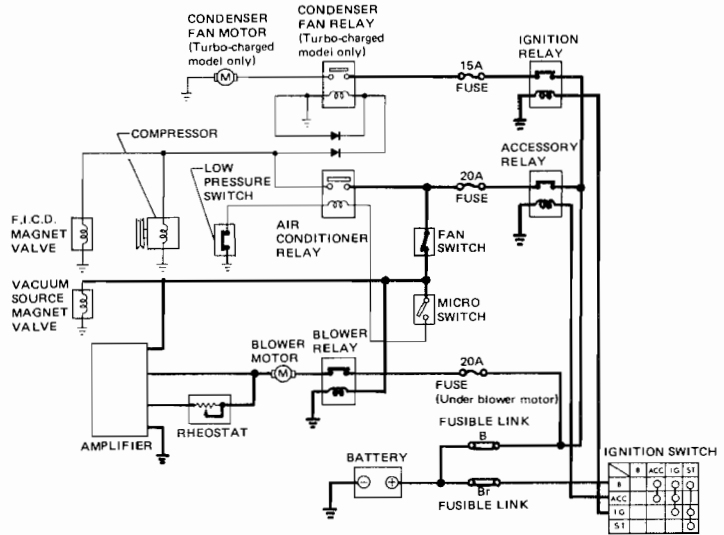
*3 Temperature lever: Center position
*4 When fan switch is in low position

ELECTRICAL CIRCUIT

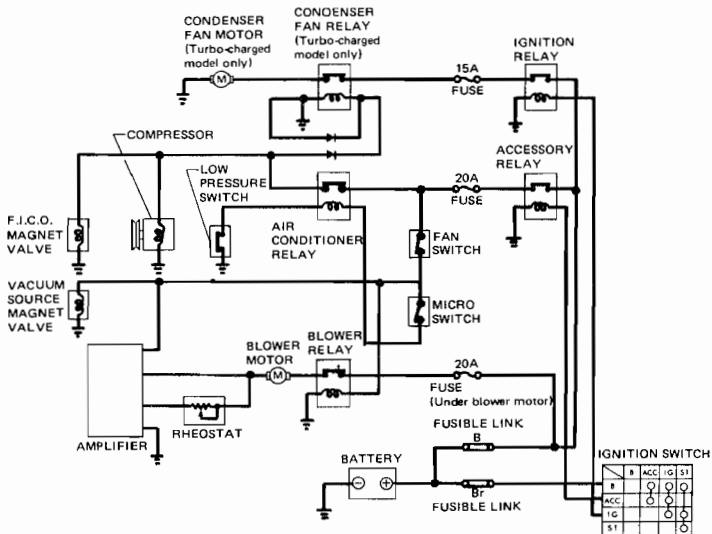
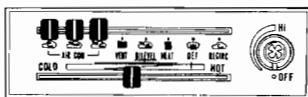
OFF position



VENT, B/L, HEAT, DEF and RECIRC position



AIR-CON position



SHA377A

SERVICE PROCEDURES (Manual air conditioner)

PRECAUTIONS FOR REMOVAL AND INSTALLATION

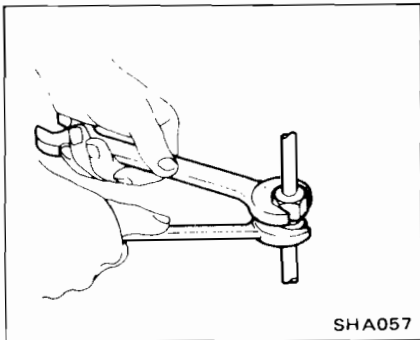
When replacing refrigerant cycle components, observe the following:

1. Disconnect battery ground cable.
2. Before starting work, be sure to discharge system.

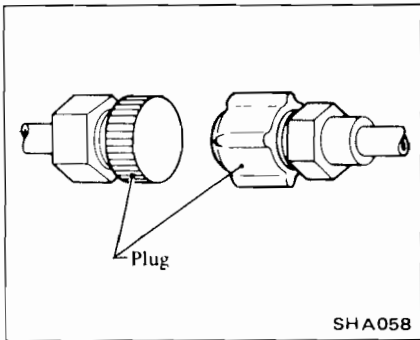
WARNING:
Gradually loosen discharge side hose fitting, and remove it after remaining pressure has been released.

CAUTION:

- When disconnecting or connecting tubes, be sure to use two wrenches on both tubes.

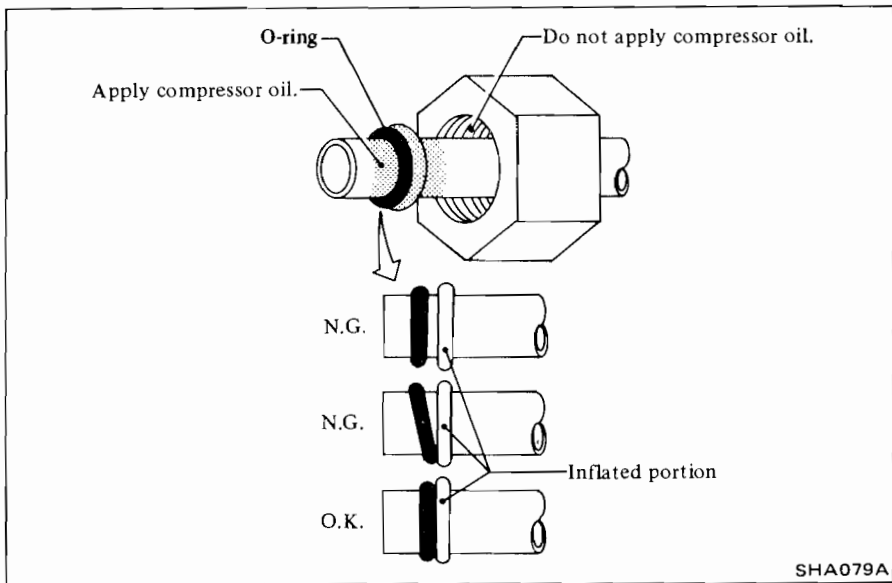


- After disconnecting tubes, plug all openings immediately to prevent entrance of dirt and moisture.

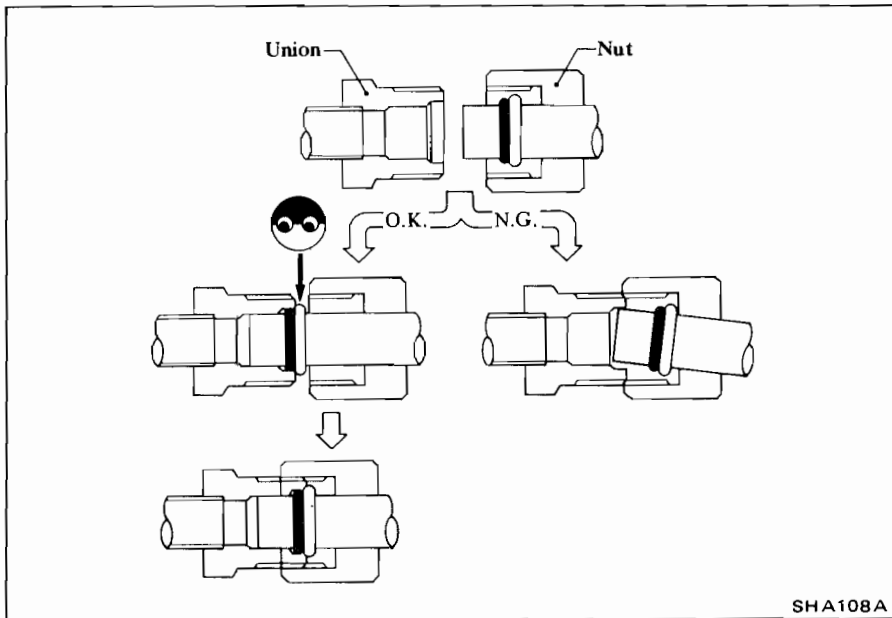


- Compressed air must never be used to clean dirty line. Clean with refrigerant gas.
- Do not reuse used O-ring.

- When connecting tube, apply compressor oil to portions shown in illustration. Be careful not to apply oil to threaded portion.
- O-ring must be closely attached to inflated portion of tube.

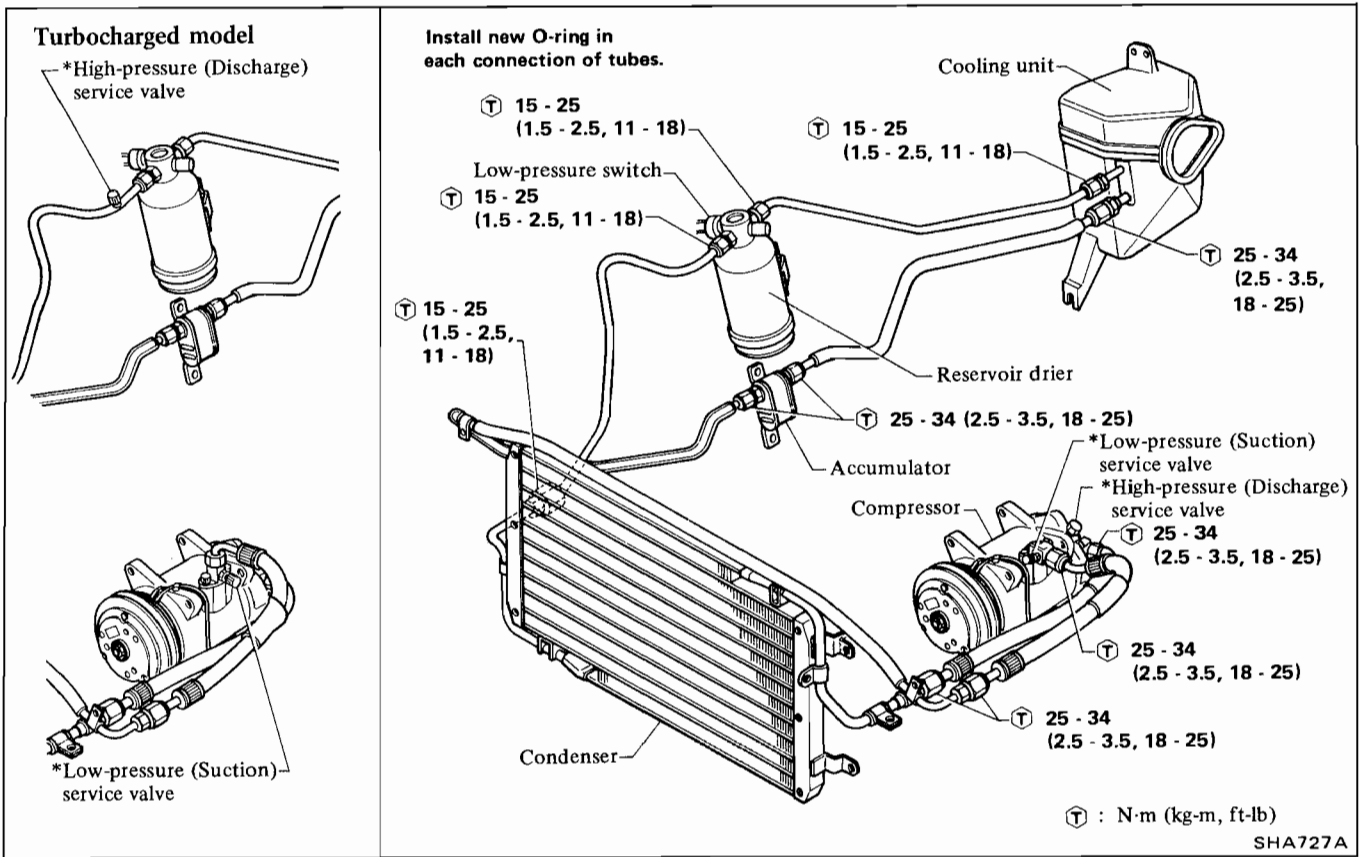


- After inserting tube into union until O-ring is no more visible, tighten nut to specified torque.



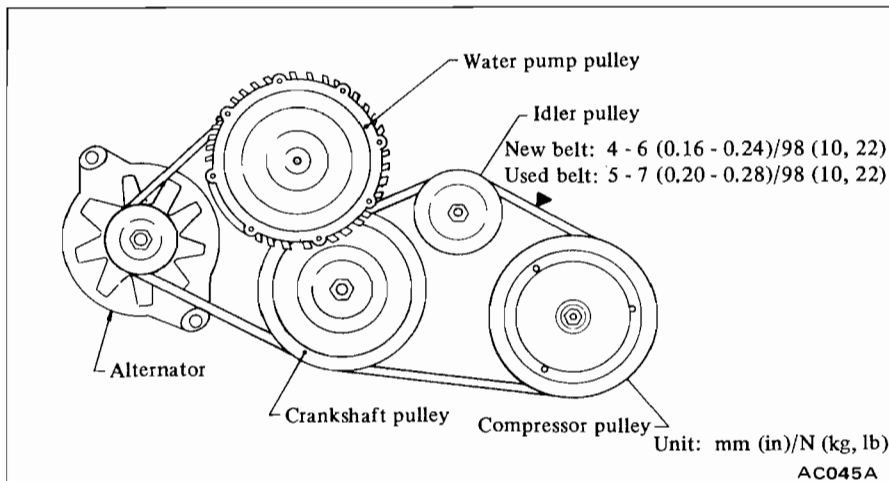
- After connecting line, conduct leak test and make sure that there is no leak from connections.

REFRIGERANT LINES



IDLER PULLEY AND COMPRESSOR DRIVE BELT

ADJUSTMENT OF BELT TENSION

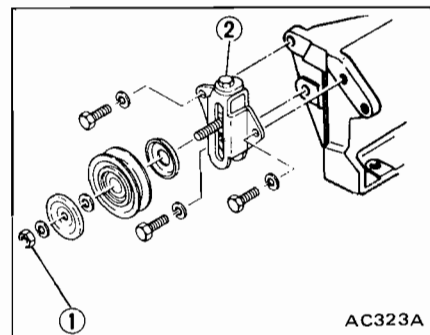


Specified compressor belt tension is 4 to 6 mm (0.16 to 0.24 in) (new belt) and 5 to 7 mm (0.20 to 0.28 in) (used belt) when thumb pressure of 98 N (10 kg, 22 lb) is applied midway between idler pulley and compressor pulley.

HA-22

1. Loosen idler pulley lock nut and then adjust pulley by turning adjusting bolt.
2. After adjustment, tighten idler pulley lock nut.

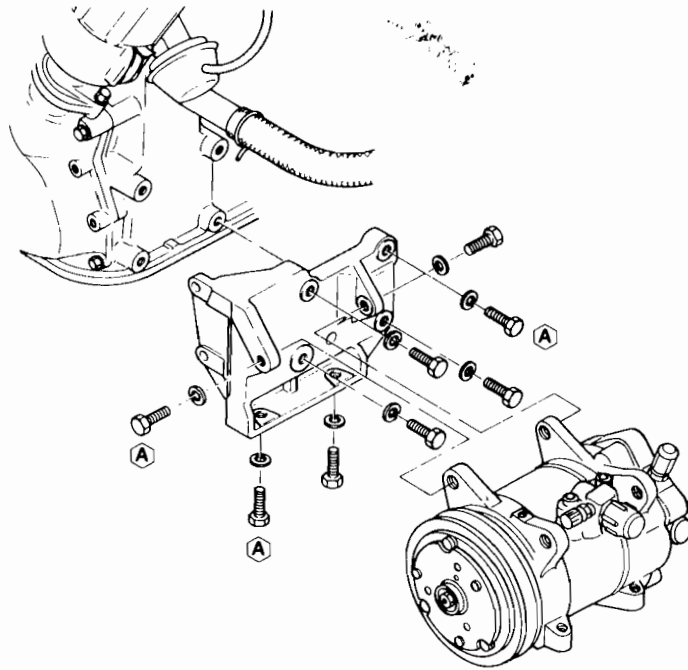
REMOVAL AND INSTALLATION



- 1 Lock nut
- 2 Adjusting bolt

1. Loosen idler pulley lock nut.
2. Loosen pulley adjusting bolt fully and remove lock nut and pulley.
3. Remove bracket mounting bolts. Remove bracket.
4. Install bracket and pulley in the reverse order of removal.
5. Adjust compressor belt tension.

COMPRESSOR



Tightening torque

A : 44 - 54 N·m (4.5 - 5.5 kg·m, 33 - 40 ft·lb)

SHA728A

REMOVAL

1. Operate compressor, if possible, at engine idling speed with air conditioner controls set for maximum cooling and high blower speed for 10 to 15 minutes with all windows open to return oil into compressor.
2. Discharge system. Refer to Discharging System.
3. Disconnect battery ground cable.
4. Loosen idler pulley lock nut and loosen tension adjusting bolt fully. Remove compressor drive belt.
5. Disconnect compressor clutch wire at connector.
6. Remove high and low flexible hoses from compressor.

WARNING:

Gradually loosen discharge side hose fitting, and remove it after remaining pressure has been released.

CAUTION:

Be sure to immediately put plug in flexible hose and compressor openings.

7. Remove two bolts mounting compressor's top side.
8. Jack up front of car and remove under cover.
9. Holding compressor, remove bolts mounting compressor's lower side.
10. Remove compressor with compressor clutch facing up.

CAUTION:

Do not attempt to leave the compressor on its side or upside down for more than 10 minutes, as the compressor oil will enter the low pressure chambers. If, under that condition, compressor should be operated suddenly, internal damage would result. To expel oil from chambers, hand-crank compressor several times in its installed condition.

INSTALLATION

Install in the reverse order of removal, observing the following:

1. Determine quantity of oil to be charged into compressor by referring to Compressor Oil Level Check in General Service.
2. Check tightening torque of bolt securing compressor bracket. Retighten bolts if necessary. Refer to above figure.
3. Compressor plugs and flexible hose plugs should be kept in place until preparation of connection is completed.
4. Upon installation of compressor, turn compressor clutch by hand a few turns.
5. For tightening torque on refrigerant line fittings, refer to Refrigerant Line.

When connecting high and low flexible hoses to compressor, install new O-ring into connection.

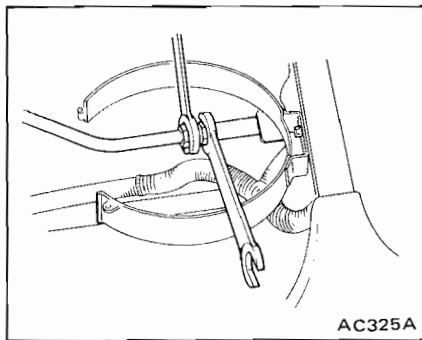
6. Provide a clearance of more than 10 mm (0.39 in) between low pressure hose and high-pressure hose at compressor side.
7. For compressor drive belt tension, refer to Idler Pulley and Compressor Drive Belt.

8. Evacuate and recharge system. Refer to Evacuating System and Charging Refrigerant in General Service.
9. Conduct leak test and make sure that there is no leak from connections.

CONDENSER

REMOVAL

1. Disconnect battery ground cable.
2. Discharge system. Refer to General Service for discharging system.
3. Remove air flow meter duct.
4. Remove canister.
5. Disconnect refrigerant lines from condenser.



CAUTION:

- a. Use wrench to fix union on condenser, and then loosen flare nut of refrigerant line with another wrench.
- b. Plug up all openings in condenser and system.

6. Remove condenser tube clamp
7. Remove air cleaner and duct.
8. Remove four mounting bolts, then remove condenser from car.

INSPECTION

Inspect joints of inlet and outlet pipes for cracks and scratches. Upon finding any problem which may cause gas to leak, repair or replace condenser.

Condenser fins or air passages clogged with dirt, insects or leaves will reduce cooling efficiency of condenser. In such a case, clean fins or air passages with compressed air.

CAUTION:

Do not clean condenser with steam. Be sure to use cold water or compressed air.

INSTALLATION

Install condenser in the reverse order of removal, observing the following:

1. Keep plugs in place until immediately before connecting work is started.
2. For tightening torque on line connections, refer to Refrigerant Line.

When connecting line, install new O-ring into connection.

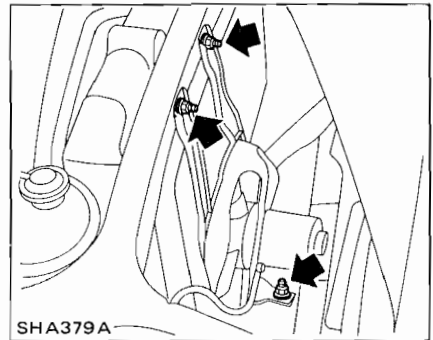
3. Determine quantity of oil to be charged into compressor by referring to Compressor Oil Level Check in General Service.
4. For evacuating and charging system, refer to General Service.
5. Conduct leak test and make sure that there is no leak from connections.

CONDENSER FAN (Turbo-charged model only)

REMOVAL AND INSTALLATION

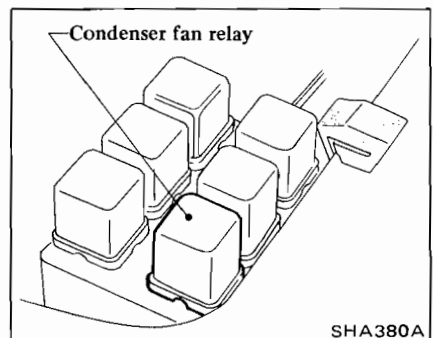
1. Disconnect battery ground cable.
2. Remove air cleaner duct R.H.

3. Disconnect condenser fan fixing nuts.



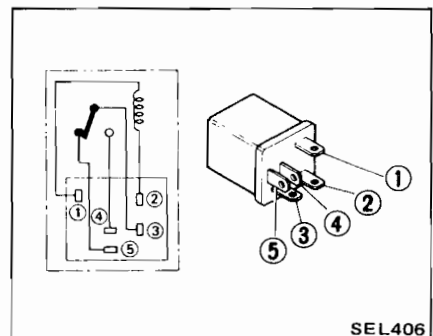
4. Disconnect harness connector, and remove condenser fan.
5. Installation is in the reverse order of removal.

CONDENSER FAN RELAY (Turbo-charged model only)

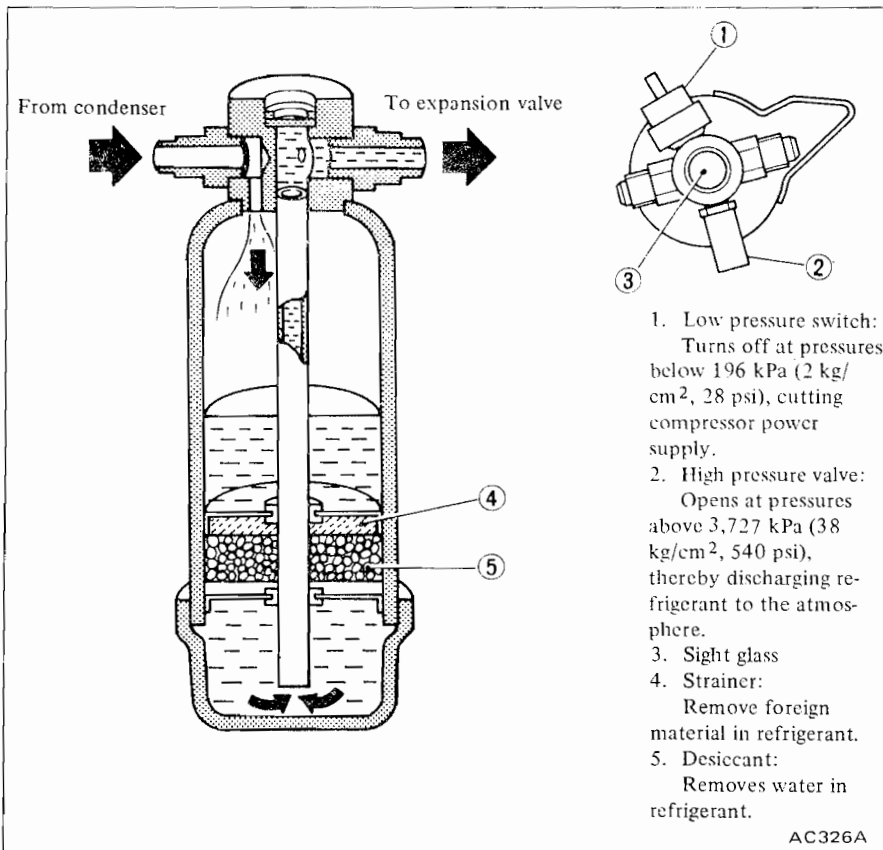


INSPECTION

Test continuity of relay with ohmmeter or test lamp.

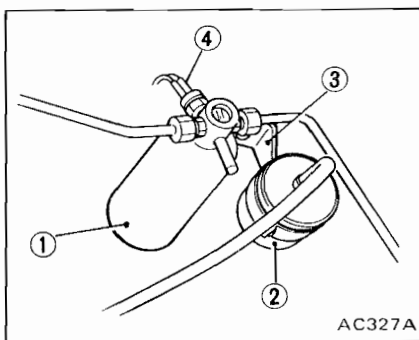


RECEIVER DRIER



REMOVAL AND INSTALLATION

1. Disconnect battery ground cable.
2. Discharge system. Refer to Discharging System in General Service.
3. Remove low pressure switch leads.
4. Remove fuel filter and bracket.



- 1 Receiver drier
- 2 Fuel filter
- 3 Fuel filter bracket
- 4 Low pressure switch leads

5. Disconnect refrigerant lines from receiver driver.

CAUTION:

Plug all openings to prevent entrance of dirt and moisture.

6. Remove receiver drier mounting screws. Remove receiver drier.
7. Install receiver drier in the reverse order of removal. With plugs taken off immediately before connecting work is started, connect line and receiver drier. For tightening torque, refer to Refrigerant Line.

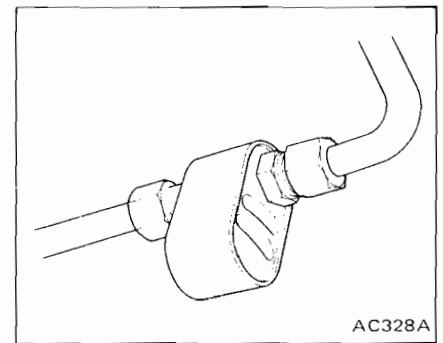
When connecting line, install new O-ring into connection.

8. For evacuating and charging system, refer to General Service.
9. Conduct leak test and make sure that there is no leak from connections.

INSPECTION

Check receiver drier for leaks or damage. If necessary, replace.

ACCUMULATOR



REMOVAL

1. Disconnect battery ground cable.
2. Discharge system. Refer to General Service for discharging system.
3. Disconnect refrigerant lines from accumulator.

CAUTION:

- a. Use wrench to fix union on condenser, and then loosen flare nut of refrigerant line with another wrench.
- b. Plug up all openings in accumulator and system.

INSPECTION

Inspect joints of inlet and outlet pipes for cracks and scratches. Upon finding any problem which may cause gas to leak, repair or replace condenser.

INSTALLATION

Install accumulator in the reverse order of removal, observing the following:

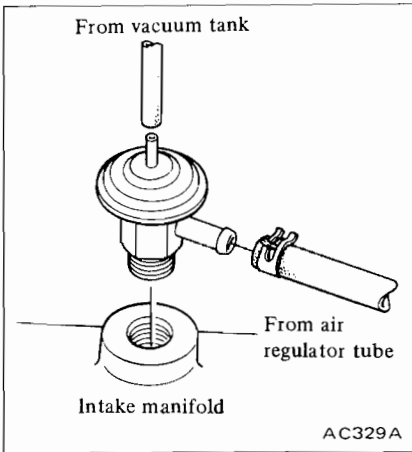
1. Keep plugs in place until immediately before connecting work is started.
2. For tightening torque on line connections, refer to Refrigerant Line.

When connecting line, install new O-ring into connection.

3. Determine quantity of oil to be charged into compressor by referring to Compressor Oil Level Check in General Service.
4. For evacuating and charging system, refer to General Service.
5. Conduct leak test and make sure that there is no leak from connections.

FAST IDLE ACTUATOR

Being a non-adjustable type, this fast idle actuator requires no adjustment.



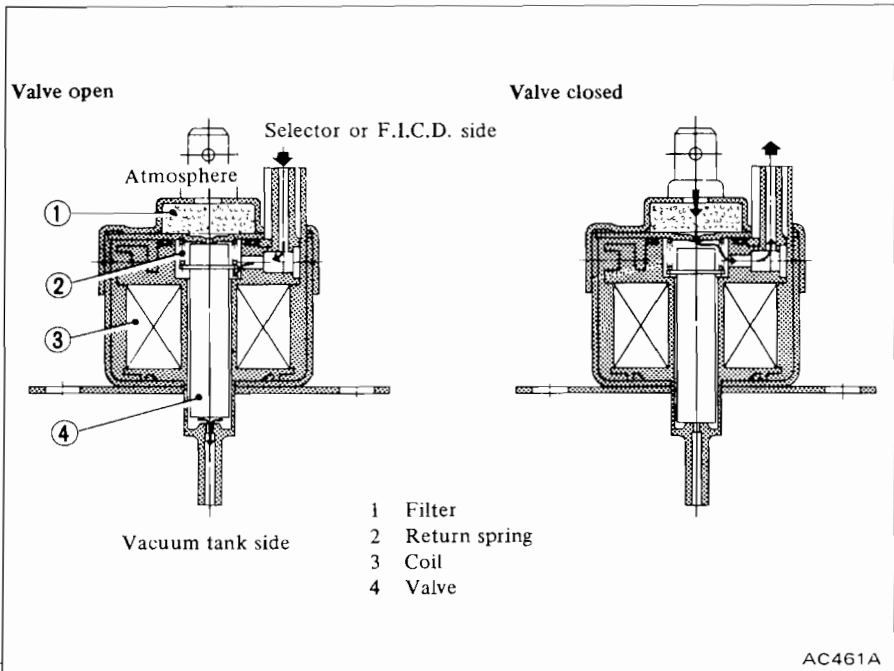
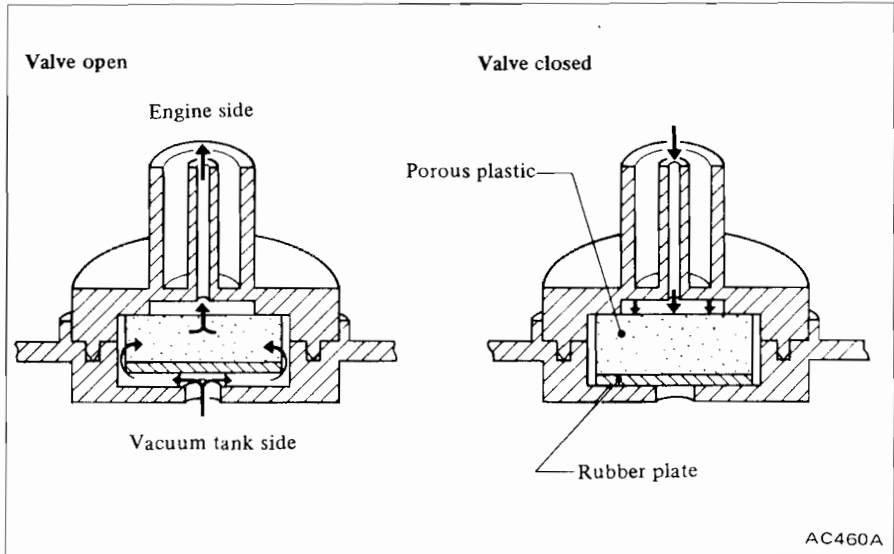
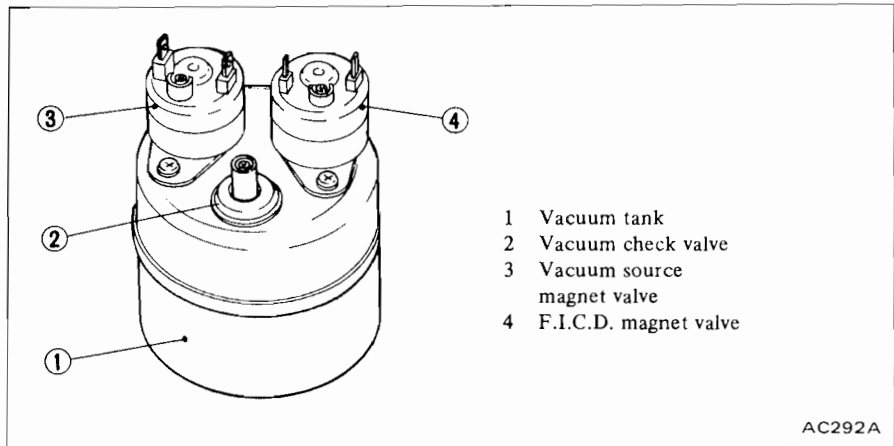
REMOVAL AND INSTALLATION

1. Remove vacuum hoses from actuator.
2. Remove actuator.
3. Install actuator in the reverse order of removal.

INSPECTION

1. Remove actuator. Refer to Removal and Installation.
2. Install vacuum hose from vacuum tank.
3. Plug hole in intake manifold and hose to air regulator tube.
4. With air conditioner on, set engine to idling speed.
5. Make sure that air regulator side of actuator is open to intake manifold side.
6. Remove vacuum hose and make sure that air regulator side is closed to intake manifold side.

VACUUM TANK



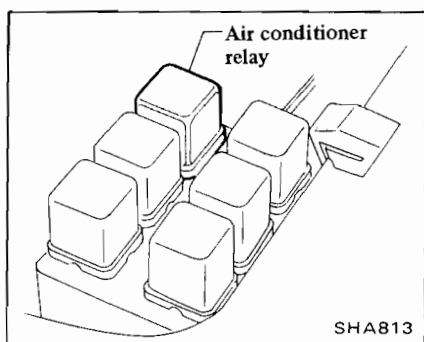
REMOVAL AND INSTALLATION

1. Disconnect battery ground cable.
2. Remove vacuum hose and wire at connector.
3. Remove vacuum tank with bracket.
4. Remove vacuum tank from bracket.
5. Install vacuum tank in the reverse order of removal.

INSPECTION

1. Check vacuum tank for leak.
2. Check vacuum check valve and magnet valves.

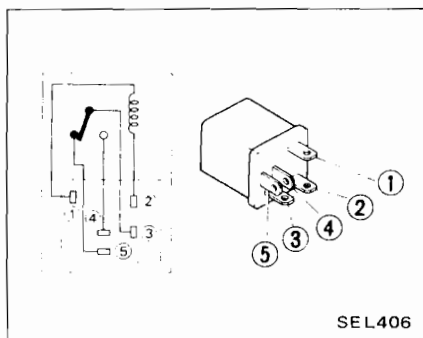
AIR CONDITIONER RELAY



INSPECTION

Test continuity of relay with ohmmeter or test lamp. In testing compressor relay, there must be continuity between ① and ②.

When 12V direct current is applied to ①-②, ③-④ normally close (with air control lever moved to AIR-CON position, fan switch in ON and ignition switch in ON or ACC position).



COOLING UNIT

REMOVAL

1. Disconnect battery ground cable.
2. Discharge refrigerant from system. Refer to General Service.
3. Loosen flare nuts at each connection of inlet and outlet pipes of evaporator.

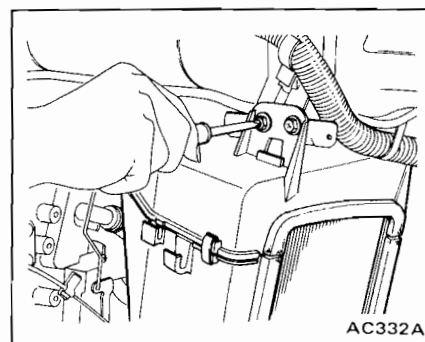
CAUTION:

Immediately plug up all openings to prevent entrance of dirt and moisture.

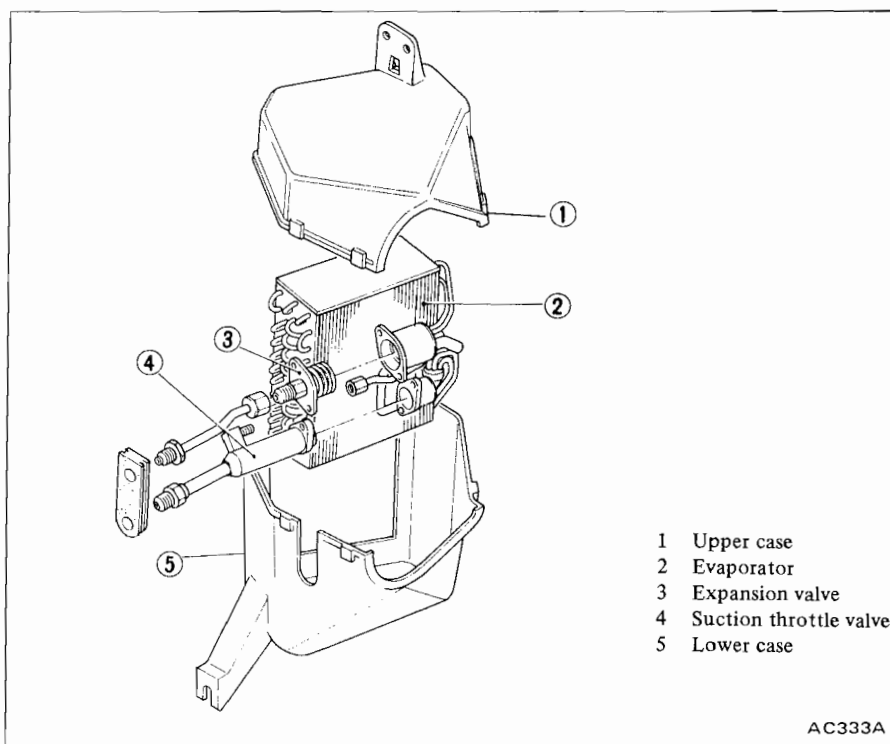
4. Remove heater unit.
5. Remove defroster duct on pas-

senger's side.

6. Remove mounting bolt and then remove cooling unit from dash panel.



DISASSEMBLY AND ASSEMBLY



- 1 Upper case
- 2 Evaporator
- 3 Expansion valve
- 4 Suction throttle valve
- 5 Lower case

INSPECTION

In case evaporator core, suction throttle valve or expansion valve shows gas leaking, repair or replace it with a new one as necessary.

Dirt and nicotine accumulation on evaporator case will go bad and smell. This means that you have to remove them from time to time to assure healthful fresh air inside car.

1. Remove clips fixing upper case to lower case.
2. Using a knife, cut packings at upper and lower case fit-in portion.
3. Withdraw evaporator assembly out of lower case.
4. To assemble, reverse the order of disassembly. Be sure to join mating surface of packings at upper and lower case fit-in portion.

INSTALLATION

Install evaporator in the reverse order of removal, observing the following:

1. When replacing evaporator with new one, determine quantity of oil to be charged into compressor by refer-

ring to Compressor Oil Level Check in General Service.

2. Evaporator case should be installed as close as possible to heater unit and blower assembly.

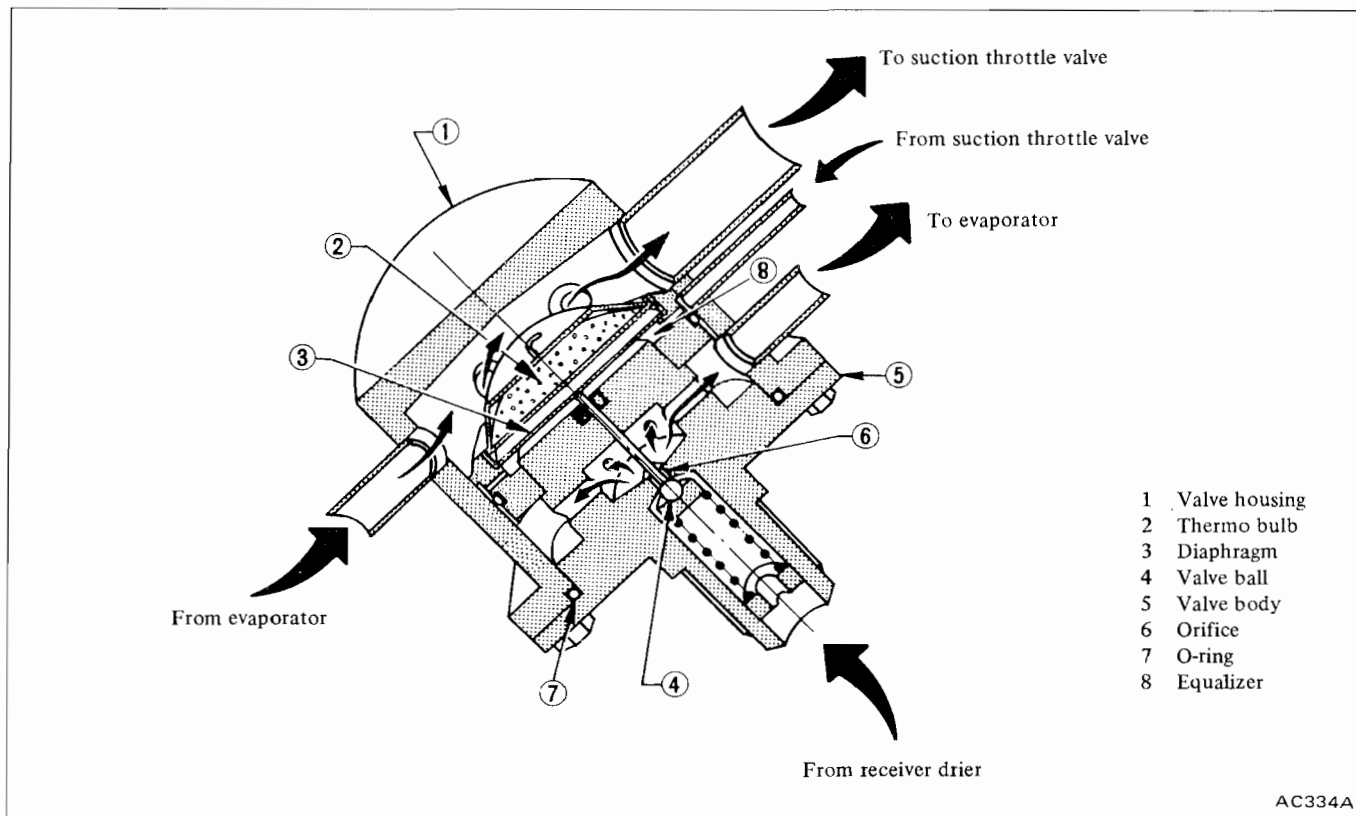
3. Connect line and evaporator. For tightening torque, refer to Refrigerant Line.

When connecting line, install new O-ring into connection.

4. As to evacuating and charging system, refer to section concerned in General Service.

5. Conduct leak test and ensure that there is no gas leak from connection.

EXPANSION VALVE



The expansion valve restricts the flow of liquid refrigerant as it passes through it and delivers sprayed refrigerant to the evaporator to facilitate refrigerant evaporation.

The refrigerant within the thermo bulb changes in pressure through the super heat condition of vaporized refrigerant gas which comes out of the evaporator, causing the deflection of the diaphragm. The lift of the ball valve attached to the diaphragm is changed by the deflection of the diaphragm, thus controlling the amount of refrigerant passing the orifice.

Expansion valve is equipped with

an adjusting screw. However, since the screw is set properly at the factory, adjustment is unnecessary. If expansion valve is damaged, replace with new one.

REMOVAL AND INSTALLATION

1. Disconnect battery ground cable.
2. Remove evaporator. Refer to Cooling Unit.
3. Loosen flare nuts, and remove expansion valve from evaporator and inlet pipe.

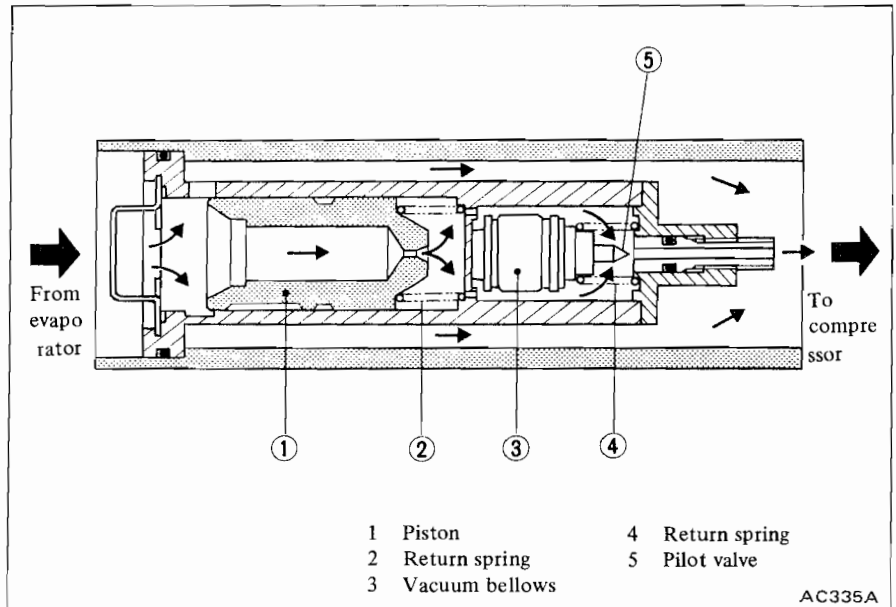
CAUTION:

Plug all openings to prevent entrance of dirt and moisture.

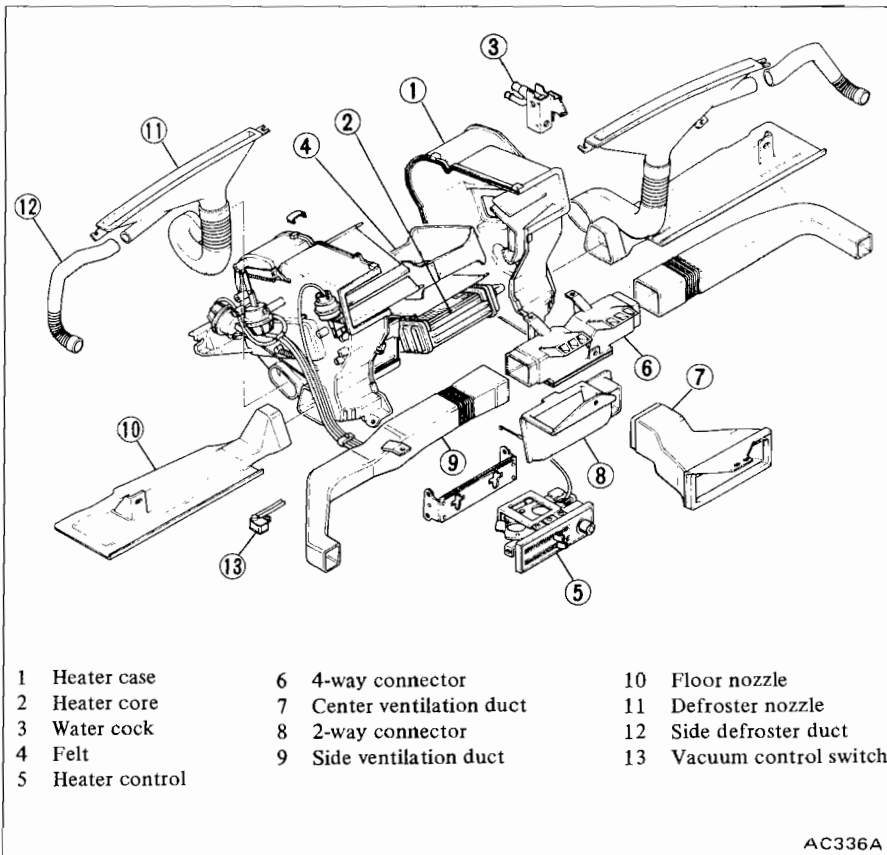
4. Loosen fixing nut.
5. Installation is in the reverse order of removal.

SUCTION THROTTLE VALVE

This device makes it possible to use air conditioning in locations having a wide range of temperatures throughout the year. When operating the cooler in cold weather, frost will form on the fins of the evaporator. The suction throttle valve is used to prevent the formation of this frost.

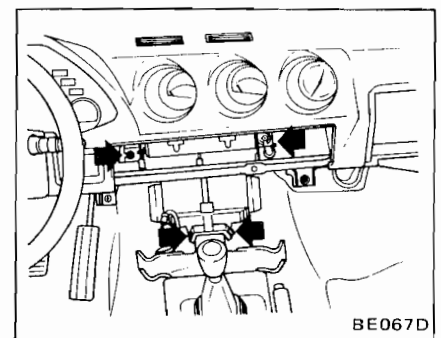


HEATER UNIT



REMOVAL AND INSTALLATION

1. Disconnect battery ground cable.
2. Set TEMP lever to max. HOT position and drain engine coolant.
3. Remove blower unit, cooling unit and heater control.
4. Remove instrument lower cover and floor nozzle on driver's side.
5. Disconnect inlet and outlet heater hoses.
6. Remove attaching bolts and then remove heater unit.



7. Install heater unit in the reverse order of removal.

DISASSEMBLY AND ASSEMBLY

1. Remove heater unit. Refer to Heater Unit Removal and Installation.
2. Remove water cock.
3. Remove clips securing right and left heater cases, then separate heater cases.
4. Take out heater core.
5. Assemble heater unit in the reverse order of removal.

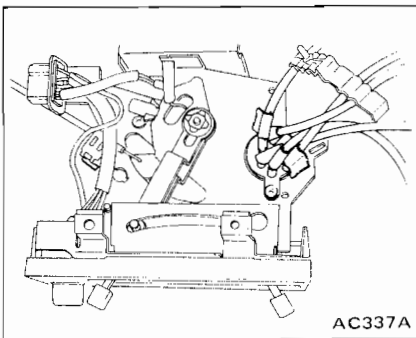
HEATER CONTROL

REMOVAL AND INSTALLATION

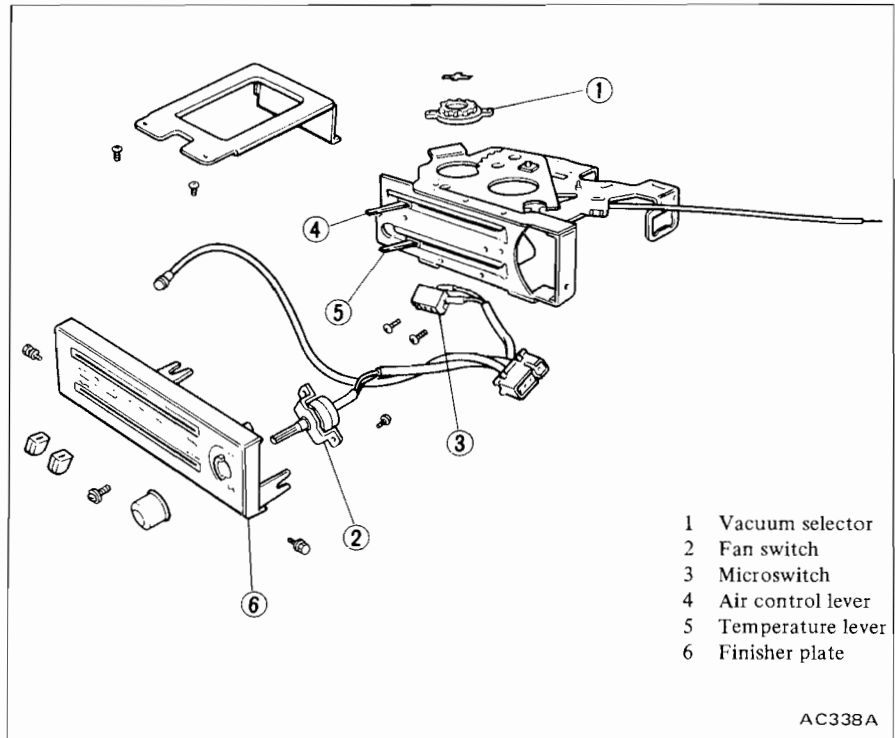
1. Disconnect battery ground cable.
2. Remove instrument lower covers.
3. Remove instrument console. Refer to Section BF.
4. Remove instrument center ventilator and duct.
5. Disconnect water cock control cable.
6. Disconnect wiring connector and vacuum hoses, or remove vacuum selector with hoses.

When removing vacuum hose, put a mark on each hose or mark color to prevent erroneous installation.

7. Remove heater control assembly by loosening attaching screws.
8. Install heater control assembly in the reverse order of removal. After installing heater control assembly, control cables and rod must be adjusted by referring to Adjusting Temperature Control Cable.

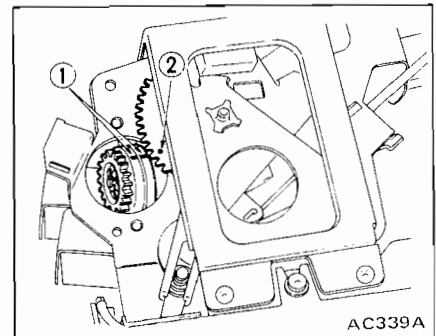


DISASSEMBLY AND ASSEMBLY



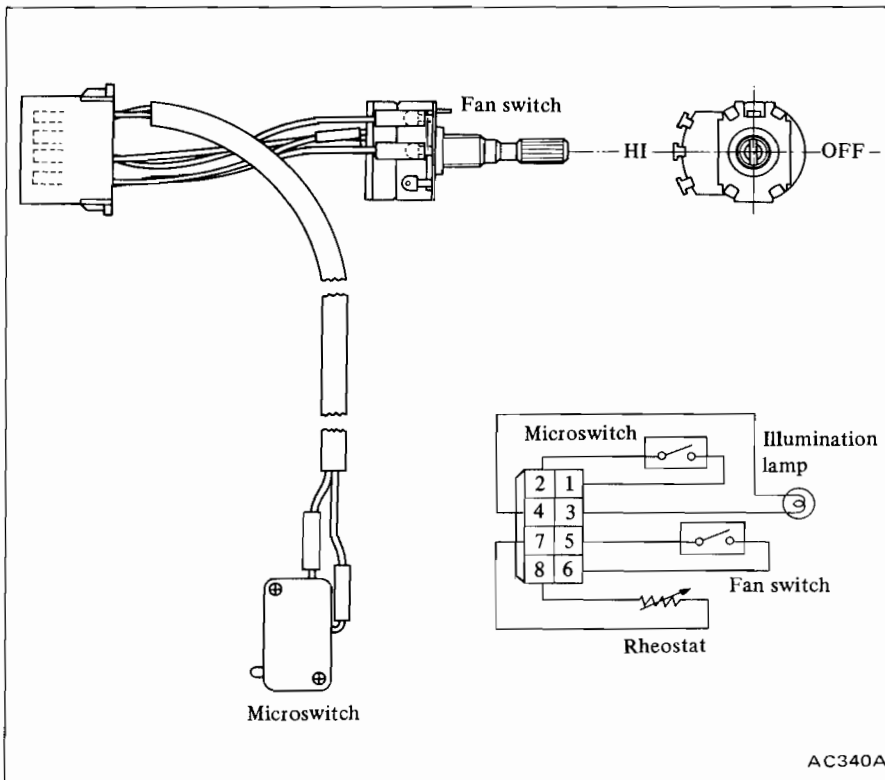
- 1 Vacuum selector
- 2 Fan switch
- 3 Microswitch
- 4 Air control lever
- 5 Temperature lever
- 6 Finisher plate

When installing vacuum selector, align upper and lower slits of vacuum selector with hole in air control lever.



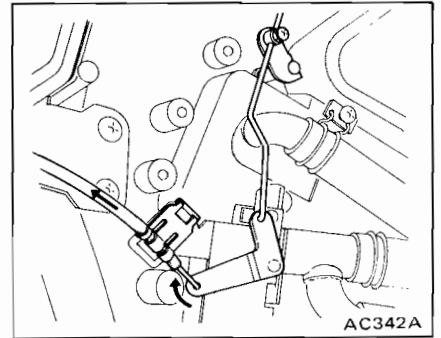
- 1 Slit
- 2 Hole

INSPECTION



Adjusting temperature control cable

1. Set temperature lever in maximum cold position.
2. Temporarily tighten control rod mounting screw.
3. Push water cock lever in the direction of arrow (to closing side), and press temperature control cable outer case in the direction of arrow (to temperature lever side). While doing so, secure outer case with clip.



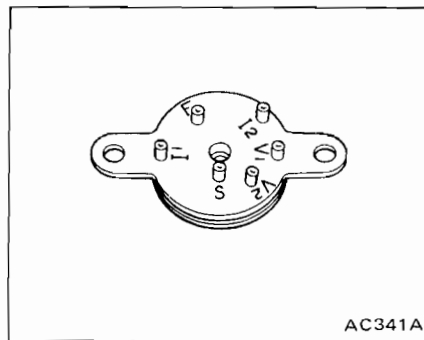
Fan switch

Check fan switch for continuity and measure resistance as follows.

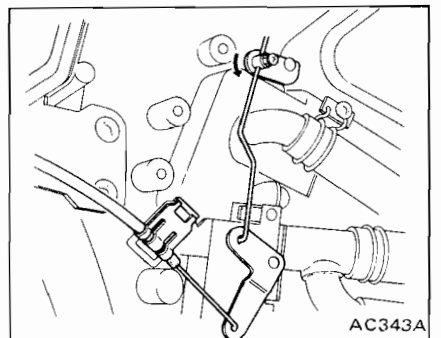
- With fan switch in OFF position:
Connector pins 5 and 6 are OFF.
- With fan switch in ON position:
Connector pins 5 and 6 are ON.
- With fan switch in OFF position:
Resistance across pins 7 and 8 is 0 kΩ.
- With fan switch in Max. HI position:
Resistance across pins 7 and 8 is about 1.1 kΩ.

Vacuum selector

Make sure that continuity exists with vacuum selector connected as shown on page HA-19.



4. Set temperature lever in maximum HOT position, and tighten securely control rod to air-mix door lever while pushing lever in direction of the arrow.

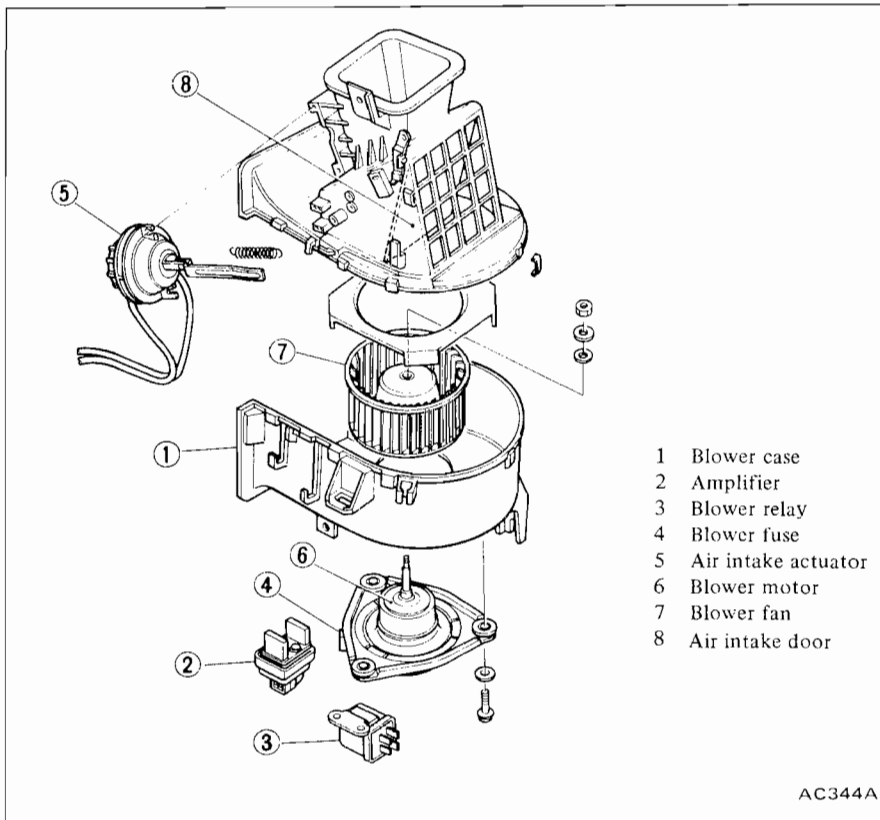


Microswitch

Check microswitch for continuity as follows.

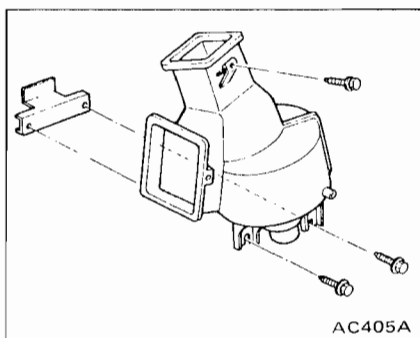
- With air control lever in AIR-CON position:
Connector pins 1 and 2 are ON.
- With air control lever in a position other than AIR CON:
Connector pins 1 and 2 are OFF.

BLOWER UNIT



REMOVAL AND INSTALLATION

1. Disconnect battery ground cable.
2. Remove instrument lower cover on passenger's side and glove box.
3. Remove floor nozzle, defroster duct and side defroster duct on passenger's side.
4. Disconnect wire harness at blower motor harness connector.
5. Disconnect two vacuum hoses.
6. Remove bolts securing blower assembly and then remove blower assembly.

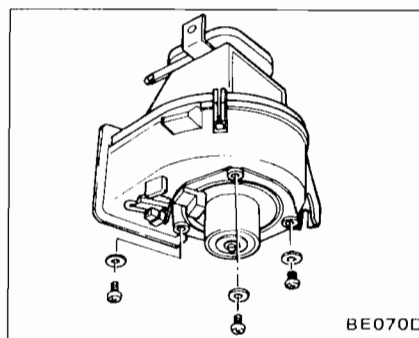


7. Installation is in the reverse order of removal.

BLOWER MOTOR

REMOVAL AND INSTALLATION

1. Disconnect battery ground cable.
2. Remove instrument lower cover and floor nozzle on passenger's side.
3. Disconnect wire harness at blower motor harness connector.
4. Remove blower motor attaching screws, and then remove blower motor with fan.

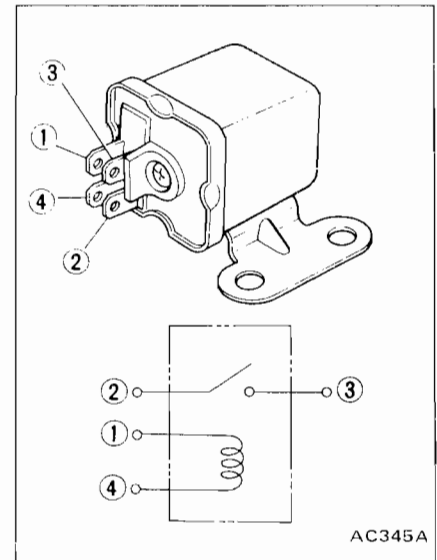


5. Installation is in the reverse order of removal.

BLOWER RELAY

INSPECTION

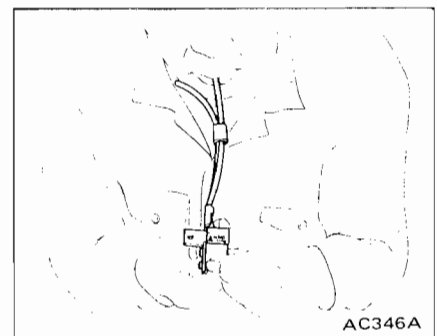
Test continuity of relay with ohmmeter or test lamp.



VACUUM CONTROL SWITCH

INSPECTION

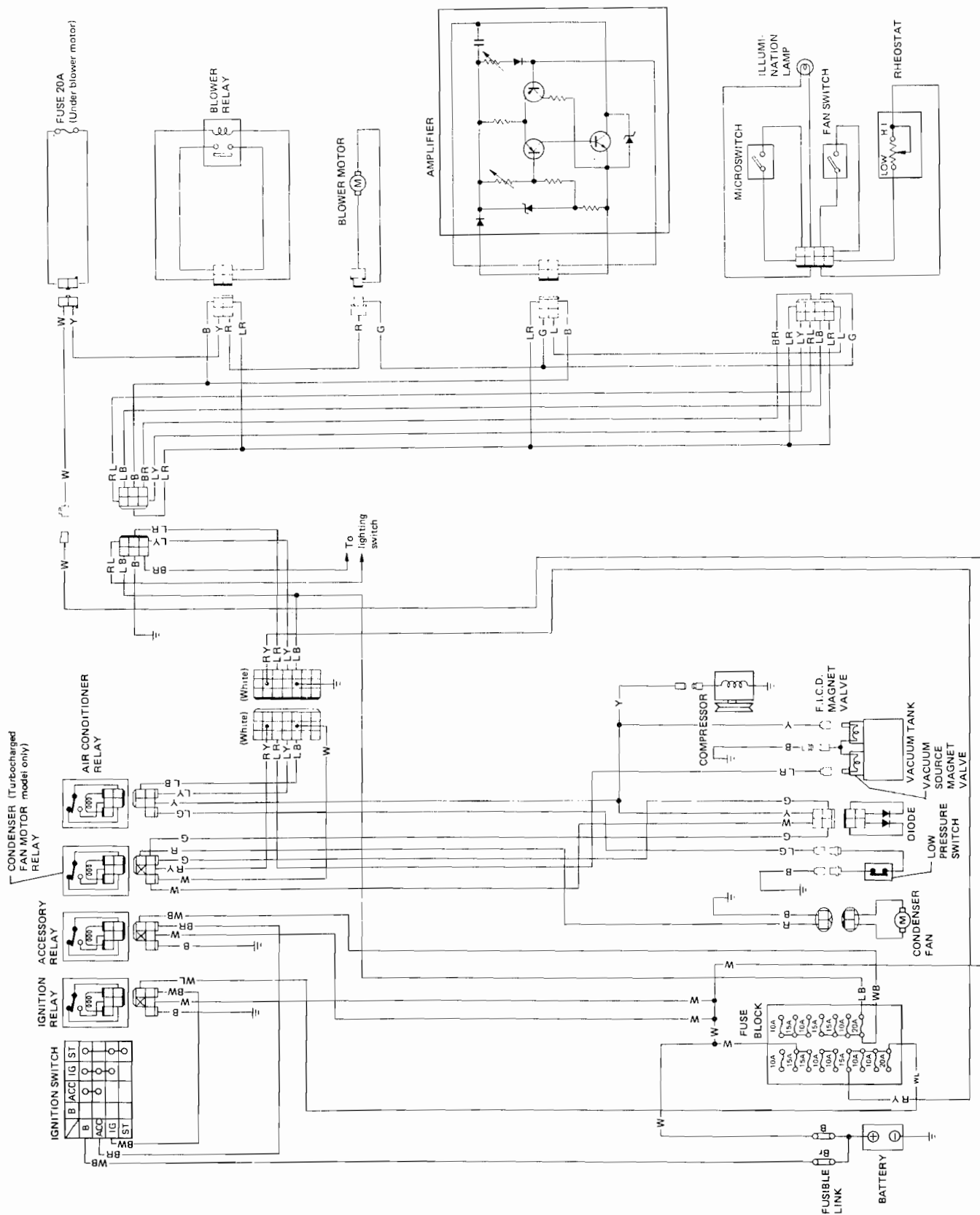
Make sure that air flows when the switch is pulled and that no air flows when the switch is pushed.



VACUUM HOSE DIAGRAM

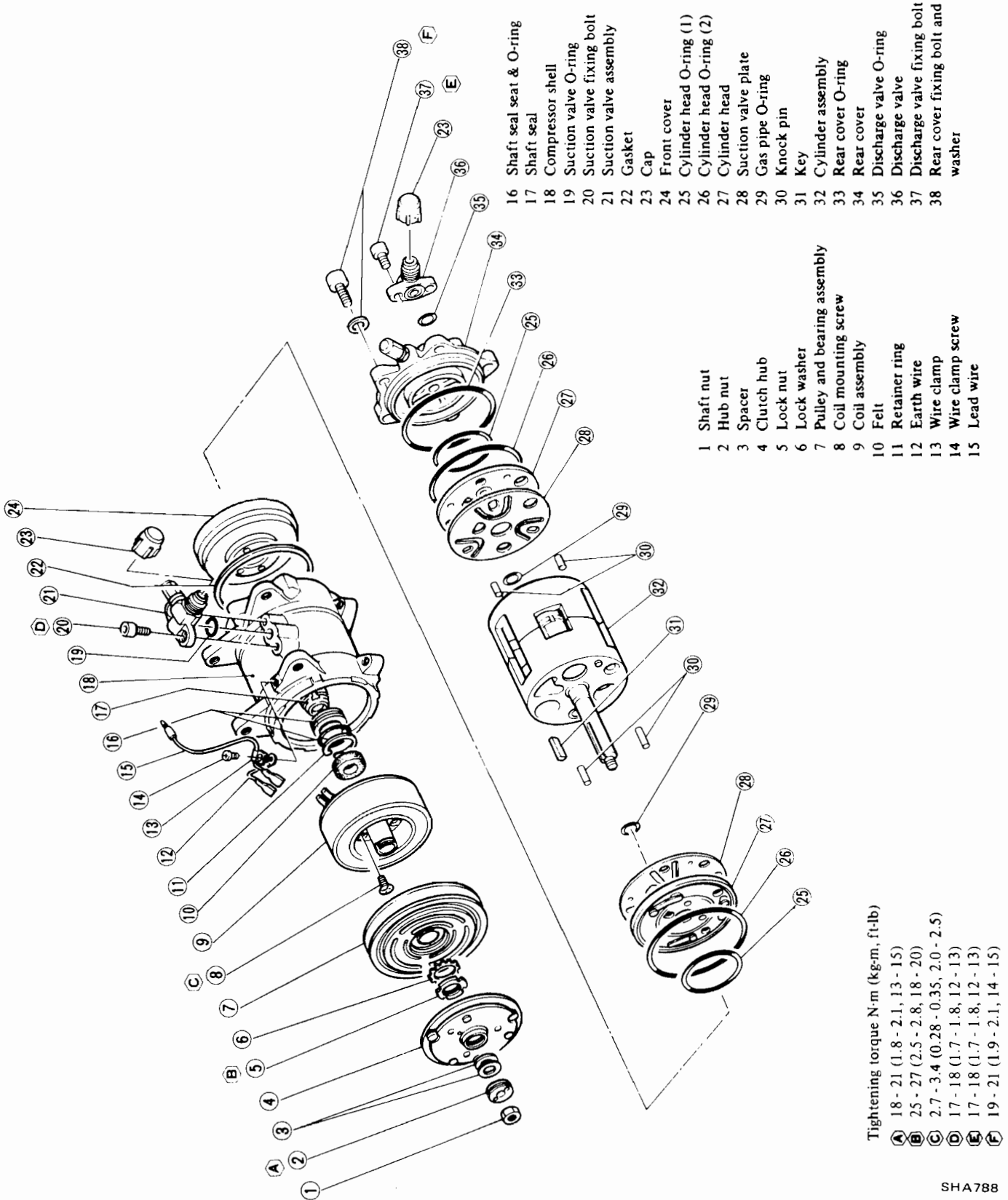
Refer to Air Flow and Vacuum System of Description (Manual air conditioner).

ELECTRICAL DIAGRAM

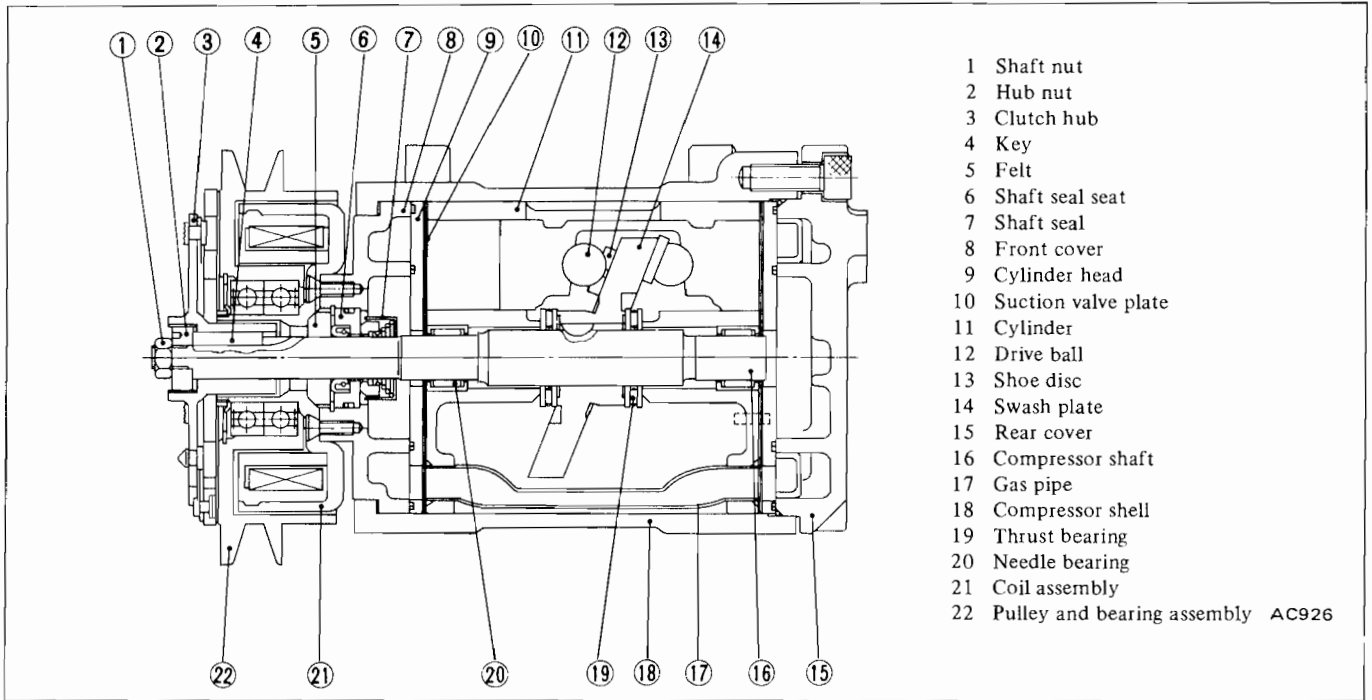


SHA381A

COMPRESSOR—Model MJ-167 (HITACHI make)



SHA788



- 1 Shaft nut
- 2 Hub nut
- 3 Clutch hub
- 4 Key
- 5 Felt
- 6 Shaft seal seat
- 7 Shaft seal
- 8 Front cover
- 9 Cylinder head
- 10 Suction valve plate
- 11 Cylinder
- 12 Drive ball
- 13 Shoe disc
- 14 Swash plate
- 15 Rear cover
- 16 Compressor shaft
- 17 Gas pipe
- 18 Compressor shell
- 19 Thrust bearing
- 20 Needle bearing
- 21 Coil assembly
- 22 Pulley and bearing assembly AC926

DESCRIPTION

The MJ167 compressor employs an oil-mist jet system in which some lubricant is mixed in the refrigerant and the mixture is sprayed directly to the sliding portions from the compressor suction side.

PRELIMINARY CLEANING

Before starting work, remove dirt from outside the detached compressor. Clean the workbench, tool, and your hands.

COMPRESSOR CLUTCH

The most likely source of problem is clutch slippage. Factors are listed here. Exercise ample care.

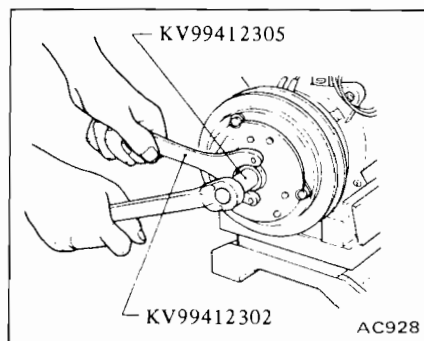
1. Clearance between clutch hub and pulley should be 0.5 to 0.8 mm (0.020 to 0.031 in) at all peripheral points.
2. Make sure that there is no oil or dirt on friction surfaces of clutch disc (clutch hub) and pulley. Remove any oil or dirt with a dry rag.
3. Make sure that terminal voltage at magnetic coil is above 10.5V.

REMOVAL

CAUTION:

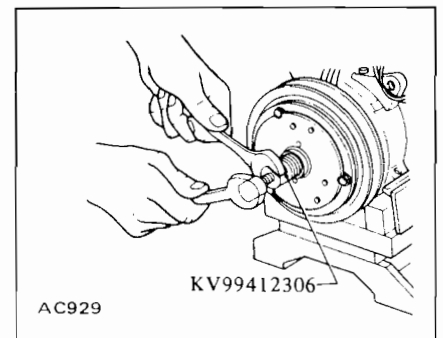
Do not leave compressor on its side or upside down for more than 10 minutes, as compressor oil will enter low pressure chamber.

1. Using Clutch Hub Wrench KV99412302, hold clutch hub. With suitable socket wrench, remove shaft nut from shaft.
2. Then, using Hub Nut Socket KV99412305, remove clutch hub nut. Remove spacers.

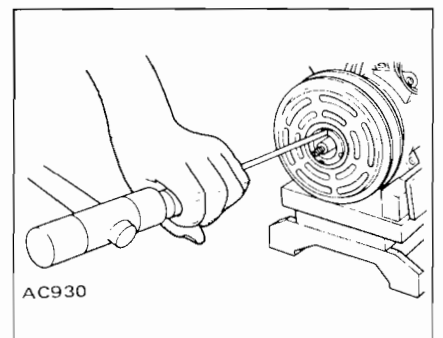


3. Using Clutch Hub Puller KV99412306, remove clutch hub. Thread tool into the bore of clutch

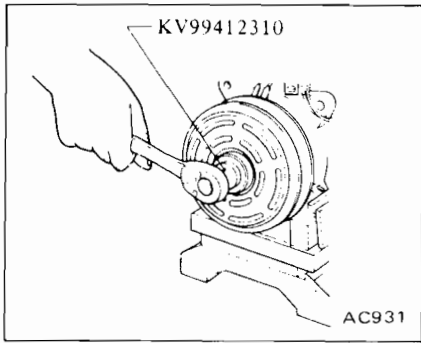
hub, hold tool with wrench, and then thread in center bolt.



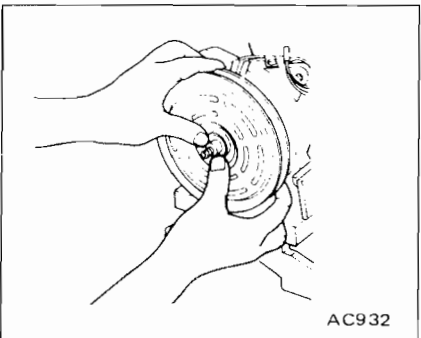
4. With an ordinary screwdriver, flatten lock washer tab.



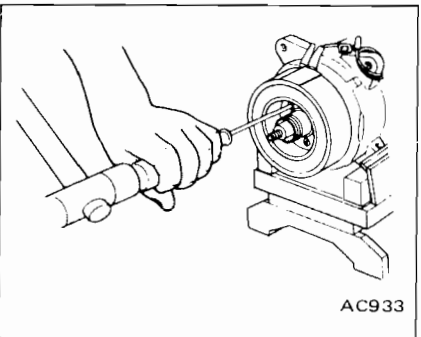
5. Using Lock Nut Socket KV99412310, loosen lock nut. Remove lock nut and lock washer.



6. Remove pulley and bearing assembly. When the assembly can not be removed by hand, use a puller and Puller Pilot KV99412312.



7. Using an impact tool, loosen six coil mounting screws. Use of the impact tool is advisable as screws have been caked.



8. Remove coil mounting screws and separate coil assembly.

INSPECTION

1. Check the friction surfaces of the clutch for damage due to excessive heat, or excessive grooving due to slippage. If necessary, replace coil, pulley and bearing assembly, and clutch hub as a set.
2. Oil or dirt on the friction surfaces should be cleaned with a suitable

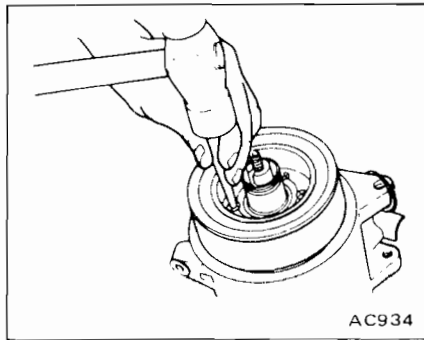
solvent and a dry rag.

3. Check coil for shorted or opened binding leads.

INSTALLATION

1. Using a Phillips screwdriver, tighten coil assembly mounting screws in an alternating pattern. After screws have been firmly tightened, punch-lock each at one location to prevent loosening.

(T) : **Coil mounting screw**
2.7 - 3.4 N·m
(0.28 - 0.35 kg·m,
2.0 - 2.5 ft·lb)



2. Using a plastic mallet, drive pulley and bearing assembly onto the neck of the installed coil assembly. Turn the pulley, making sure that there is no noise and that rotation is free. Also make sure that there is no pulley play.

3. Position lock washer and lock nut in place. Using Lock Nut Socket KV99412310, tighten lock nut firmly. With lock washer tab and lock nut cutouts matched, bend the tab with the screwdriver. Proceed carefully to avoid bearing cage damage.

(T) : **Lock nut**
25 - 27 N·m
(2.5 - 2.8 kg·m,
18 - 20 ft·lb)

4. Fit key and clutch hub to the shaft. Select adjusting spacer which gives the correct clearance between the pulley and clutch hub. Coat hub nut with Loctite (equivalent to HI-LOCK FT-15B).

(T) : **Hub nut**
18 - 21 N·m
(1.8 - 2.1 kg·m,
13 - 15 ft·lb)

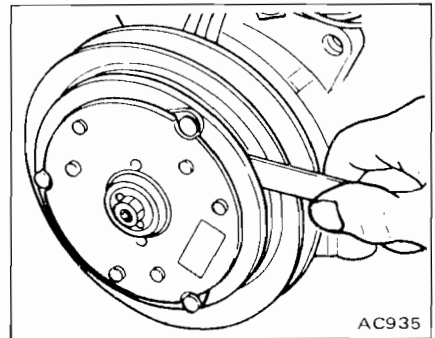
5. Coat shaft nut with Loctite (equivalent to HI-LOCK FT-15B).

(T) : **Shaft nut**
19 - 21 N·m
(1.9 - 2.1 kg·m,
14 - 15 ft·lb)

6. Using a thickness gauge, measure the clutch hub-to-pulley clearance.

Hub-to-pulley clearance:
0.5 - 0.8 mm
(0.020 - 0.031 in)

If the specified clearance is not obtained, replace adjusting spacer and readjust.

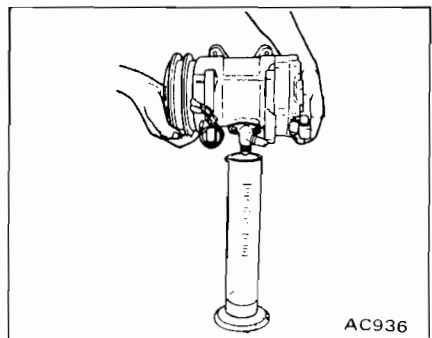


When replacing compressor clutch assembly, do not forget break-in operation, accomplished by engaging and disengaging the clutch some thirty times. Break-in operation raises the level of transmitted torque.

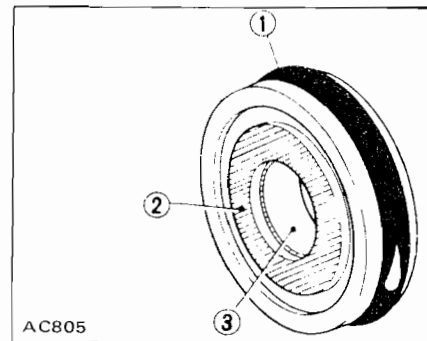
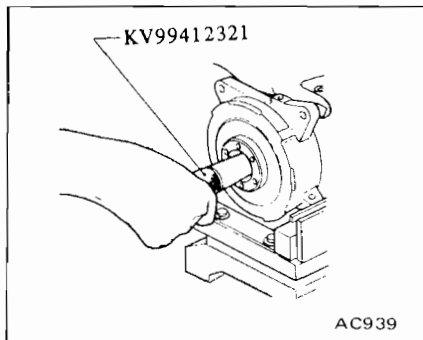
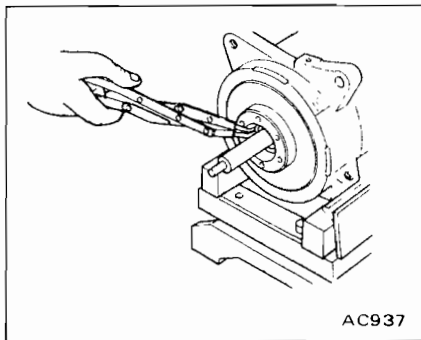
SHAFT SEAL

REMOVAL

1. Turn compressor upside down, and drain oil from suction valve.



2. Remove clutch hub, pulley and bearing assembly, and coil assembly. Refer to Compressor Clutch for removal.
3. Remove felt.
4. Using snap ring pliers, compress and remove retainer ring.



- 1 O-ring
- 2 Contact surface
- 3 Oil seal

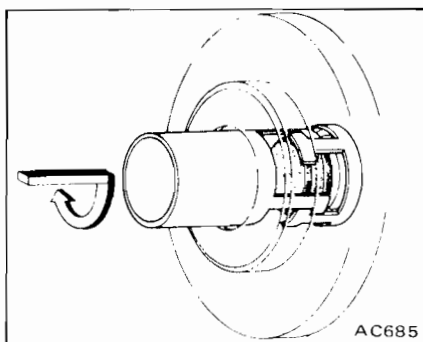
INSTALLATION

Do not reuse shaft seal and shaft seal seat.

CAUTION:

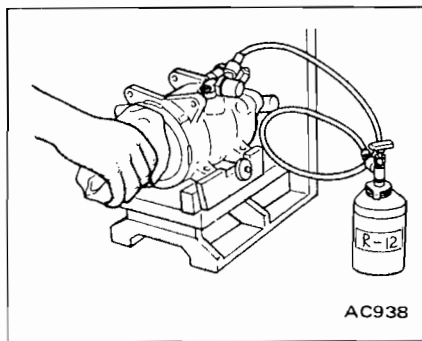
In placing a new seal kit on the workbench, make sure that the contact surface faces upward. Take necessary steps to avoid damage.

5. Plug low and high pressure (suction and discharge) valve openings of compressor. Wrap rag around shaft. Apply pressure [196 to 490 kPa (2 to 5 kg/cm², 28 to 71 psi)] from low pressure (suction) service valve of compressor, and receive shaft seal seat in rag.



CAUTION:

Use refrigerant for pressurizing. Do not use compressed air as it involves moisture in the system.

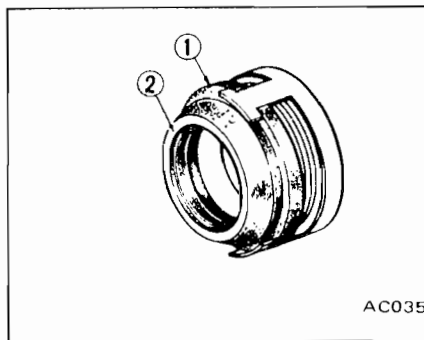


If shaft seal seat cannot be pulled out, reset it to its original position, and again try to pressurize.

6. Insert Shaft Seal Remover & Installer KV99412321 through the open end of front cover. Depress the carbon seal and hook the tool at the case projection of shaft seal. Slowly pull out the tool, thereby removing shaft seal.

INSPECTION

1. Check the carbon seal surface of shaft seal for damage.

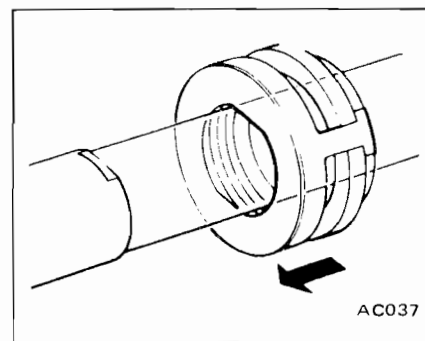


- 1 Carbon seal
- 2 Contact surface

2. Check O-ring and the carbon seal contact surface of shaft seal seat for damage. Make sure that O-ring contact surface at front cover is not damaged. Make sure that grease is applied to oil seal in shaft seal seat.

1. Make sure that the shaft seal contact surface is free of dirt and amply lubricated with compressor oil.
2. Cap Shaft Seal Pilot KV99412322 to the top end of compressor shaft.
3. Using Shaft Seal Remover & Installer KV99412321, insert shaft seal with shaft seal case and shaft cutout aligned.

Apply force to turn the seal somewhat to the left and right. Insure that shaft seal seats properly in the shaft cutout.



4. Fit O-ring to the outside groove of shaft seal seat, making sure that it seats properly.
5. Apply quite a bit of compressor oil on contact surface and around shaft seal seat so that it can slide easily

in front cover. Lightly coat surface of shaft with recommended multi-purpose grease (or compressor oil). Following this, push in shaft seal seat so that it seats properly at the land of front cover.

6. Using snap ring pliers, compress retainer ring and fit it into front cover. Seat retainer ring firmly in the groove. Thoroughly wipe grease or oil from shaft surface.

7. Install felt.

8. Install clutch hub and key to the shaft of compressor, and turn the shaft 5 to 6 turns in the clockwise direction.

9. Then, check for gas leakage as follows.

(1) Plug high and low pressure (discharge and suction) valve openings on

compressor with blind caps.

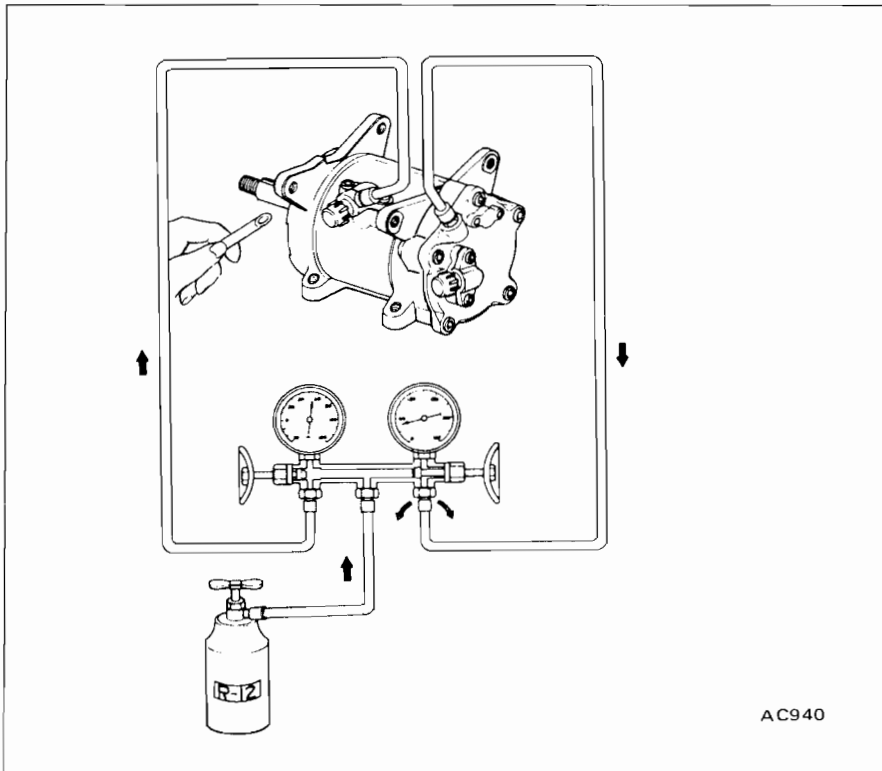
To plug low pressure (suction) valve, use cap to which seal rubber is fitted.

(2) Connect charging hoses in the lines between manifold gauge and high and low pressure (discharge and suction) service valves.

Connect refrigerant can to the middle hose of manifold gauge.

(3) Open valve of can tap, charge refrigerant through low pressure (suction) service valve and purge air from high pressure (discharge) service valve.

(4) Conduct a leak test. If there is a leak, remove and then install parts again.



10. Install compressor clutch assembly. Refer to Compressor Clutch for installation.

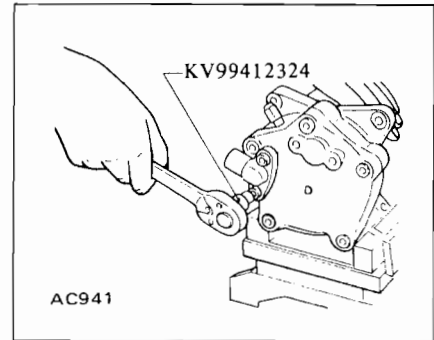
11. From suction valve, charge compressor with same amount of new oil as was drained before. Refer to Oil Level Check for required amount of oil.

DISCHARGE VALVE REMOVAL

CAUTION:

Do not leave compressor on its side or upside down for more than 10 minutes as compressor oil will enter low pressure chamber.

1. Using Allen Socket KV99412324, remove hex. socket head bolts.



2. Remove discharge valve.
3. Discard the old O-ring.

INSPECTION

1. Check for scratched seating surface of discharge valve and of rear cover.

2. Replace discharge valve which is scratched.

3. If a scratch is found on the groove of rear cover O-ring, replace rear cover.

INSTALLATION

Note: Do not reuse old O-ring.

1. Apply a coating of compressor oil to the groove of discharge valve and O-ring, and install these parts in their proper positions on rear cover.

2. Using Allen Socket KV99412324, secure discharge valve to rear cover with hex. socket head bolts.

T : Discharge valve fixing bolt
17 - 18 N·m
(1.7 - 1.8 kg·m,
12 - 13 ft·lb)

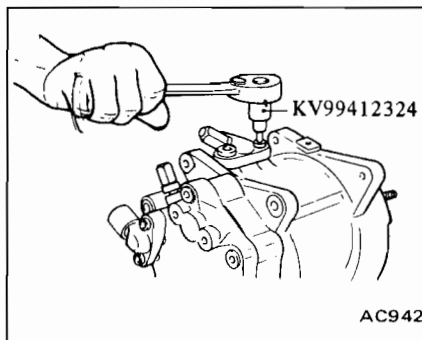
3. Conduct a gas leak test. Refer to Shaft Seal for gas leak test.

SUCTION VALVE REMOVAL

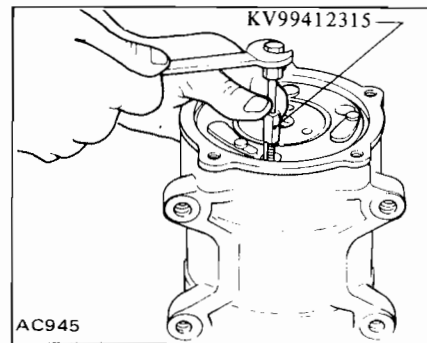
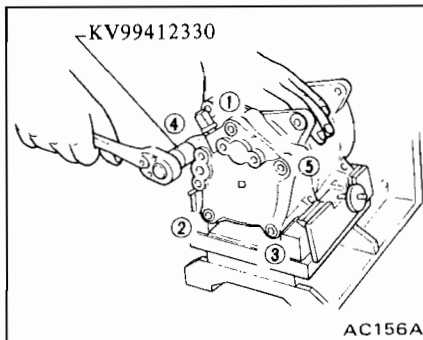
CAUTION:

Do not leave compressor on its side or upside down for more than 10 minutes as compressor oil will enter low pressure chamber.

1. Using Allen Socket KV99412324, remove hex. socket head bolts.
2. Remove suction valve.
3. Discard old O-ring.



Starting at the top, loosen all bolts one turn in an alternating pattern. Then remove bolts in turn.



INSPECTION

1. Check for scratched seating surface of suction valve and shell.
2. Replace suction valve which is scratched.
3. If a scratch is found on groove of shell O-ring, replace shell.

4. Grasp rear cover and carefully separate it from compressor. Tap the flange lightly and alternately as required with a plastic mallet.

INSPECTION

1. If replacement of low pressure (suction) service valve is necessary, replace rear cover with a new one.
2. Check suction valve plate and cylinder head for broken valves.

INSTALLATION

Do not reuse old O-ring.

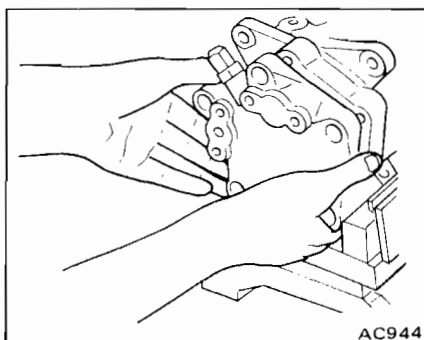
1. Apply a coating of compressor oil to groove of suction valve and O-ring, and install these parts in their proper positions on shell.
2. Using Allen Socket KV99412324, secure suction valve to shell with hex. socket head bolts.

Ⓣ : Suction valve fixing bolt
 17 - 18 N·m
 (1.7 - 1.8 kg·m,
 12 - 13 ft·lb)

3. Conduct a gas leak test. Refer to Shaft Seal for gas leak test.

CAUTION:

Do not tap on the compressor shaft.



INSTALLATION

Do not reuse old O-ring.

Using clean compressor oil, remove dirt and other matter from rear cover, cylinder head and suction valve plate. Clean the workbench.

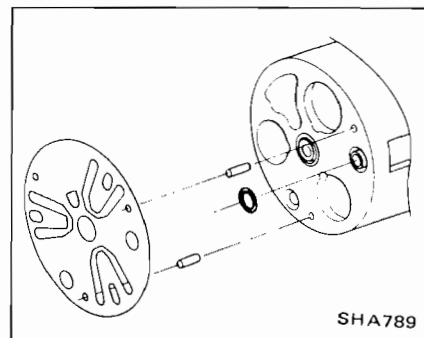
1. Using suitable blocks, position compressor with the front face downward and the rear upward.
2. Install two pins and gas pipe O-ring in the rear of cylinder. Coat O-ring beforehand with an ample amount of oil.
3. Install suction valve plate, making sure that the three valves properly align with cylinder cutouts.

REAR COVER AND REAR CYLINDER HEAD

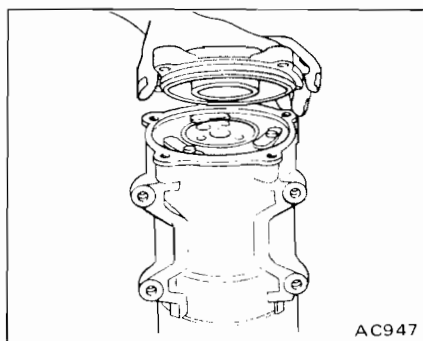
REMOVAL

1. Turn compressor upside down, and drain oil from suction valve.
2. Remove discharge valve.
3. Using Allen Socket KV99412330, remove rear cover mounting bolts.

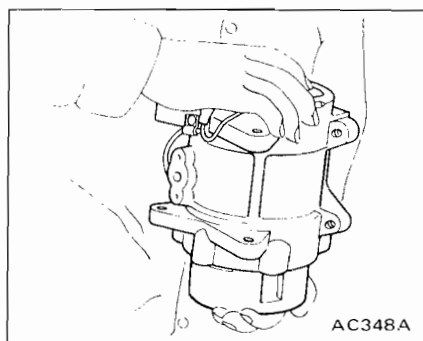
5. Remove three O-rings. Discard used O-rings.
6. Remove rear cylinder head, suction valve plate, two pins and O-ring. Carefully remove suction valve plate, avoiding deformation.
7. When removal proves difficult, use Cylinder Head Remover KV99412315. Insert this tool into hole in cylinder head. With the nut in firm contact with the back side of cylinder head, tighten the bolt slowly to break loose the head.



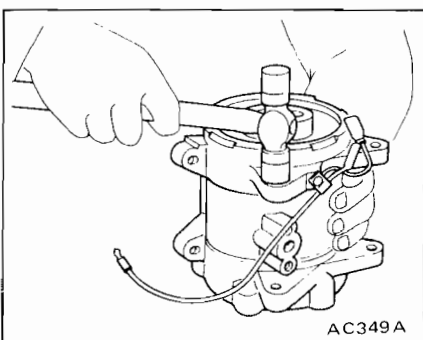
5. Assemble cylinder head and install three O-rings in their respective positions. Coat O-rings with ample amount of oil before installation.
5. Carefully fit rear cover to the rear of compressor.



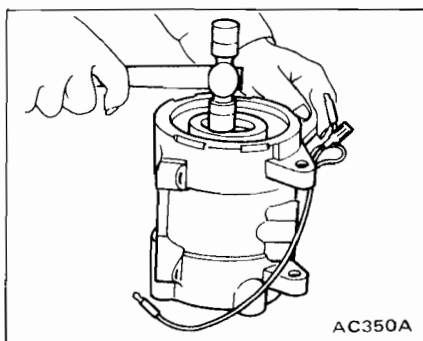
- cylinder assembly is removed from front cover. In fact, this approach facilitates work.
4. Remove discharge valve. Refer to Discharge Valve for removal.
5. Remove rear cover, three O-rings, cylinder head, suction valve plate, two pins and O-ring in that order. Refer to Rear Cover and Rear Cylinder Head. This exposes the rear part of cylinder.
6. Remove cylinder assembly from compressor shell.



Do not drop cylinder assembly and scratch.
When cylinder does not drop from shell, top shell lightly with plastic mallet. Do not top compressor shaft.



7. Detach front cover from shell.



8. Remove shaft seal from the shaft.
9. Remove two O-rings, cylinder head, suction valve plate, two pins and O-ring. In removing two pins, proceed carefully to avoid cylinder head damage. Discard old O-rings.

CAUTION:

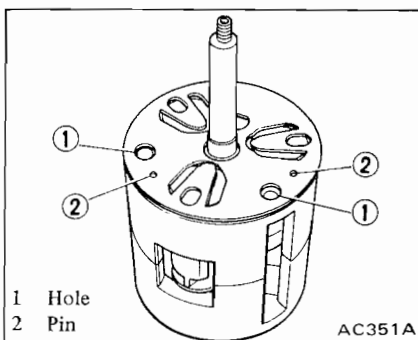
Do not deform suction valve plate when removing it.

INSTALLATION

Suction valve plates and cylinder heads are the same as those of front and rear.

Do not reuse old gasket and O-ring.

1. Using suitable blocks, face cylinder assembly upward. Install two pins and O-ring. Lubricate O-ring before assembly.
2. Position suction valve plate in the order listed while making sure that three valves of suction valve plate are aligned with the cylinder cutouts. Install cylinder head.



6. Using Allen Socket KV99412330, tighten up five bolts in an alternating pattern, starting at the top. Do not forget lock washers.

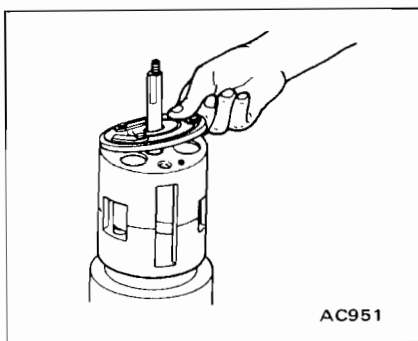
(T) : **Rear cover fixing bolt**
19 - 21 N·m
(1.9 - 2.1 kg·m,
14 - 15 ft·lb)

8. Install discharge valve. Refer to Discharge Valve for installation.
9. Upon completion of the above operation, conduct a leak test. Refer to Shaft Seal for gas leak test.
9. From suction valve, charge compressor with same amount of new oil as was drained before. Refer to Oil Level Check for required amount of oil.

FRONT COVER, FRONT CYLINDER HEAD AND CYLINDER REMOVAL

REMOVAL

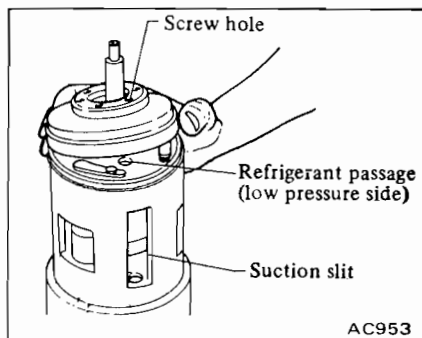
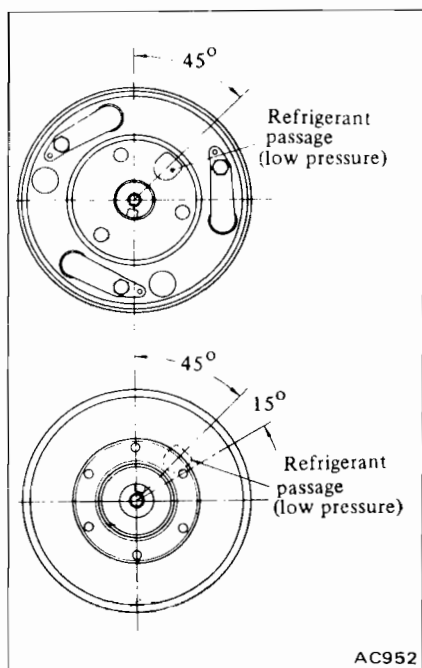
1. Turn compressor upside down, and drain oil from suction valve.
2. Remove compressor clutch assembly. Refer to Compressor Clutch.
3. Using snap ring pliers, remove shaft seal retainer ring. Then remove shaft seal seat. Refer to Shaft Seal. Removal of shaft seal is not absolutely necessary. It may be removed when



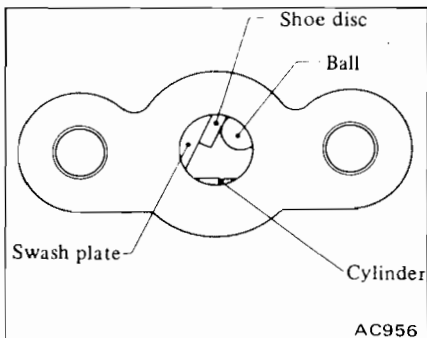
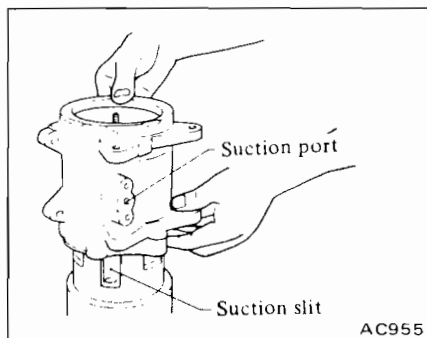
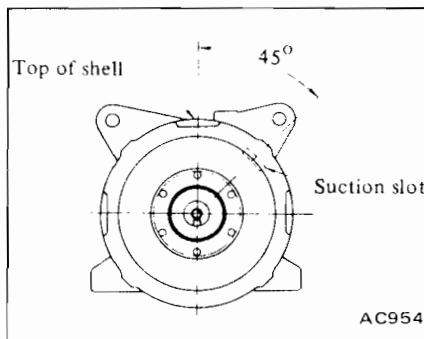
3. Align shaft seal with the shaft cutaway. Firmly seat shaft seal at the shaft land. Attempt to turn shaft seal to clockwise and counterclockwise, confirming that it is seated properly.
4. Install two O-rings on cylinder head. Coat O-rings with ample amount of oil before installation.

5. Install front cover as follows:

Front cover must be installed in such a manner that clutch terminal can be positioned in cut portion of shell when these three parts are assembled. See the illustration at step 12. For this purpose, install front cover on cylinder head so that angle between 5 mm (0.20 in) threaded hole in front cover and low pressure side refrigerant passage in cylinder head is about 45°.



6. Install gasket on front cover. Install shell on cylinder head. In this case, adjust position of shell so that suction inlet of shell opens in the same direction as suction slot of cylinder assembly. Then, make sure swash plate is visible in suction inlet by removing suction valve.



7. Turn over the assembled shell and cylinder, that is, with the front downward.

CAUTION:

Hold securely with hand shell and cylinder assembly to prevent possible mismatching. Otherwise, O-ring will be deflected or moved.

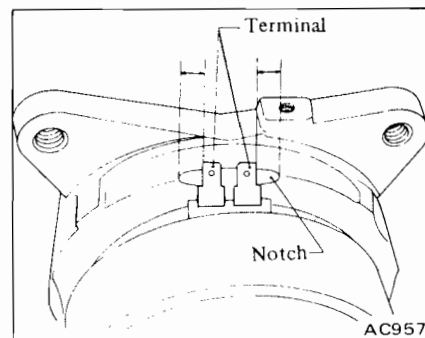
8. Continue with work up to installation of rear cover. Refer to Rear Cover and Rear Cylinder Head for installation.

9. Continue with work up to installation of discharge valve. Refer to Discharge Valve for installation.

10. Install shaft seal seat. Refer to Shaft Seal for installation.

11. Install and adjust compressor clutch. Refer to Compressor Clutch for installation.

12. Make sure that clutch terminal is in cut portion provided on top of shell. If no coincidence is observed, repeat installation procedure starting from step 3.



13. Conduct a leak test. Refer to Shaft Seal for gas leak test.

14. From suction valve, charge compressor with same amount of new oil as was drained before. Refer to Oil Level Check for required amount of oil.

TROUBLE DIAGNOSES AND CORRECTIONS (Manual air conditioner)

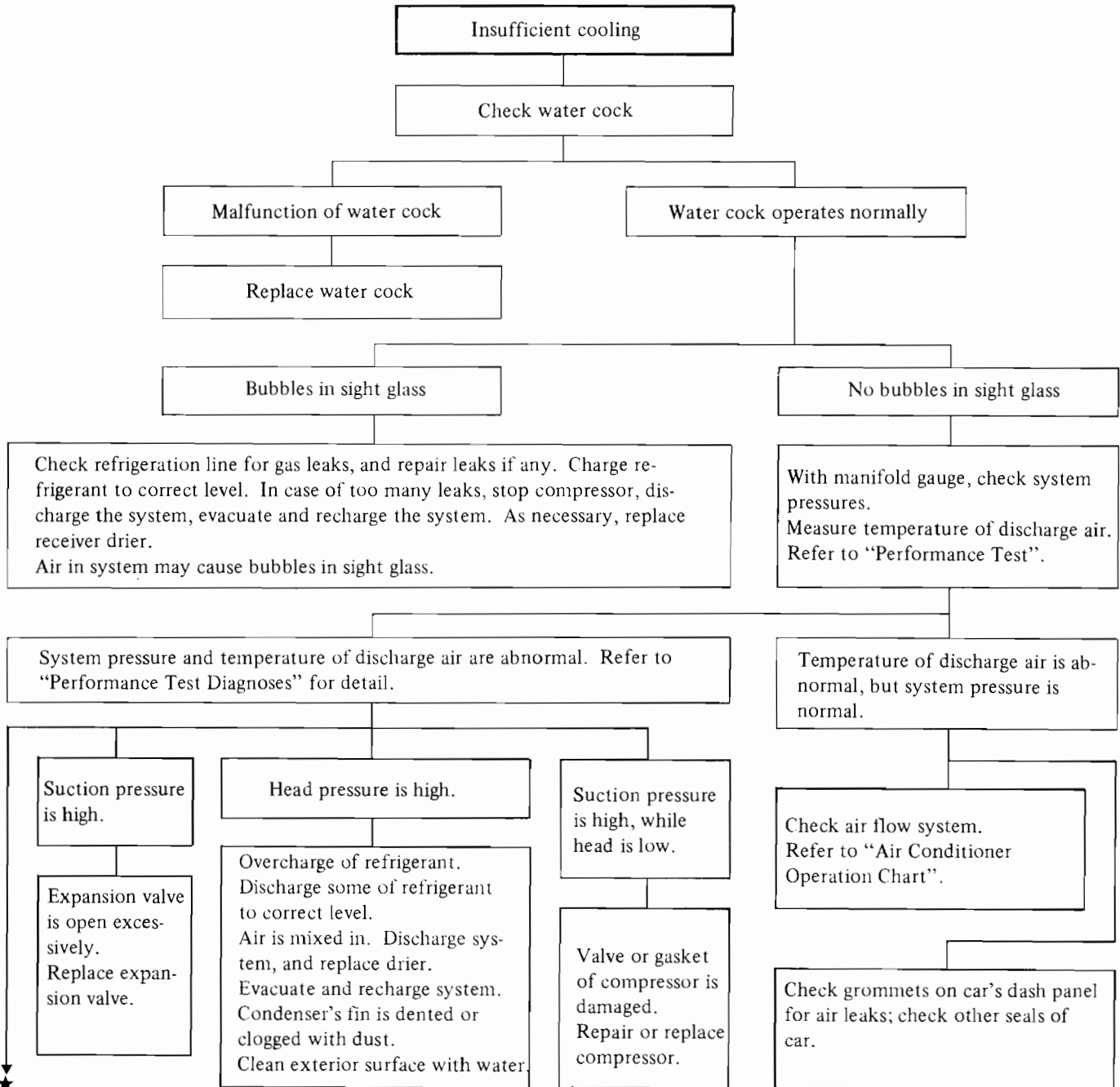
AIR CONDITIONER DIAGNOSES

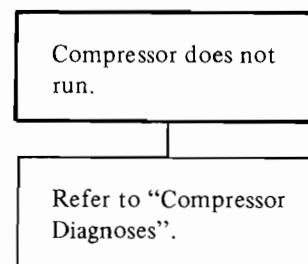
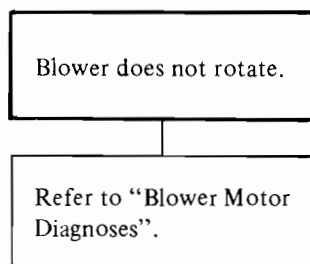
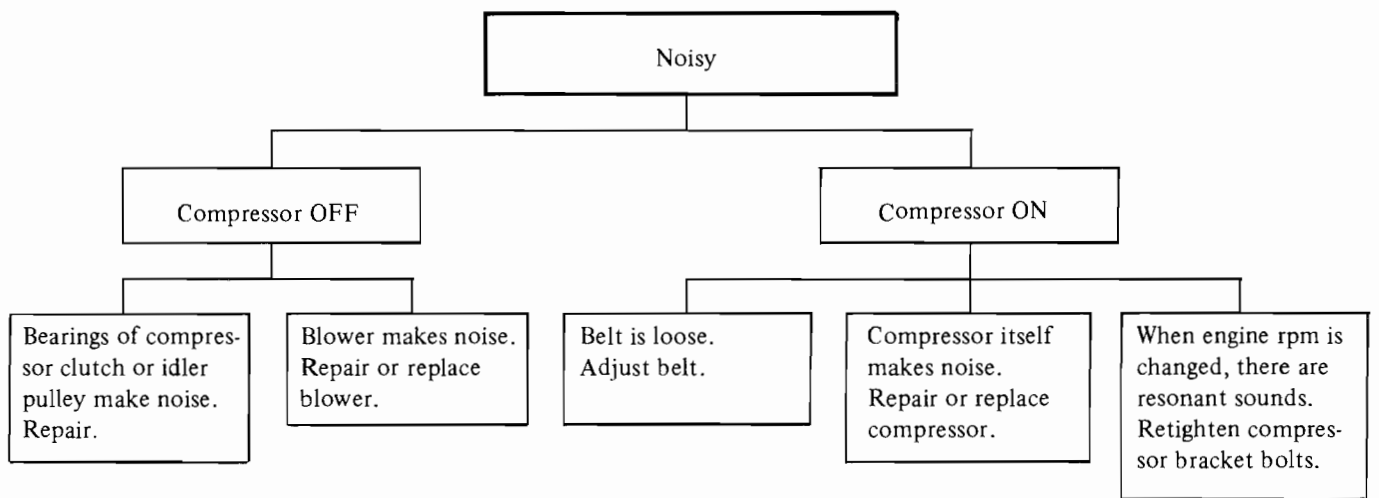
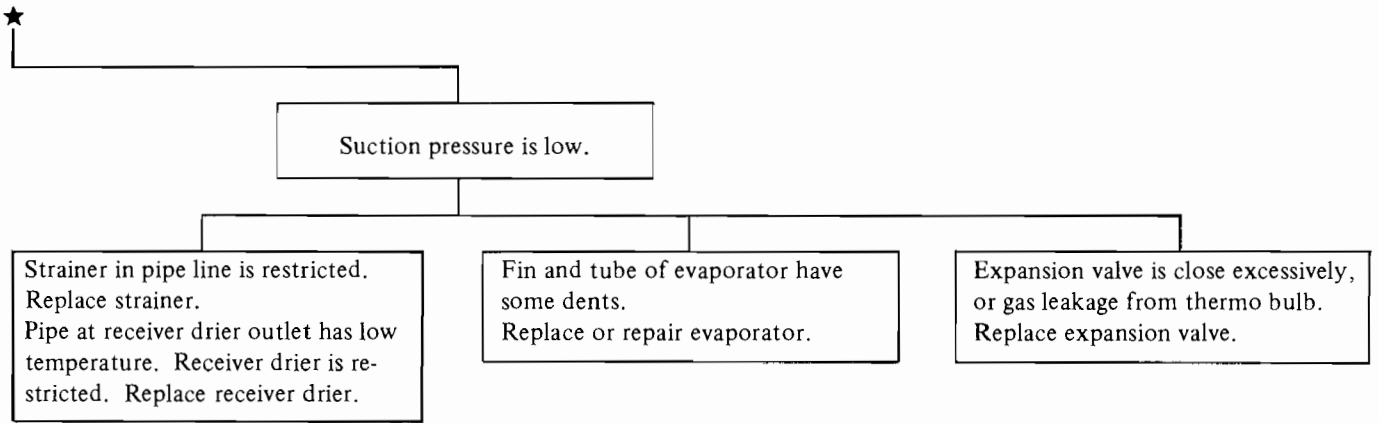
When insufficient cooling is noticed, check refrigerant line for gas leakage. If the amount of refrigerant is less than normal or there is no refrigerant in the system, check for the point of leakage as follows:

1. Charge refrigerant.
2. Start engine and operate air conditioning system.
Check connections and unit for gas leakage using a leak tester.

Extreme care should be taken at connections or unit locations where oil seepage or dust adhesion is noticed. Thoroughly clean the affected part and place soapy water over it to determine whether leakage is present.

3. Stop engine and leave it unattended for approximately 20 minutes. Repeat step 2 above.





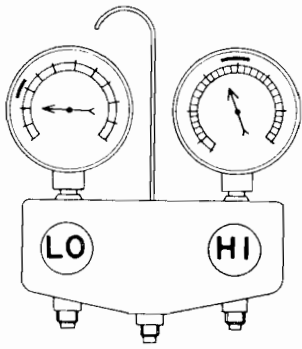
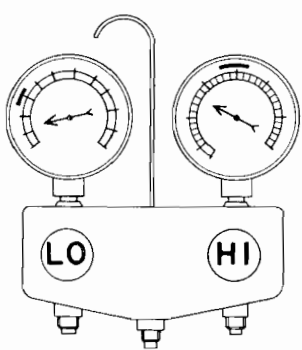
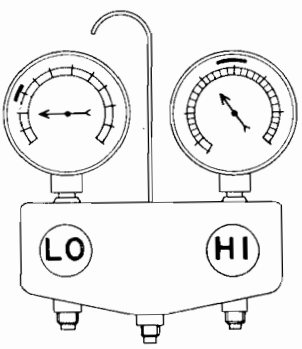
PERFORMANCE TEST DIAGNOSES

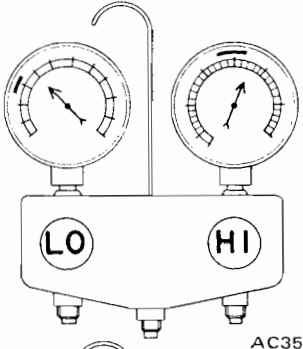
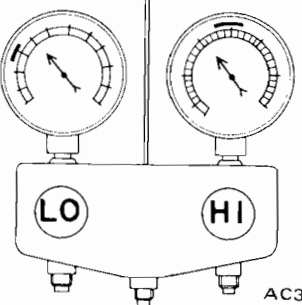
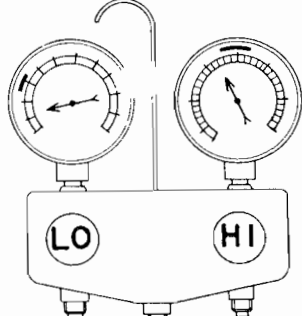
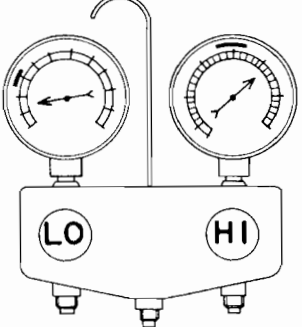
Of various conditions caused to the air conditioning system, the characteristics revealed on manifold gauge reading are shown in the following.

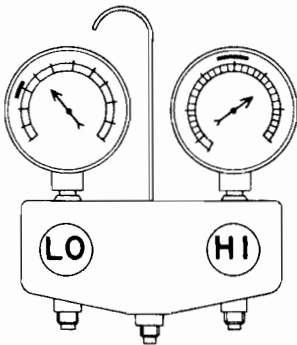
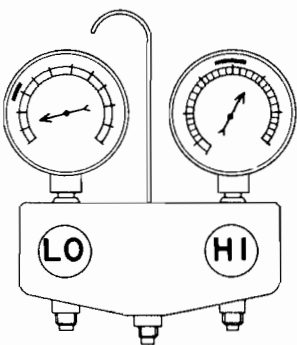
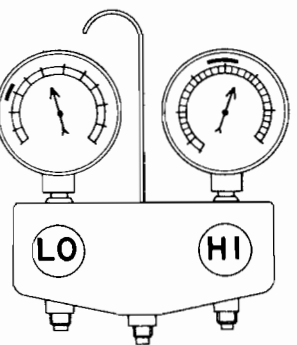
As to the method of a performance test, refer to the item of "Performance Test".

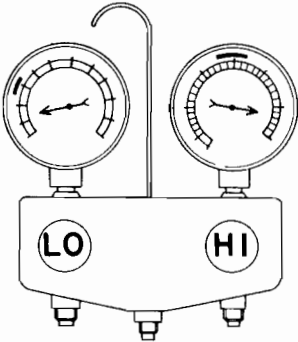
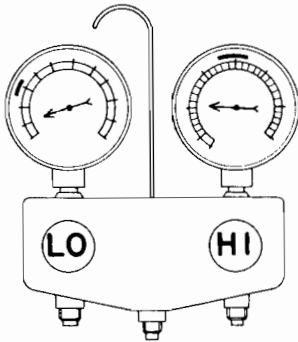
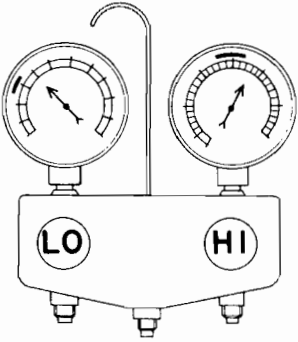
indicates a range based on the assumption that the air conditioning system is in good order. This range is described in PERFORMANCE CHART.

In the following table, the portion smeared with ink on each gauge scale

Condition	Probable cause	Corrective action
<p data-bbox="103 481 603 519">INSUFFICIENT REFRIGERANT CHARGE</p>  <p data-bbox="375 884 454 907">AC352A</p> <p data-bbox="486 548 782 649">Insufficient cooling. Bubbles appear in sight glass.</p>	<p data-bbox="805 548 1101 616">Refrigerant is small, or leaking a little.</p>	<p data-bbox="1125 548 1332 638">1. Leak test. 2. Repair leak. 3. Charge system.</p> <p data-bbox="1125 649 1428 705">Evacuate, as necessary, and recharge system.</p>
<p data-bbox="103 940 462 978">ALMOST NO REFRIGERANT</p>  <p data-bbox="375 1344 454 1366">AC353A</p> <p data-bbox="486 996 782 1131">No cooling action. In sight glass appear a lot of bubbles or something like mist.</p>	<p data-bbox="805 996 1069 1030">Serious refrigerant leak.</p>	<p data-bbox="1125 929 1420 985">Stop compressor immediately.</p> <p data-bbox="1125 996 1428 1243">1. Leak test. 2. Discharge system. 3. Repair leak(s). 4. Replace receiver drier if necessary. 5. Check oil level. 6. Evacuate and recharge system.</p>
<p data-bbox="103 1400 470 1438">FAULTY EXPANSION VALVE</p>  <p data-bbox="375 1859 454 1881">AC354A</p> <p data-bbox="486 1467 782 1568">Slight cooling. Sweating or frosted expansion valve inlet.</p>	<p data-bbox="805 1467 1101 1523">Expansion valve restricts refrigerant flow.</p> <ul data-bbox="805 1534 1101 1646" style="list-style-type: none"> • Expansion valve is clogged. • Expansion valve is inoperative. <p data-bbox="869 1657 1101 1736">Valve stuck closed. Thermal bulb has lost charge.</p>	<p data-bbox="1125 1467 1420 1523">If valve inlet reveals sweat or frost:</p> <p data-bbox="1125 1534 1428 1713">1. Discharge system. 2. Remove valve and clean it. Replace it if necessary. 3. Evacuate system. 4. Charge system.</p> <p data-bbox="1125 1724 1420 1758">If valve does not operate:</p> <p data-bbox="1125 1758 1428 1870">1. Discharge system. 2. Replace valve. 3. Evacuate and charge system.</p>

Condition	Probable cause	Corrective action
 <p>AC355A</p>  <p>AC356A</p>	<p>Insufficient cooling. Sweated suction line.</p> <p>No cooling. Sweating or frosted suction line.</p>	<p>Expansion valve allows too much refrigerant through evaporator.</p> <p>Faulty expansion valve.</p> <p>Check valve for operation. If suction side does not show a pressure decrease, replace valve.</p> <ol style="list-style-type: none"> 1. Discharge system. 2. Replace valve. 3. Evacuate and replace system.
<p>FAULTY SUCTION THROTTLE VALVE</p>  <p>AC357A</p>	<p>Insufficient cooling. Frosted evaporator.</p>	<p>Suction throttle valve is inoperative.</p> <ol style="list-style-type: none"> 1. Discharge system. 2. Replace valve. 3. Evacuate and charge system.
 <p>AC358A</p>	<p>Insufficient cooling.</p>	<p>Suction throttle valve restricts refrigerant flow.</p> <ol style="list-style-type: none"> 1. Discharge system. 2. Replace valve. 3. Evacuate and charge system.

Condition	Probable cause	Corrective action
<p>AIR IN SYSTEM</p>  <p>AC359A</p>	<p>Insufficient cooling. Sight glass shows occasional bubbles.</p>	<p>Air mixed with refrigerant in system.</p> <ol style="list-style-type: none"> 1. Discharge system. 2. Replace receiver drier. 3. Evacuate and charge system.
<p>MOISTURE IN SYSTEM</p>  <p>AC360A</p>	<p>After operation for a while, pressure on suction side may show vacuum pressure reading. During this condition, discharge air will be warm. As warning of this, reading shows 39 kPa (0.4 kg/cm², 6 psi) vibration.</p>	<p>Drier is saturated with moisture. Moisture has frozen at expansion valve. Refrigerant flow is restricted.</p> <ol style="list-style-type: none"> 1. Discharge system. 2. Replace receiver drier (twice if necessary). 3. Evacuate system completely. (Repeat 30-minute evacuating three times.) 4. Recharge system.
<p>FAULTY CONDENSER</p>  <p>AC361A</p>	<p>No cooling action: engine may overheat. Bubbles appear in sight glass of drier. Suction line is very hot.</p>	<p>Condenser is often found not functioning well.</p> <ul style="list-style-type: none"> • Check fan belt and fluid coupling. • Check condenser for dirt accumulation. • Check engine cooling system for overheat. • Check for refrigerant overcharge. <p>If pressure remains high in spite of all above actions taken, remove and inspect the condenser for possible oil clogging.</p>

Condition	Probable cause	Corrective action
<p>HIGH PRESSURE LINE BLOCKED</p>  <p>AC362A</p> <p>Insufficient cooling. Frosted high pressure liquid line.</p>	<p>Drier clogged, or restriction in high pressure line</p>	<ol style="list-style-type: none"> 1. Discharge system. 2. Remove receiver drier or strainer and replace it. 3. Evacuate and charge system.
<p>FAULTY COMPRESSOR</p>  <p>AC363A</p> <p>Insufficient cooling.</p>	<p>Internal problem in compressor, or damaged gasket and valve.</p>	<ol style="list-style-type: none"> 1. Discharge system. 2. Remove and check compressor. 3. Repair or replace compressor. 4. Check oil level. 5. Replace receiver drier. 6. Evacuate and charge system.
<p>TOO MUCH OIL IN SYSTEM (Excessive)</p>  <p>AC364A</p> <p>Insufficient cooling.</p>	<p>Too much oil circulates with refrigerant, causing the cooling capacity of the system to be reduced.</p>	<p>Refer to Oil Level Check for correcting oil level.</p>

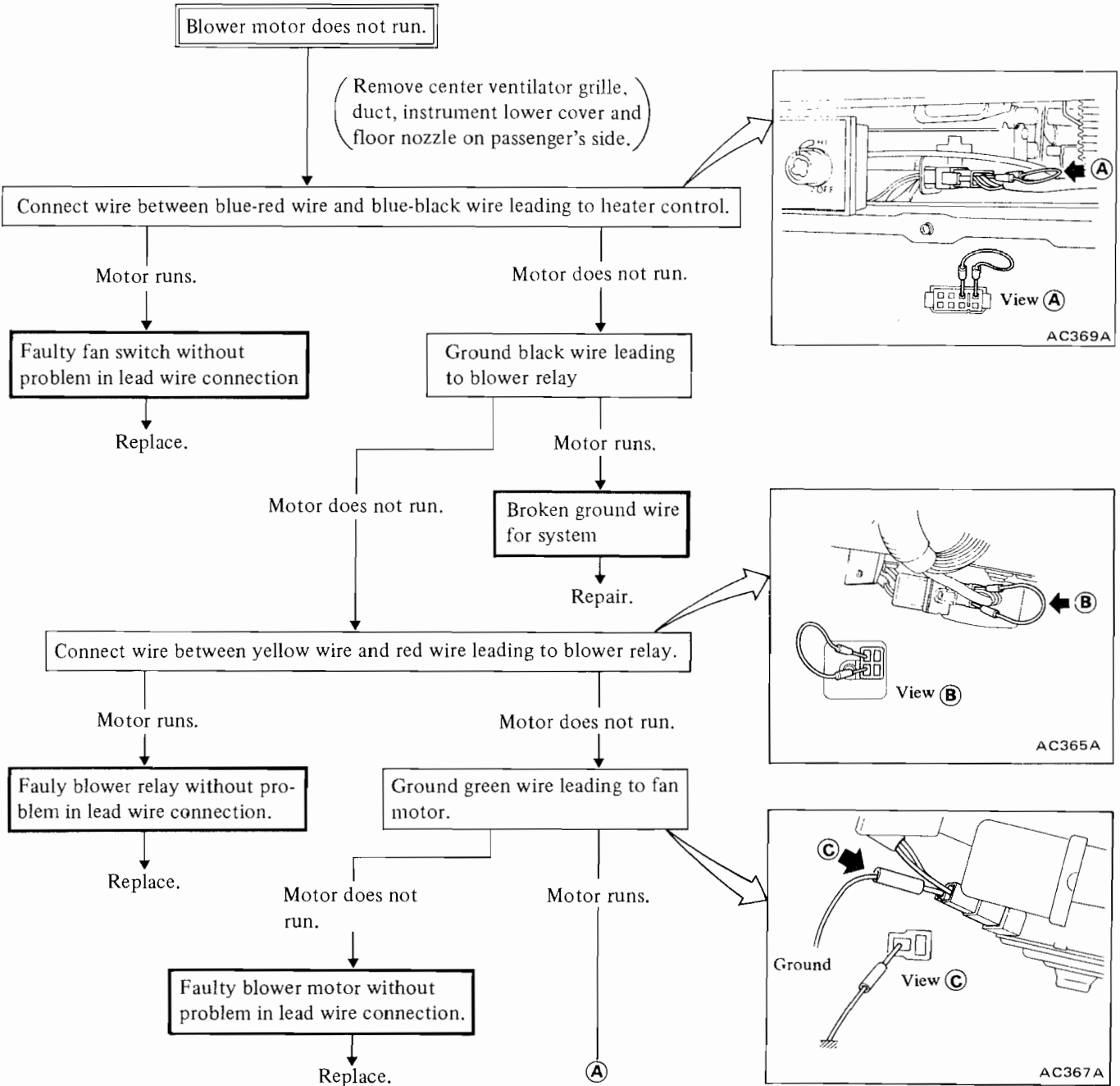
BLOWER MOTOR DIAGNOSES

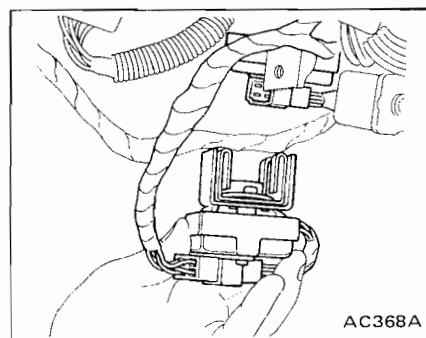
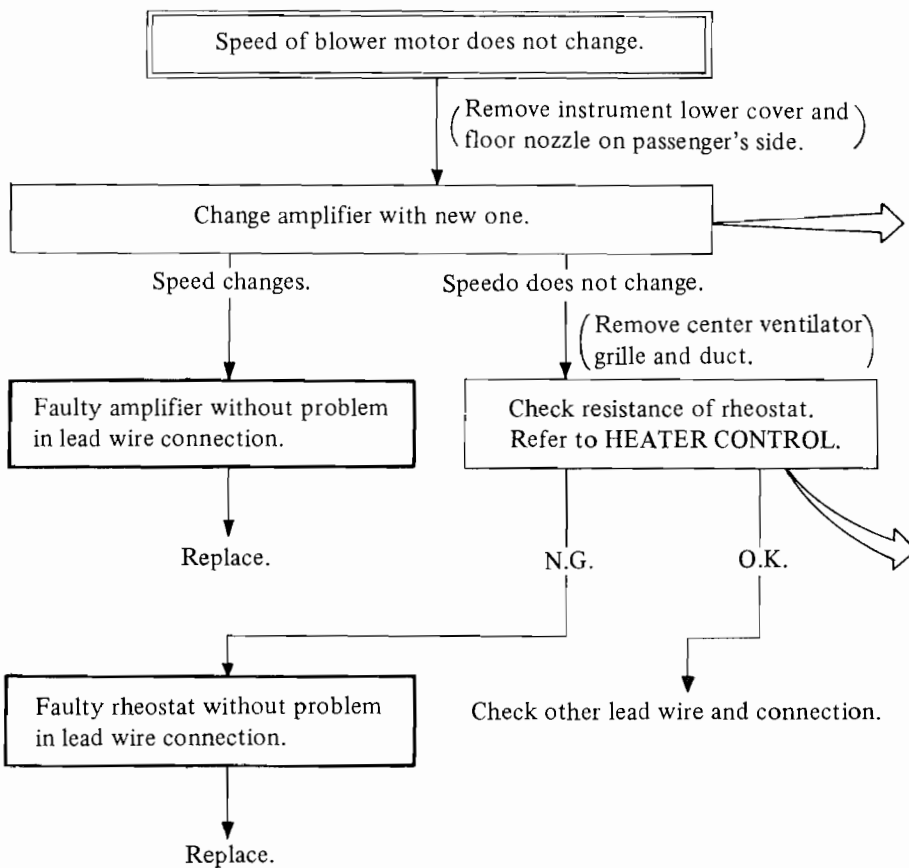
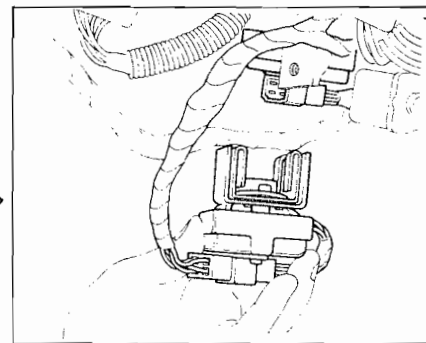
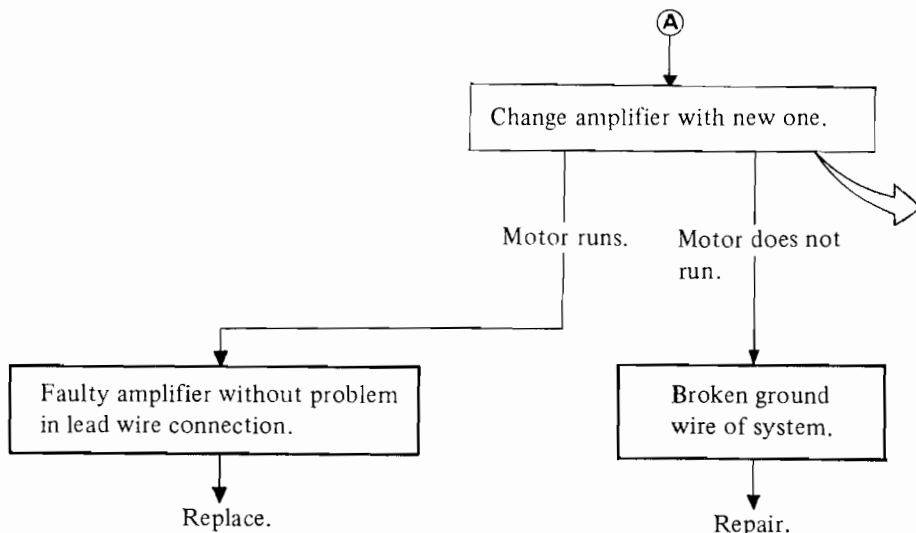
- : Condition
- : Check
- : Probable cause

Test conditions

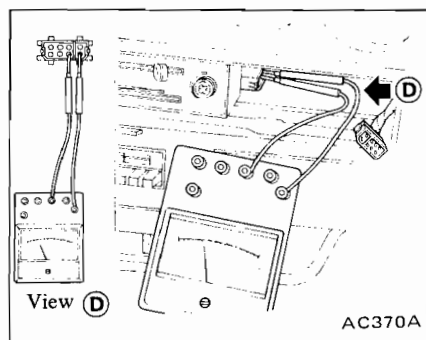
- Battery : O.K.
- Fusible link (Black) : O.K.
- Fusible link (Brown) : O.K.
- Ignition switch : O.K.
- Accessory relay : O.K.
- Fuse 20A (in fuse block) : O.K.
- Fuse 20A (under blower motor) : O.K.
- Position of ignition switch : ACC
- Position of fan switch : ON

Quick check : Check that wiper, radio, stereo and power window operate.





AC368A



AC370A

COMPRESSOR CLUTCH DIAGNOSES

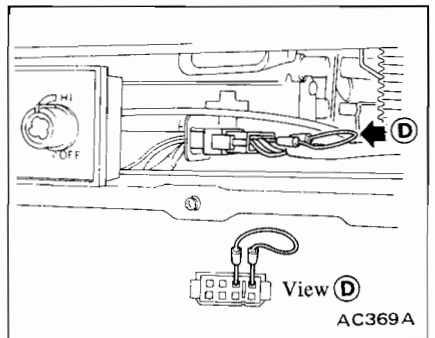
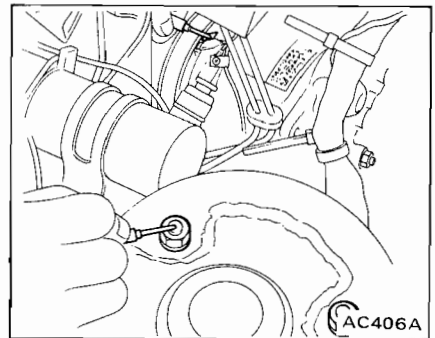
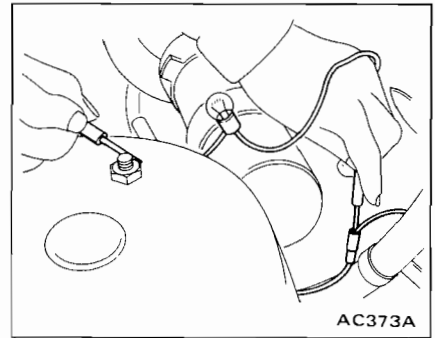
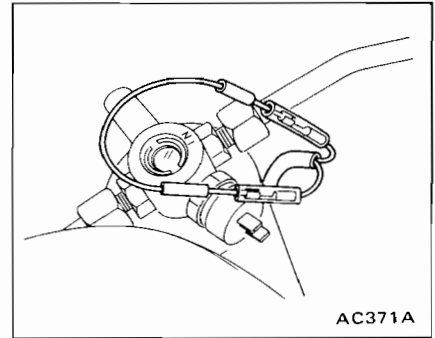
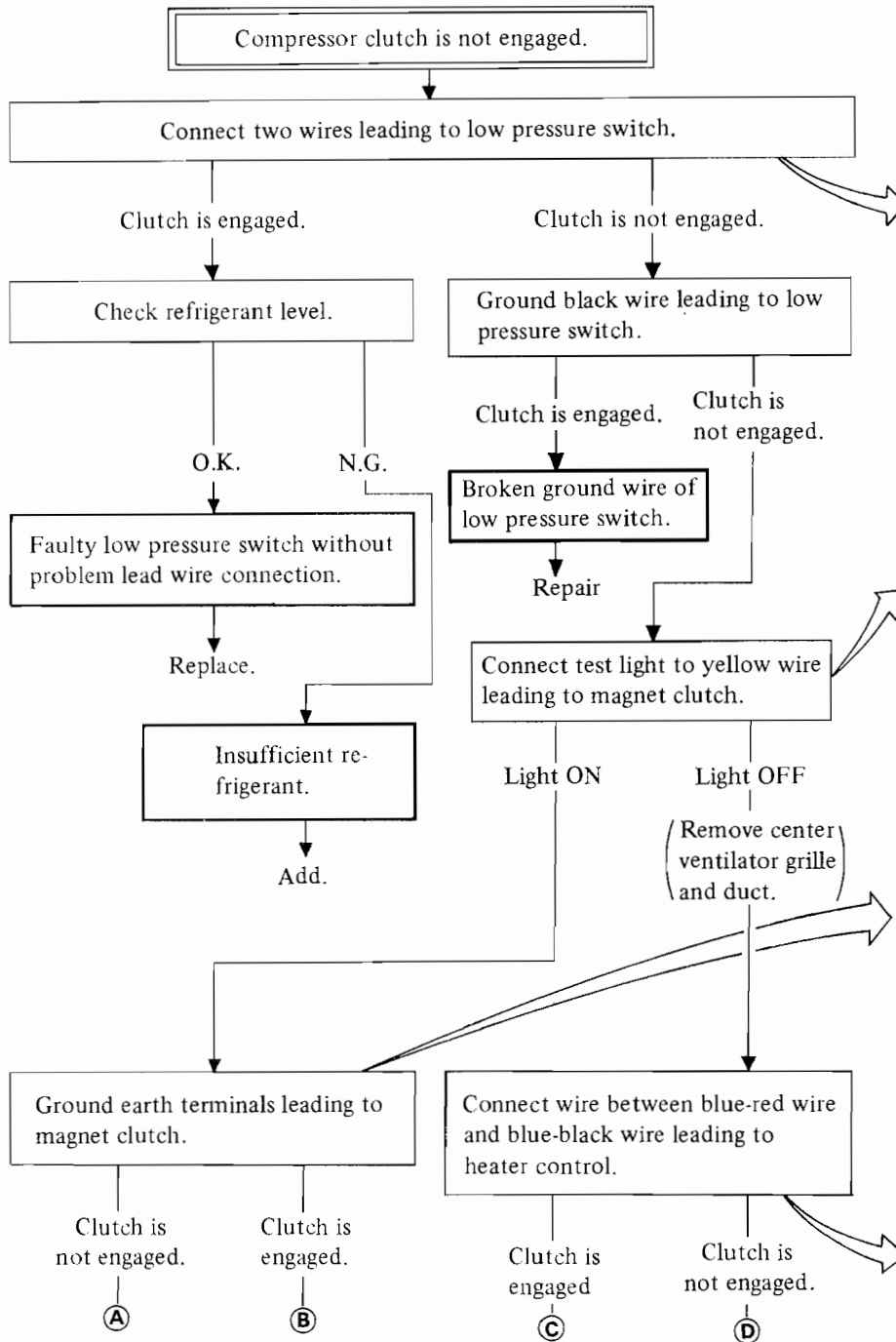
- : Condition
- : Check
- : Probable cause

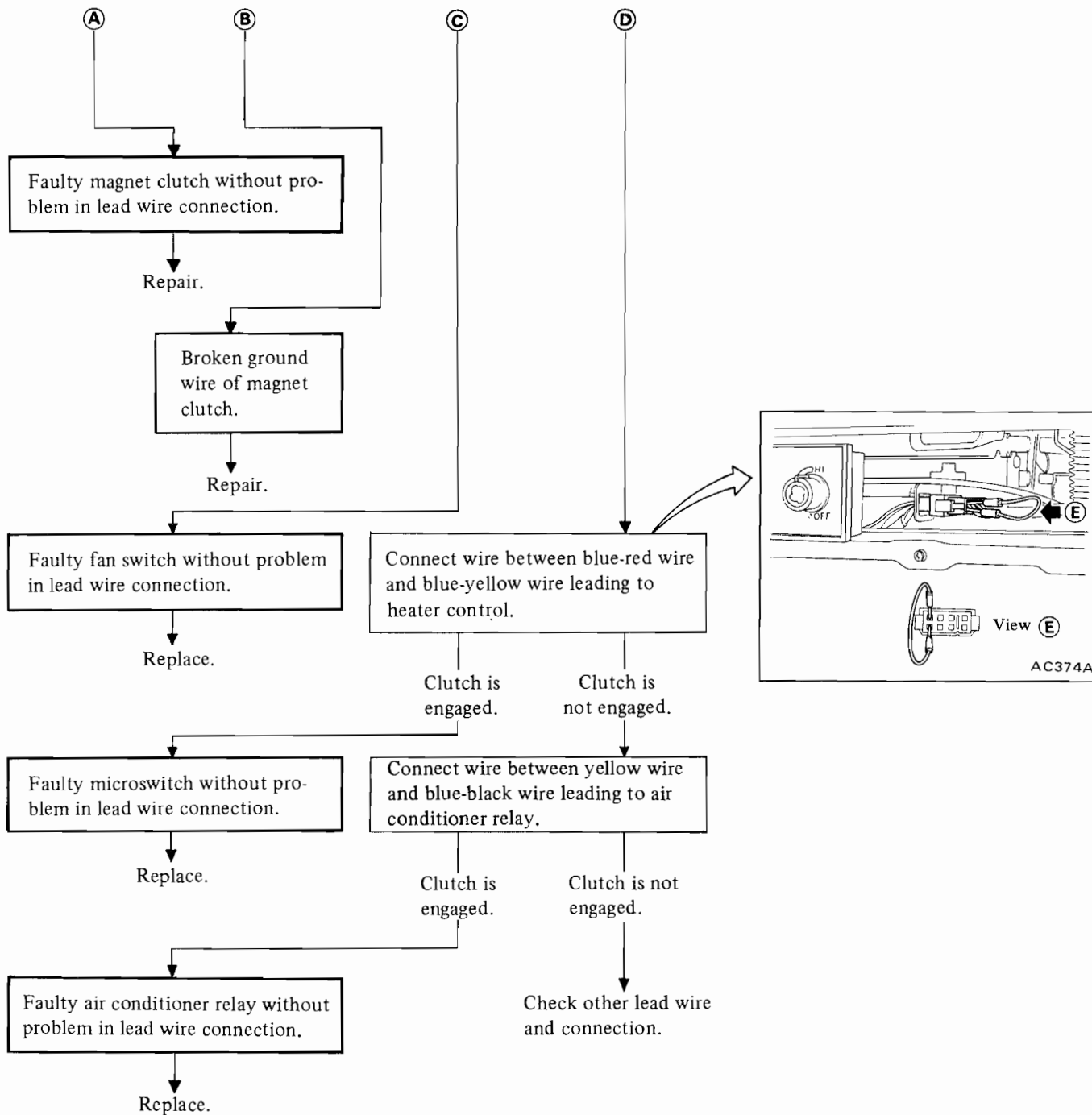
Test conditions

- Battery : O.K.
- Fusible link (Black) : O.K.
- Fusible link (Brown) : O.K.
- Ignition switch : O.K.
- Accessory relay : O.K.
- Fuse 20A (in fuse block) : O.K.

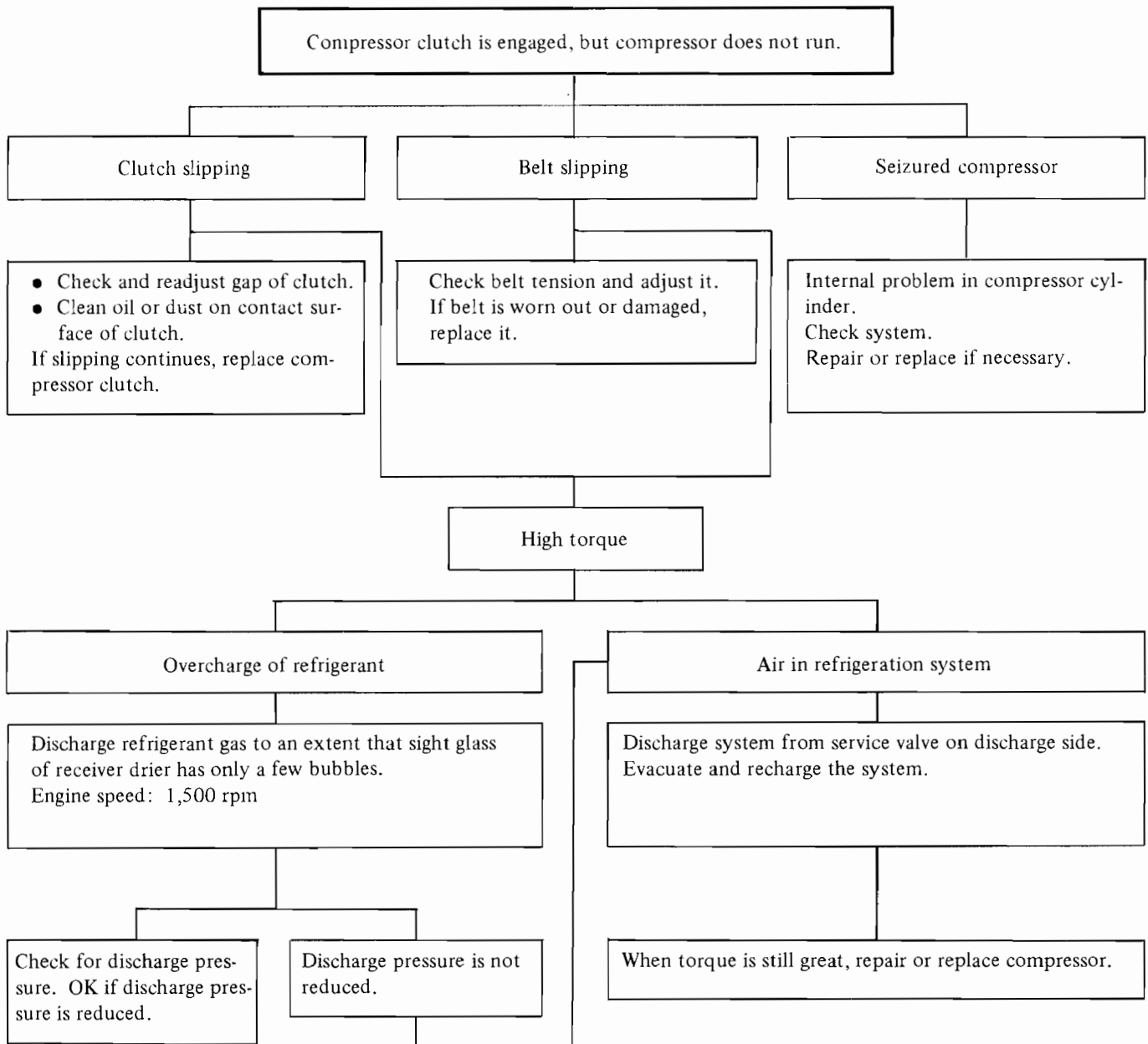
Quick check : Check that wiper, radio, stereo and power window operate.

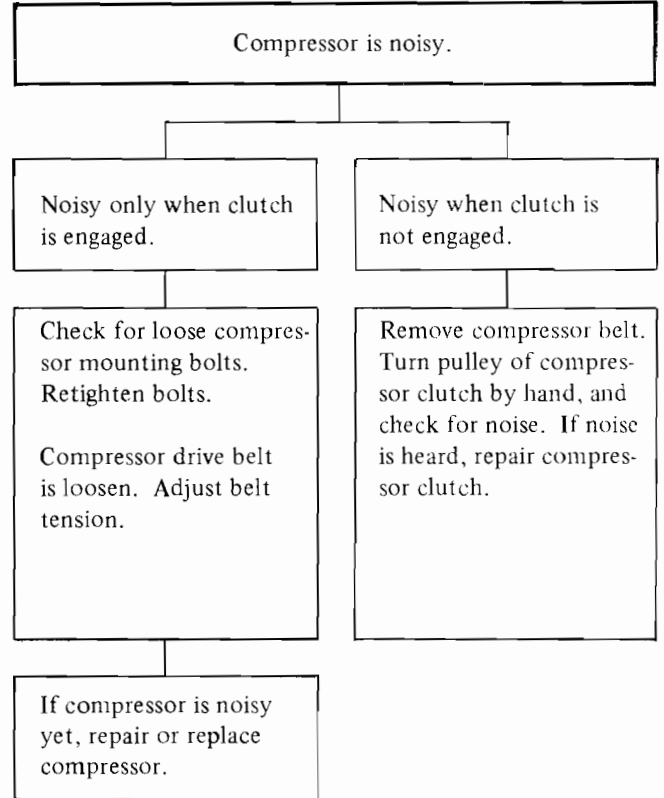
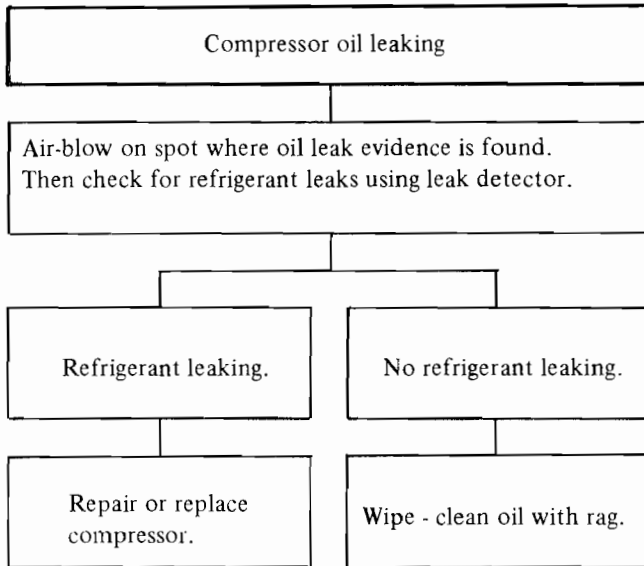
- Position of ignition switch : ACC
- Position of fan switch : ON
- Position of air control lever : AIR-CON





COMPRESSOR DIAGNOSES



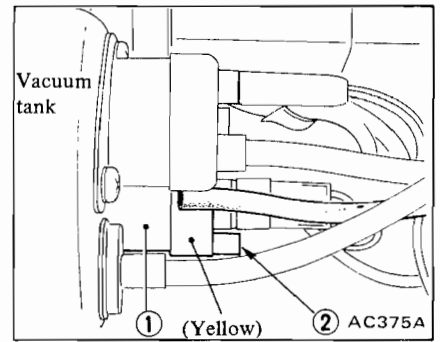
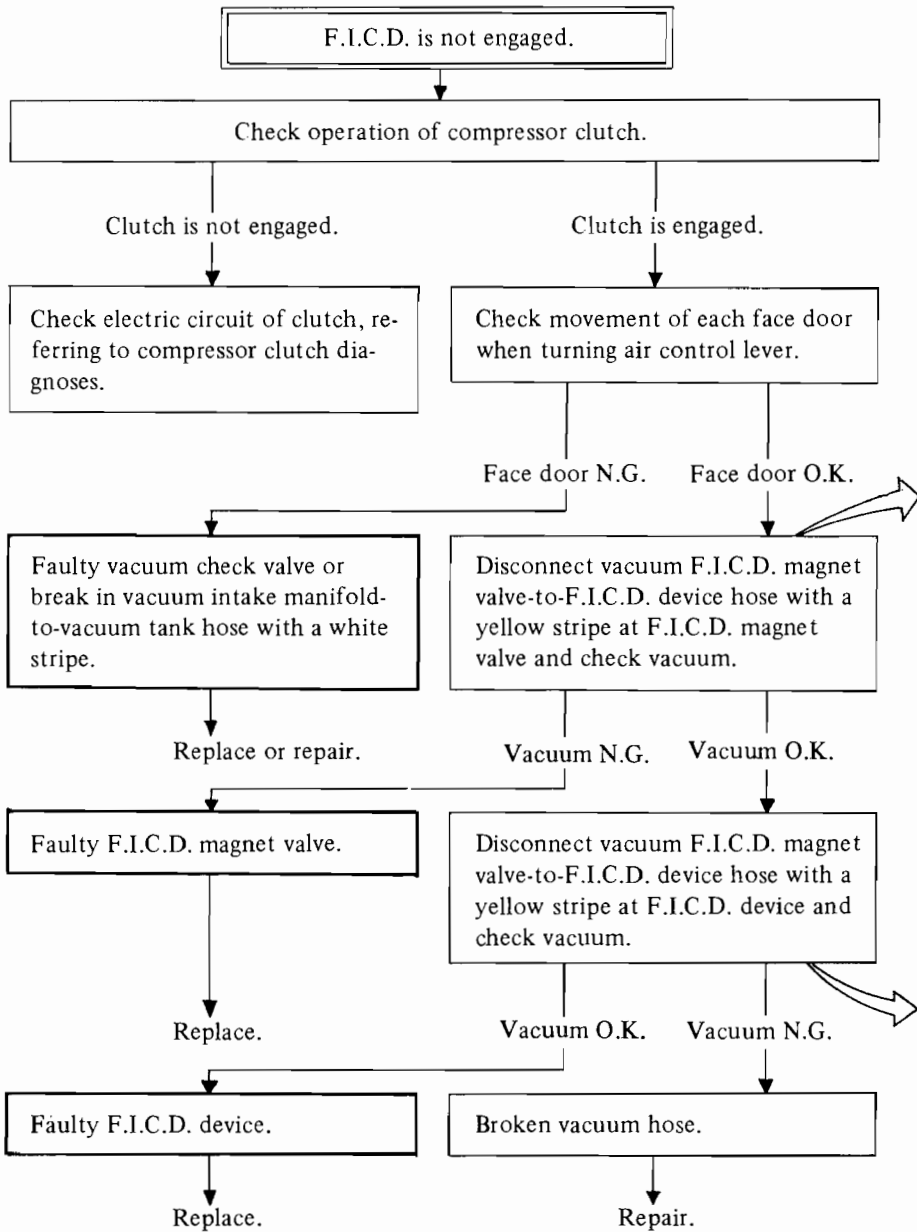
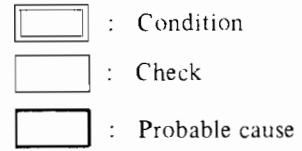


FAST IDLE CONTROL DEVICE DIAGNOSES

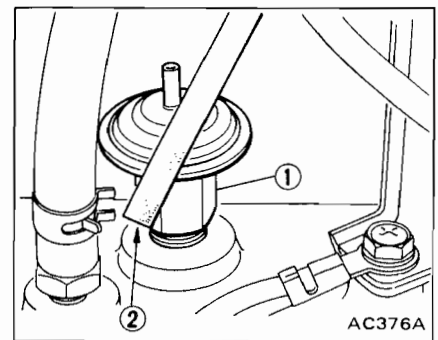
Test conditions

- Battery : O.K.
 - Fusible link (Black) : O.K.
 - Fusible link (Brown) : O.K.
 - Ignition switch : O.K.
 - Accessory relay : O.K.
 - Fuse 20A (in fuse block) : O.K.
- Position of ignition switch : ON (Engine running)
 Position of fan switch : ON
 Position of air control lever : AIR-CON

Quick check : Check that wiper, radio, stereo and power window operate.



1 F.I.C.D. magnet valve
2 Check vacuum



1 F.I.C.D. device
2 Check vacuum

PERFORMANCE CHART

Test conditions

Test car location	: Indoors or in the shade (Outside wind velocity: Less than 2 m/sec)
Doors	: Closed
Door window	: Open
Hood	: Open
Air control lever	: AIR-CON RECIRC
Temperature lever	: Max. COLD
Fan switch	: Max. HI
Engine speed	: 1,500 rpm

Test reading

Inside air (Recirculating air) at blower assembly inlet		Discharge air temperature at center ventilator °C (°F)
Relative humidity %	Air temperature °C (°F)	
50 to 90	12 (54)	1.2 - 4.9 (34.2 - 40.8)
	15 (59)	1.6 - 5.4 (34.9 - 41.7)
	20 (68)	2.8 - 7.4 (37.0 - 45.3)
	25 (77)	5.2 - 11.0 (41.4 - 51.8)
	30 (86)	9.8 - 17.0 (49.6 - 62.6)
	35 (95)	16.4 - 24.0 (61.5 - 75.2)

Ambient air		Pressure high (Discharge side) kPa (kg/cm ² , psi)	Pressure low (Suction side) kPa (kg/cm ² , psi)
Relative humidity %	Temperature °C (°F)		
50 - 90	18 (64)	696 - 804 (7.1 - 8.2, 101 - 117)	73.6 - 117.7 (0.75 - 1.20, 10.7 - 17.1)
	20 (68)	716 - 843 (7.3 - 8.6, 104 - 122)	73.6 - 122.6 (0.75 - 1.25, 10.7 - 17.8)
	25 (77)	834 - 1,020 (8.5 - 10.4, 121 - 148)	88.3 - 152.0 (0.90 - 1.55, 12.8 - 22.0)
	30 (86)	1,030 - 1,226 (10.5 - 12.5, 149 - 178)	112.8 - 201.0 (1.15 - 2.05, 16.4 - 29.2)
	35 (95)	1,245 - 1,451 (12.7 - 14.8, 181 - 210)	147.1 - 255.0 (1.50 - 2.60, 21.3 - 37.0)
	40 (104)	1,461 - 1,687 (14.9 - 17.2, 212 - 245)	196.1 - 308.9 (2.00 - 3.15, 28.4 - 44.8)

DESCRIPTION (Auto air conditioner)

Parts described here are only those specially designed for use in the auto temperature type air conditioner. For the other component parts, refer to the section under the heading "Manual Type Air Conditioner".

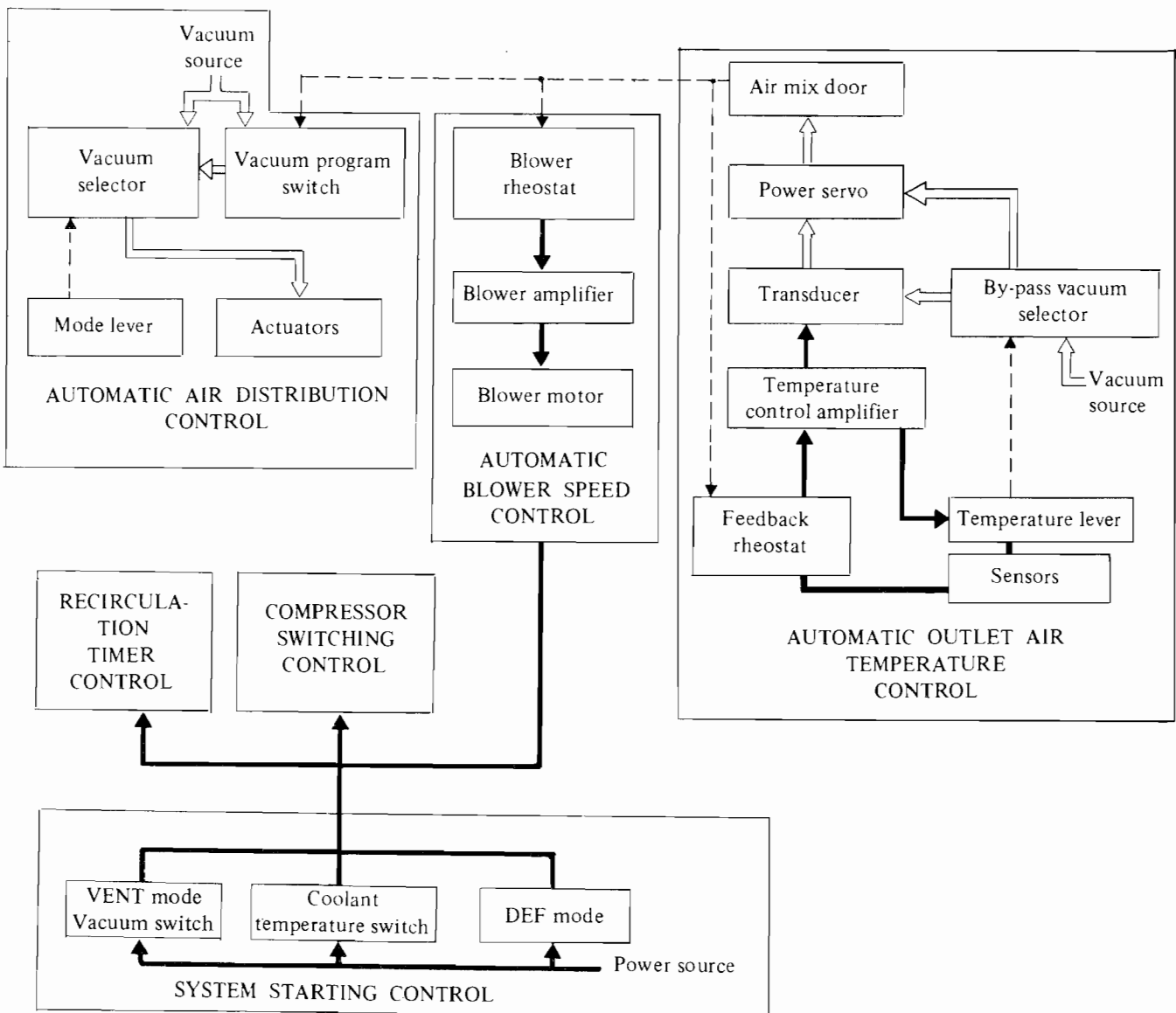
SYSTEM OPERATION

The auto temperature control air conditioner consists of the following six systems:

- (1) System starting control
- (2) Compressor switching control
- (3) Automatic outlet air temperature control
- (4) Automatic blower speed control
- (5) Automatic air distribution control
- (6) Recirculation control

Each system is activated by an electrical circuit and/or a vacuum mechanism in order to set the positions of the control levers control switch and air mix door.

- ◀ : Vacuum connection
- ▶ : Electrical connection
- ◀ - - - : Link connection



FUNCTION AND OPERATION OF EACH UNIT

SYSTEM STARTING CONTROL

Coolant temperature switch and VENT mode vacuum switch

The mode (door position) determines which switch will activate blower.

Mode (Door position)	Blower ON (Condition)
VENT	VENT mode vacuum switch e.g. during the summer season
HEAT, B/L	Coolant temperature switch [Above 50°C (122°F)] e.g. during the winter season

COMPRESSOR SWITCHING CONTROL

Ambient switch

This switch is used to turn OFF the compressor when the ambient air temperature is low.

AUTOMATIC OUTLET AIR TEMPERATURE CONTROL

In-car sensor (Thermistor)

This switch is located in the instrument panel and registers a resistance value which varies with the car's interior temperature and the quantity of heat resulting from sunlight.

Ambient sensor (Thermistor)

This sensor is located behind the front bumper and registers a resistance value which varies with the surrounding temperature.

Temperature control rheostat (Variable resistor)

This rheostat registers a resistance value which varies with the temperature control lever position.

Feedback rheostat (Variable resistor)

This rheostat automatically changes its resistance value depending on the air mix door's position, in order to stabilize the power servo's operation.

Temperature control amplifier

This amplifier registers the total resistance value of the in-car sensor, ambient sensor, trimmer, temperature control rheostat and feedback rheostat, which are all connected in series, and then transmits a signal that corresponds to the total resistance value to the transducer.

Transducer

The transducer sends vacuum that is proportional to the current received from the temperature control amplifier to the power servo.

Power servo (Actuator)

The power servo activates in order to move the air mix door's position in proportion to the vacuum received from the transducer.

By-pass vacuum selector

By setting temperature lever at the hottest position, the vacuum does not pass through the transducer but is sent directly to the power servo. When it is set at the coldest position, the vacuum line will be blocked.

Vacuum lock valve

This valve serves to block the vacuum line when the source vacuum momentarily drops.

AUTOMATIC BLOWER SPEED

Blower control rheostat (Variable resistor)

This rheostat is activated in conjunction with the air mix door and registers a resistance value which varies with the air mix door's position.

Blower amplifier

This amplifier sends a voltage to the blower motor which is proportional to the blower control rheostat's resistance value.

AUTOMATIC AIR DISTRIBUTION CONTROL

Vacuum selector

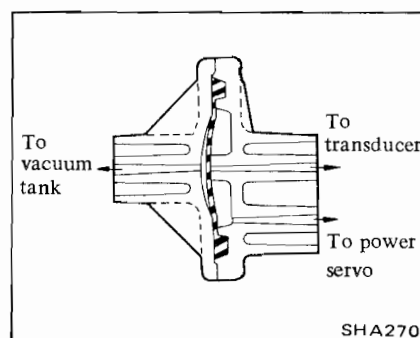
This selector selects the vacuum lines needed to open or close outlets in accordance with mode lever position.

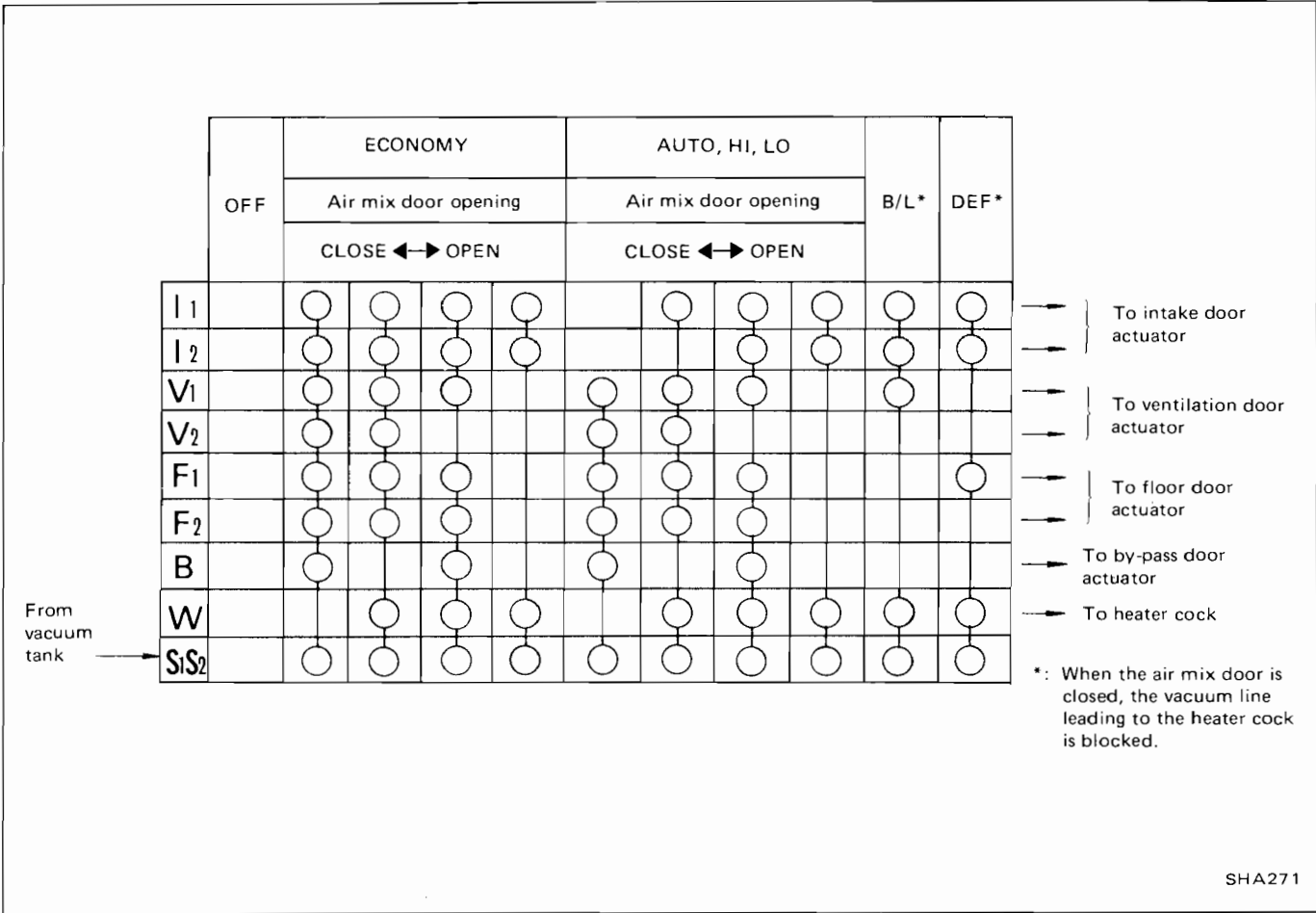
Vacuum program switch

This selector also selects the vacuum lines needed to open or close outlets in accordance with air mix door position.

Air valve and vacuum switch

The V_1' point of vacuum program switch and the V_1' point of vacuum selector are connected via air valve and vacuum switch for obtaining positive operation of the floor door.





RECIRCULATION CONTROL

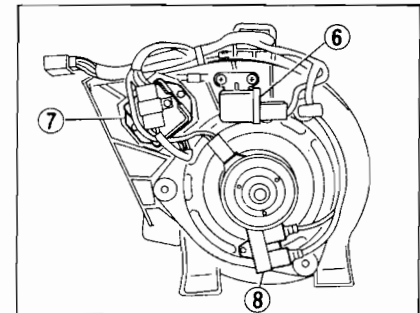
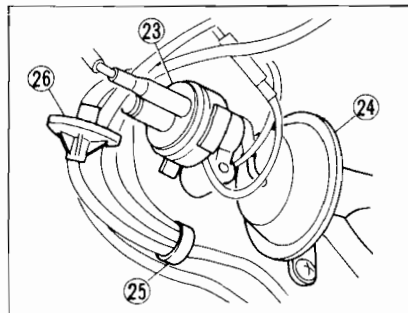
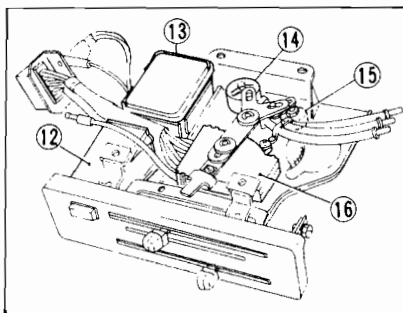
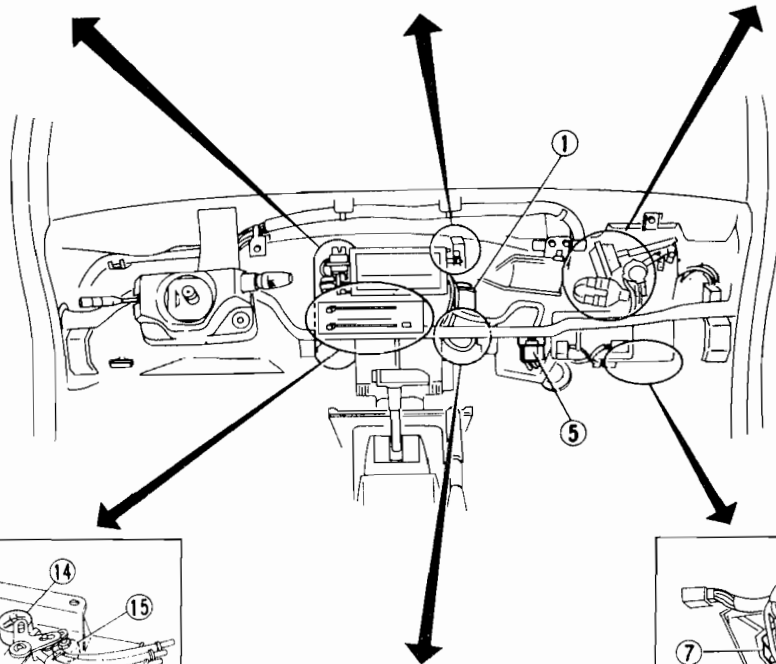
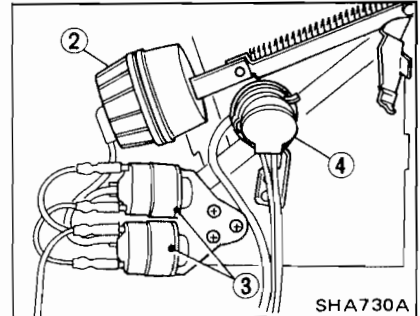
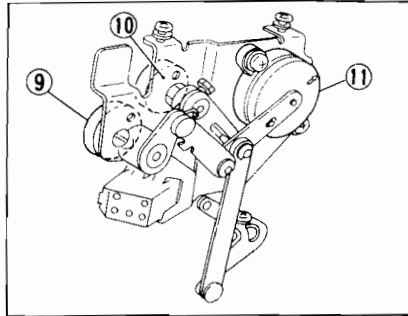
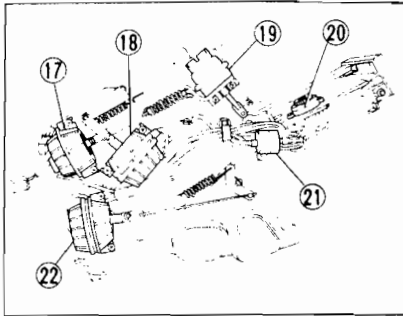
Recirculation timer

This timer is used to recirculate interior air. When its switch is depressed, the interior air will be recirculated for approximately 10 minutes. Depressing the switch again will stop the process.

Air valve (Intake door)

This air valve is controlled by the recirculation timer switch. When the switch is depressed, current stops flowing through the air valve and it closes. This causes the intake door actuator's vacuum line to be blocked and sets the intake door in the recirculation position.

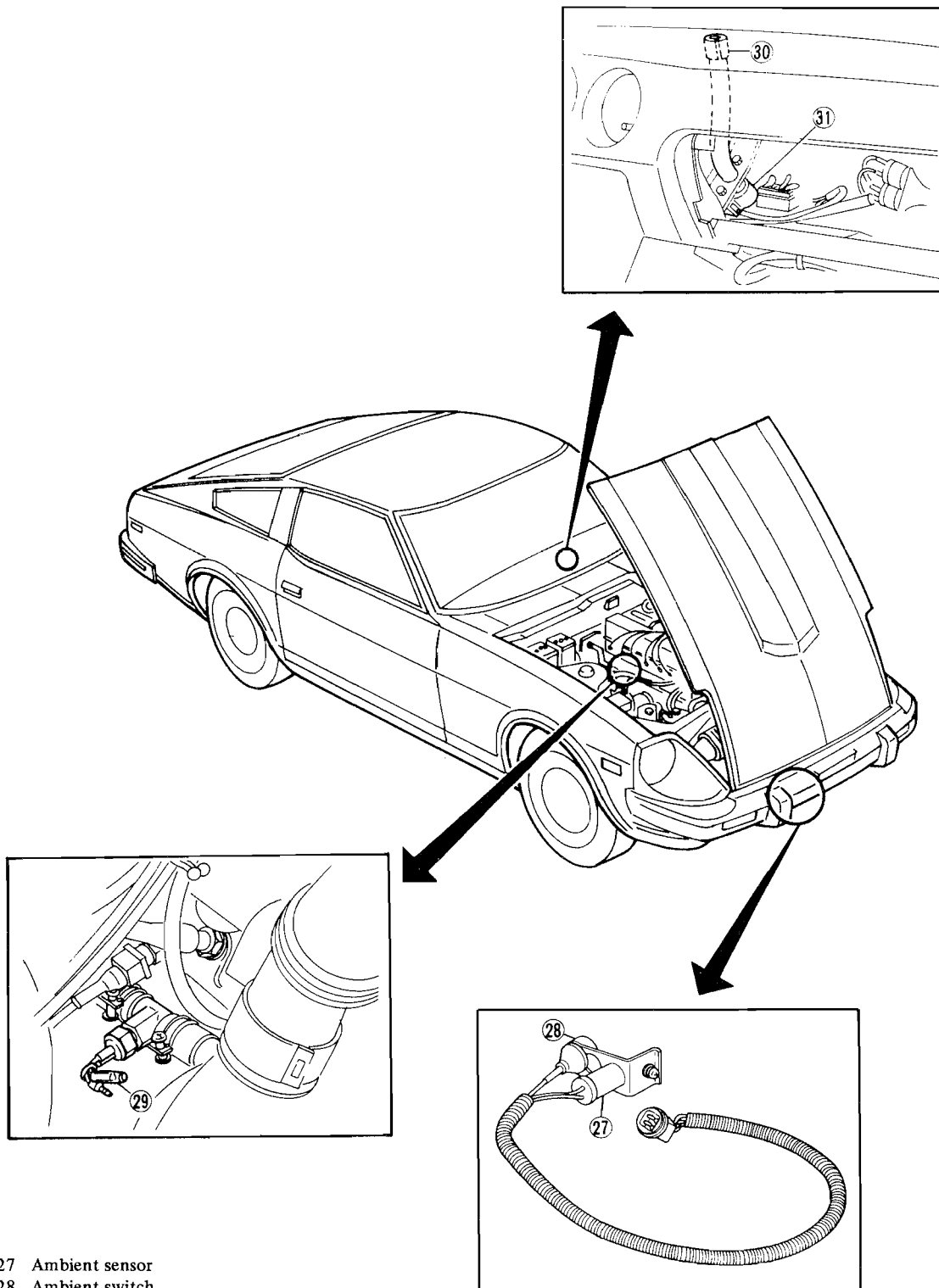
UNITS LOCATION



- | | | |
|-----------------------------|----------------------------------|------------------------------|
| 1 Transducer | 11 Vacuum program switch | 21 Air valve (DEF clamp) |
| 2 Intake door actuator | 12 Recirculation timer | 22 Floor door actuator |
| 3 Air valve (Intake door) | 13 Temperature control amplifier | 23 Vacuum switch (DEF clamp) |
| 4 Vacuum switch (VENT mode) | 14 By-pass vacuum selector | 24 Heater cock |
| 5 Check terminal | 15 Temperature control rheostat | 25 Vacuum divider |
| 6 Blower relay | 16 Program switch | 26 Vacuum lock valve |
| 7 Blower amplifier | 17 Power servo | |
| 8 Fuse (Blower motor) | 18 Ventilation door actuator | |
| 9 Blower control rheostat | 19 By-pass door actuator | |
| 10 Feedback rheostat | 20 Vacuum selector | |

SHA729A

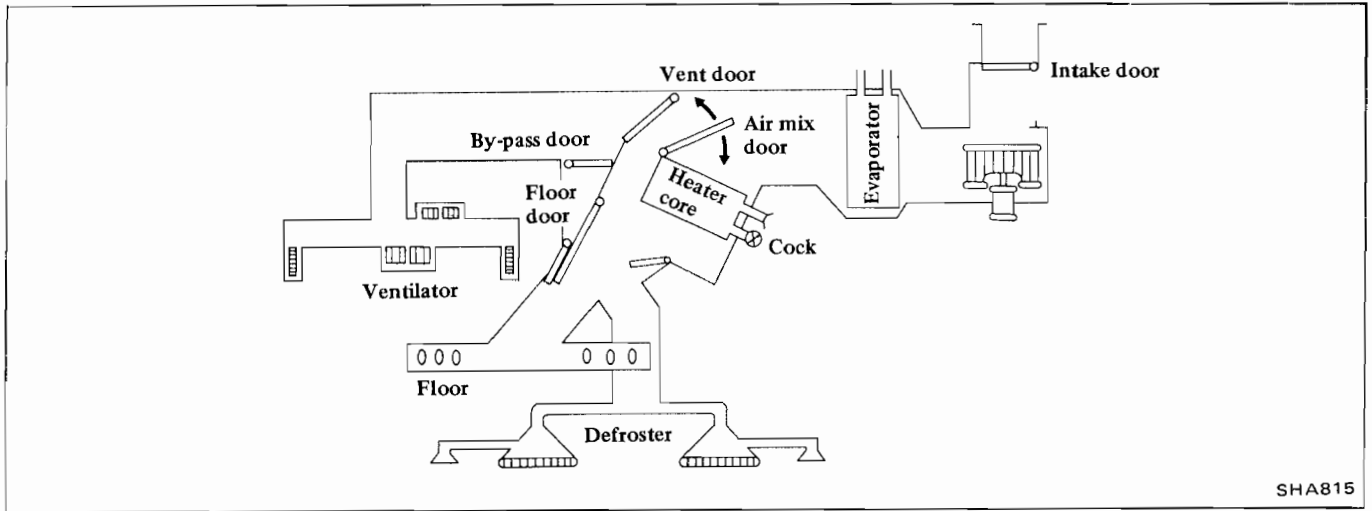
HA-59



- 27 Ambient sensor
- 28 Ambient switch
- 29 Coolant temperature switch
- 30 In-car sensor
- 31 Aspirator fan

AIR FLOW

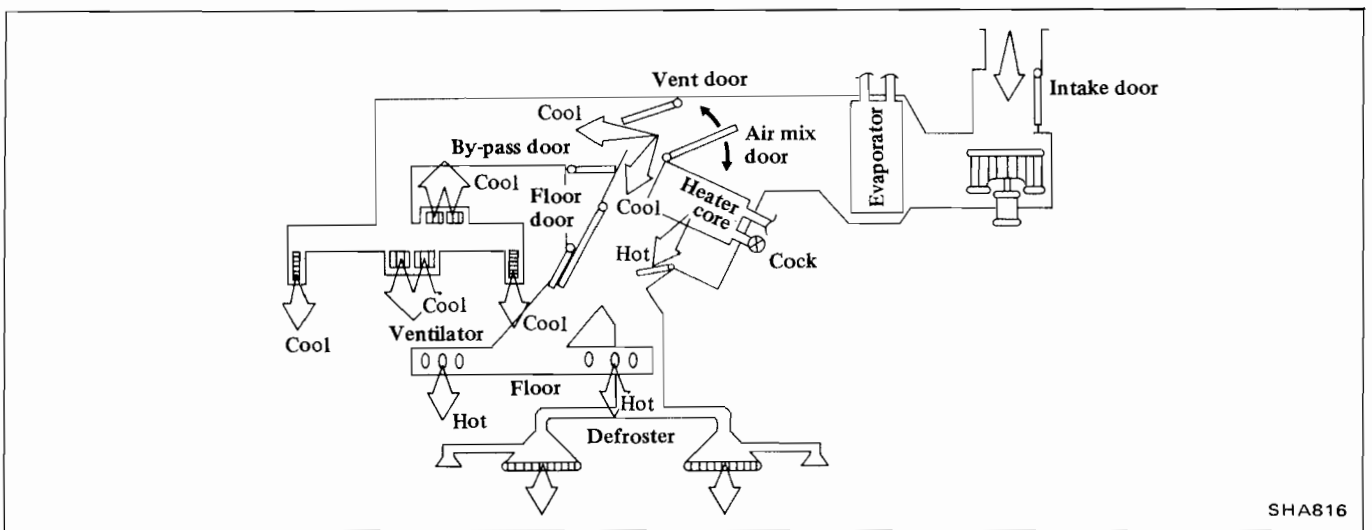
OFF MODE



Air mix* door	Blower	Door position				Heater cock	Compressor and F.I.C.D.
		Intake	Vent	By-pass	Floor		
CLOSE ↕ OPEN	OFF	CLOSE	CLOSE	CLOSE	CLOSE	CLOSE	OFF

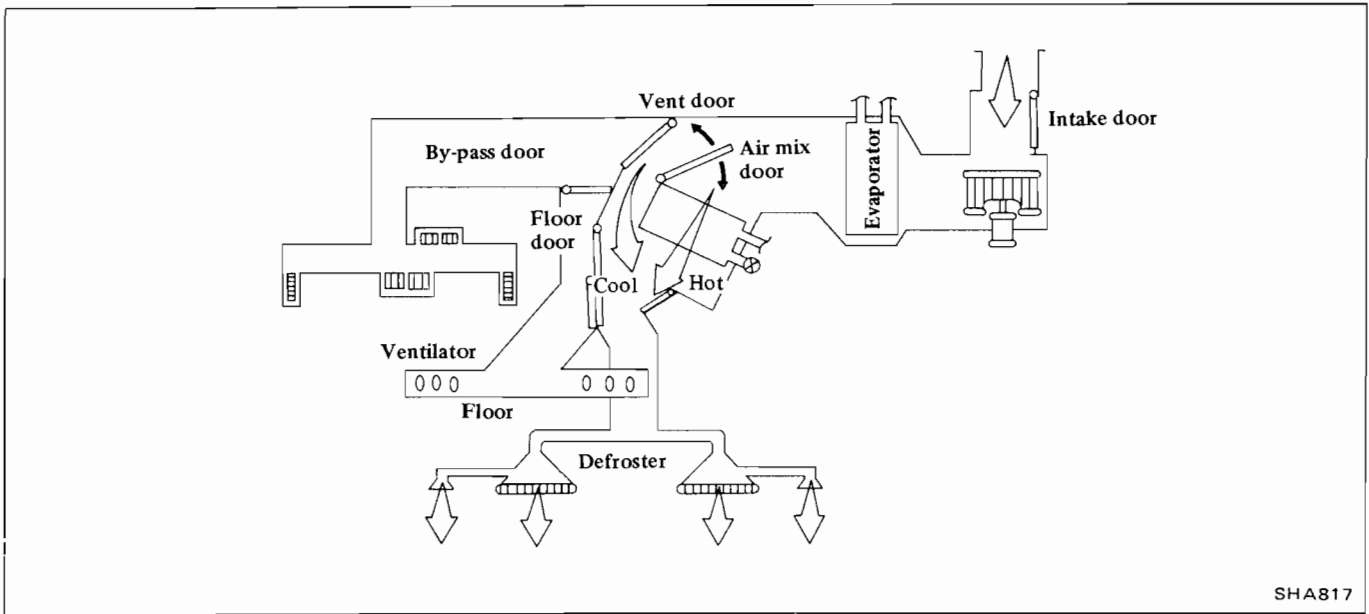
*: The air mix door operates in order to prevent any delay in the automatic temperature control system's operation.

BI-LEVEL MODE



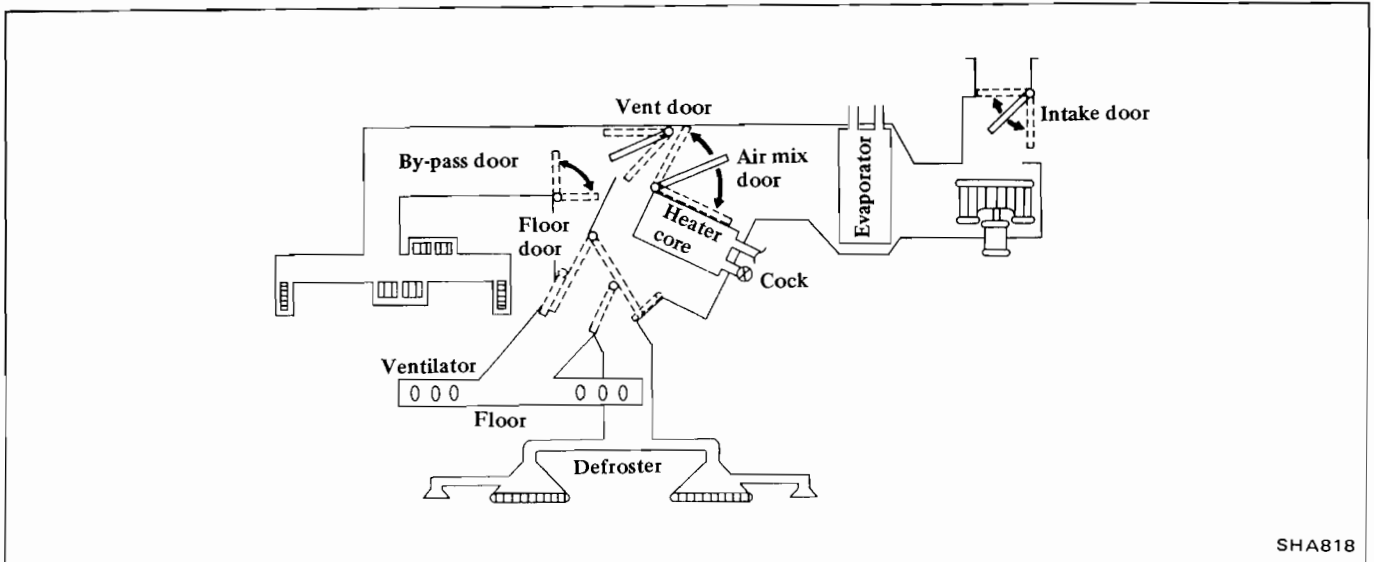
Air mix door	Blower	Door position				Heater cock	Compressor and F.I.C.D.
		Intake	Vent	By-pass	Floor		
CLOSE ↕ OPEN	HI ↑ LO ↓ HI	OPEN	1/2 OPEN	CLOSE	CLOSE	OPEN	ON

DEF MODE



Air mix door	Blower	Door position				Heater cock	Compressor and F.I.C.D.
		Intake	Vent	By-pass	Floor		
CLOSE ↕ OPEN	HI	OPEN	CLOSE	CLOSE	1/2 OPEN	OPEN	ON

ECONOMY, LO, AUTO, HI MODE



SHA818

Economy mode

Air mix door	Blower	Door position				Heater cock	Compressor and F.I.C.D.
		Intake	Vent	By-pass	Floor		
CLOSE ↑ ↓ OPEN	HI ↑ LO ↓ HI	OPEN	OPEN	OPEN	CLOSE	CLOSE	OFF
				CLOSE			
			1/2 OPEN	OPEN			
			CLOSE	CLOSE			

Auto, Hi, Lo mode

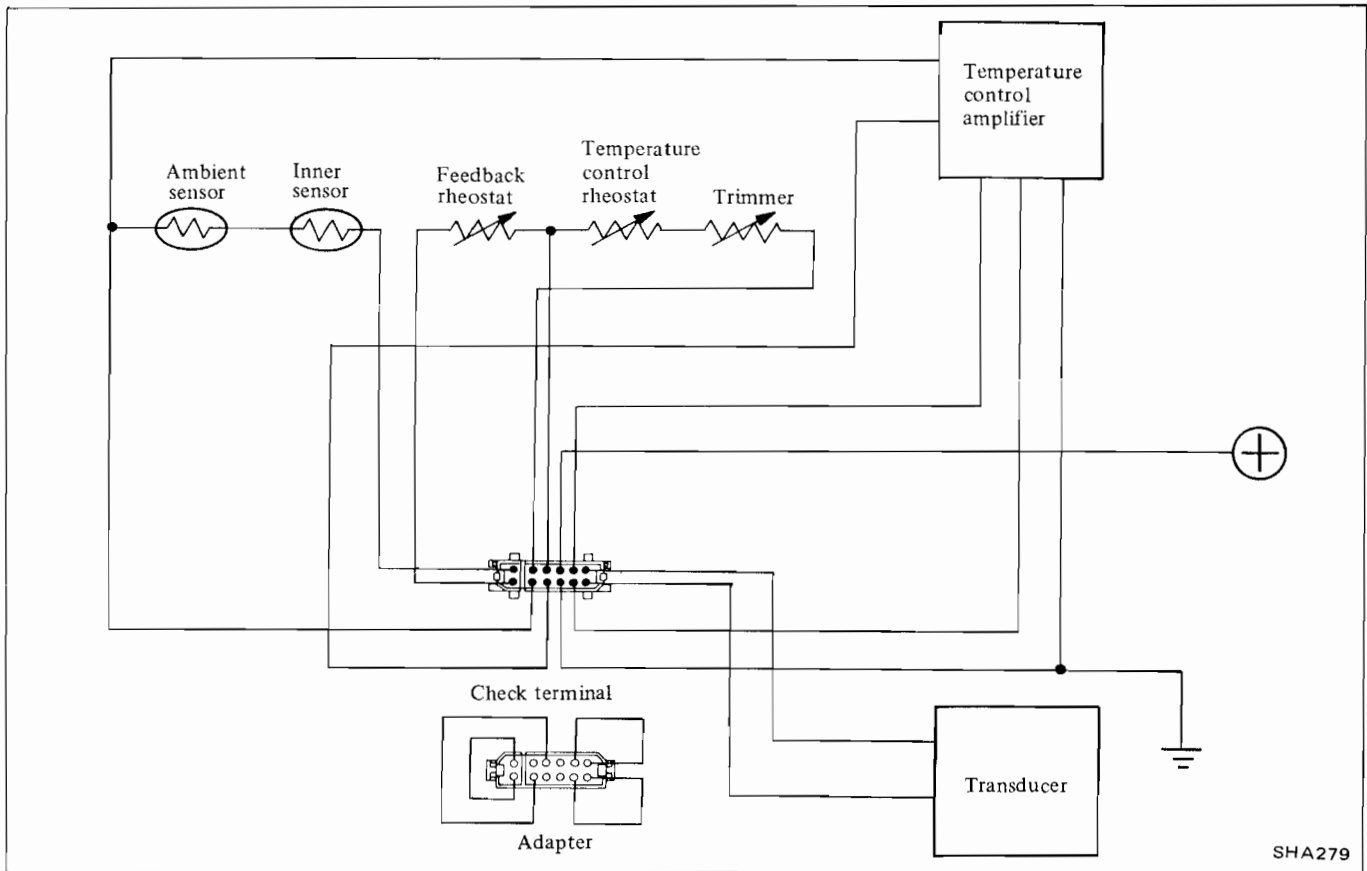
Air mix door	Blower*	Door position				Heater cock	Compressor and F.I.C.D.
		Intake	Vent	By-pass	Floor		
CLOSE ↑ ↓ OPEN	HI ↑ LO ↓ HI	CLOSE	OPEN	OPEN	CLOSE	CLOSE	ON
		1/2 OPEN		CLOSE			
		OPEN	1/2 OPEN	OPEN	OPEN		
			CLOSE	CLOSE			

*: Blower speed is set at HI or LO when the system is operating in the HI or LO mode.

SERVICE PROCEDURES (Auto air conditioner)

INSPECTION OF "CHECK" TERMINAL

SCHEMATIC/CHECK TERMINAL

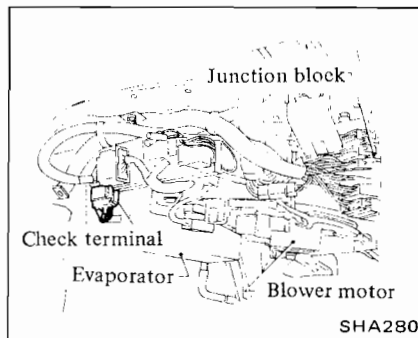


The "check" terminal is designed to allow the temperature control amplifier, transducer, ambient sensor, in-car sensor, feedback rheostat, and trimmer to be inspected without the instrument panel being removed.

Electrical system inspection can be performed by using the AUTOMATIC TEMPERATURE CONTROL AIR CONDITIONER TESTER (J28810).

If the tester is not available, use the following procedures.

Location



The "check" terminal will be accessible after the right-hand instrument lower cover and right-hand floor nozzle are removed.

(1) CHECKING AMBIENT SENSOR AND IN-CAR SENSOR

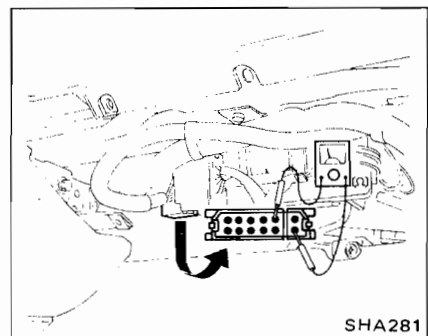
1. Open car door(s) to equalize in-

terior and exterior air temperatures.

2. Remove adapter.

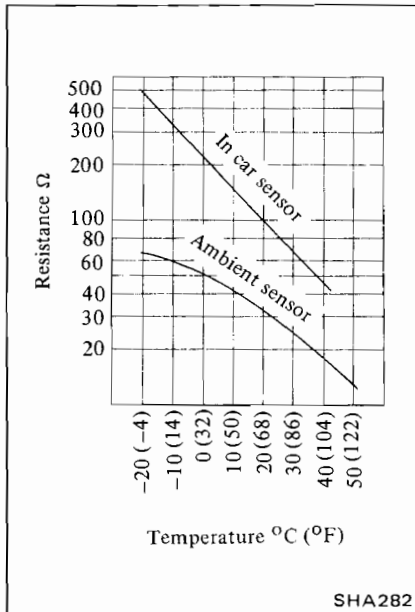
3. Turn ignition switch to "ACC", and set mode lever at "OFF".

4. Set a circuit tester in "ohm" range, and contact test probes to terminals (+) and (-) as shown, and measure resistance values.



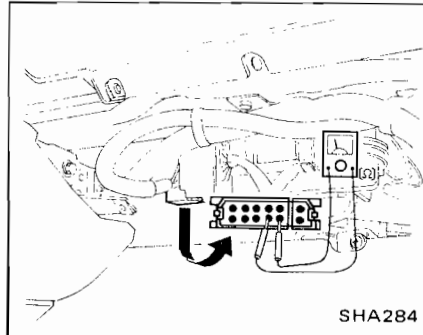
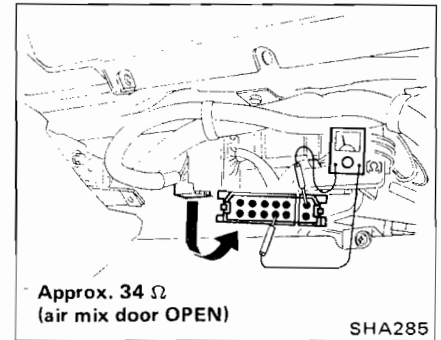
Temperature		Resistance
°C	°F	
4	40	Approx. 230 Ω
10	50	Approx. 190 Ω
16	60	Approx. 160 Ω
21	70	Approx. 130 Ω
27	80	Approx. 110 Ω
32	90	Approx. 90 Ω

If measured values do not agree with values set forth in the above chart, check for an open circuit in harness, ambient sensor and/or in-car sensor.



(2) CHECKING TEMPERATURE CONTROL RHEOSTAT AND TRIMMER

1. Remove adapter.
2. Set both ignition switch and mode lever in OFF.
3. Set a circuit tester in “ohm” range, and contact test probes to terminals, as shown below.



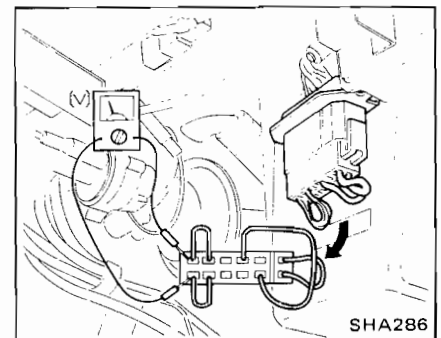
3. Start engine, and set mode lever in AUTO and temperature control lever below 20°C (65°F) (coldest).

Circuit tester indication:
Approx. 75 Ω
(air mix door CLOSE)

Temperature lever		Resistance
°C	°F	
20	65	Approx. 60 Ω
25	75	Approx. 92 Ω
30	85	Approx. 124 Ω

(4) CHECKING TEMPERATURE CONTROL AMPLIFIER

1. With adapter in place, set mode lever in OFF.
2. Set a circuit tester in “VOLT” range, and connect test probes, (+) and (–) to correct terminals, reaching behind adapter, as shown.



Observe tester indicator to ensure its reading smoothly varies with temperature control lever's movement.

CAUTION:
Do not attempt to adjust trimmer control during this procedure.

(3) CHECKING FEEDBACK RHEOSTAT

1. Remove adapter.
2. Turn ignition switch OFF. Set a circuit tester in “ohm” range and contact test probes to terminals, as shown.

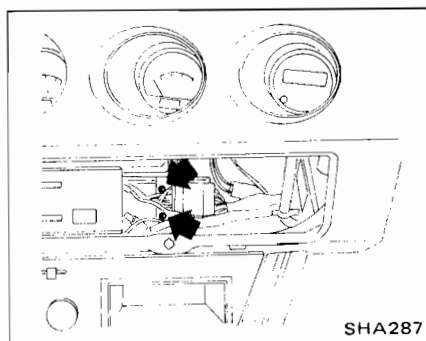
3. Set ignition switch in ACC, and mode lever in AUTO and move temperature control lever left and right.
Read tester immediately after setting mode lever in AUTO.

The circuit tester indicator should register a total resistance value for ambient sensor and in-car sensor. If ambient temperature is greater or lower than the values indicated in the chart, use the graph to determine the correct temperature.

Circuit tester indication:
 20°C (65°F) setting
 Approx. 2.5 V
 30°C (85°F) setting
 Approx. 7.0 V

2. Remove connector attaching bolts.

3. Remove connector and check connector's terminals using a circuit tester and the following chart.

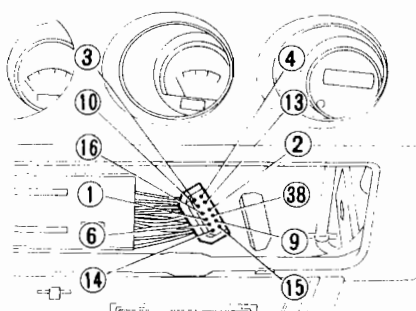


UNIT INSPECTION

PROGRAM SWITCH

Inspection

1. Remove instrument center ventilator and duct.



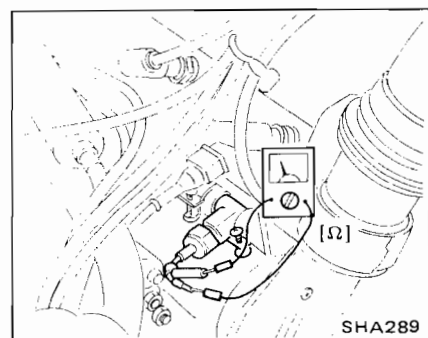
	OFF	ECON	LO	AUTO	HI	B/L	DEF
②		○	○	○	○	○	○
⑬		○	○	○	○	○	○
⑩		○	○	○	○	○	○
⑯				○	○	○	○
①			○	○	○	○	○
⑥							○
⑭		○		○		○	
⑮		○		○	○	○	○
⑨		○	○	○	○	○	○
⑳			○				

③, ④ are for illumination lamp

SHA809

COOLANT TEMPERATURE SWITCH

Inspection

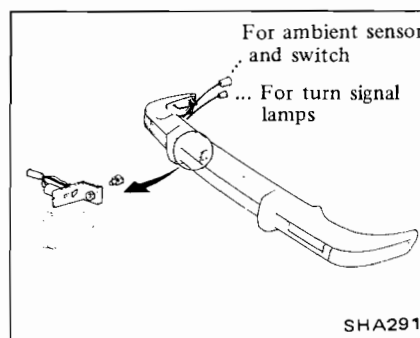


Water temperature below approx.
 50°C (122°F):
 Infinity ($\infty \Omega$)
 After sufficient warm up of engine:
 0 Ω

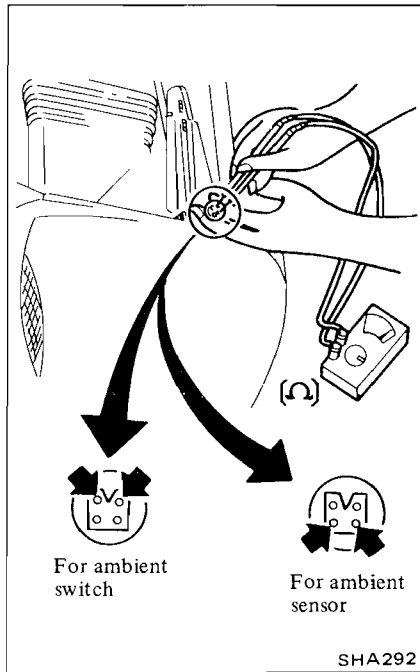
AMBIENT SWITCH AND AMBIENT SENSOR

Location

Both the ambient switch and ambient sensor are attached to the front bumper's back.



Inspection



Ambient switch:

Above 6°C (43°F)

0 Ω

–4°C - 6°C (25°F - 43°F)

0 Ω or ∞ Ω

Below –4°C (25°F)

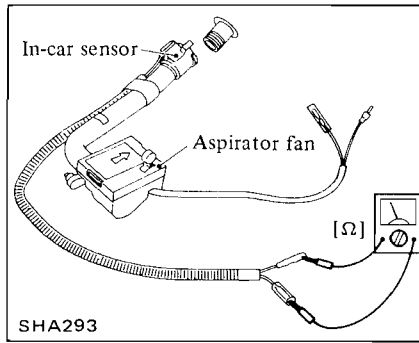
∞ Ω

Ambient sensor:

Temperature		Resistance
°C	°F	
4	40	Approx. 47 Ω
10	50	Approx. 42 Ω
16	60	Approx. 37 Ω
21	70	Approx. 33 Ω
27	80	Approx. 29 Ω
32	90	Approx. 26 Ω

IN-CAR SENSOR

Inspection

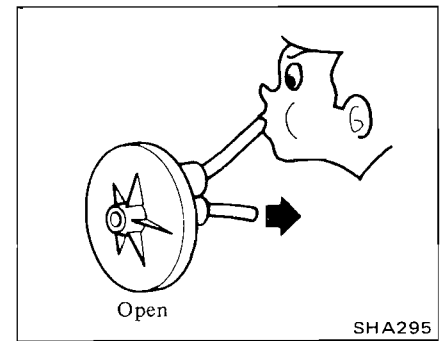


Temperature		Resistance
°C	°F	
4	40	Approx. 183 Ω
10	50	Approx. 148 Ω
16	60	Approx. 123 Ω
21	70	Approx. 97 Ω
27	80	Approx. 81 Ω
32	90	Approx. 64 Ω

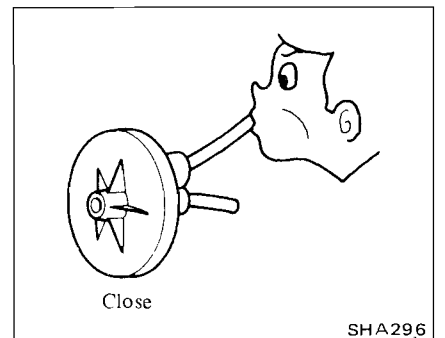
VACUUM LOCK VALVE

Inspection

1. Check to be sure that the valve opens by blowing air through port of transducer side.

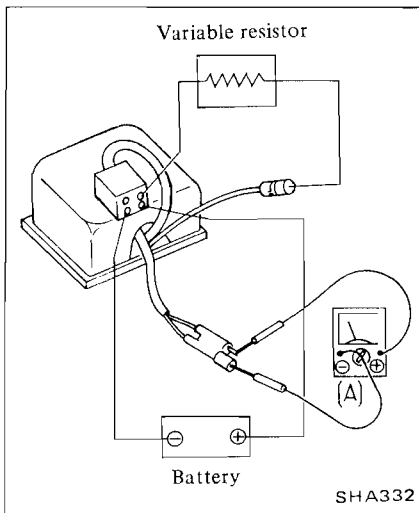


2. Check to be sure that the valve closes by inhaling air through port of transducer side.



TEMPERATURE CONTROL AMPLIFIER

Inspection



TRANSDUCER

Inspection

1. Measure the resistance between terminals.

Circuit tester indication:

Approx. 25 Ω

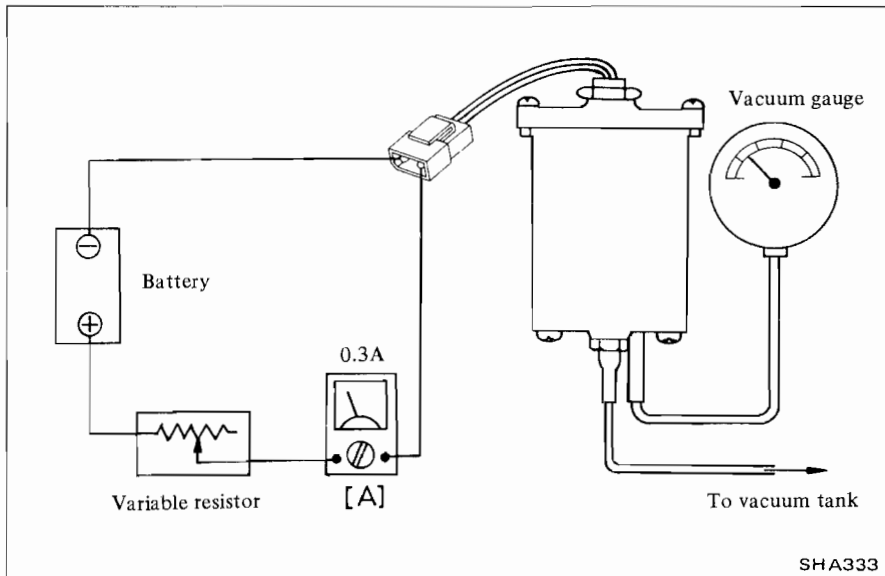
2. Check to be sure that output

vacuum of transducer is proper.

(1) Disconnect vacuum hose and connect vacuum gauge.

(2) Using about 15 Ω (5 W) resistor, apply 0.3 A direct current between terminals.

This check should be performed with the transducer installed on car.



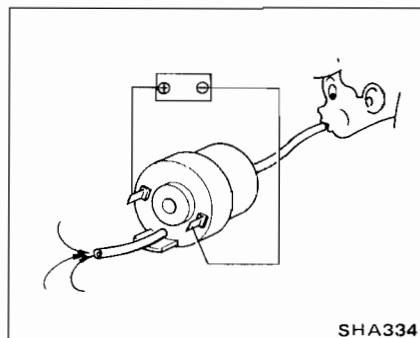
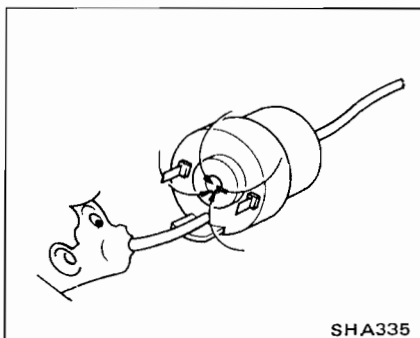
Vacuum gauge indication:

–26.7 kPa

(–200 mmHg, –7.87 inHg)

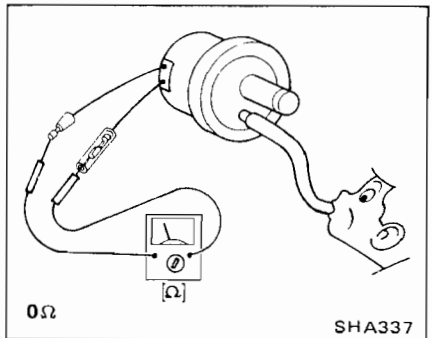
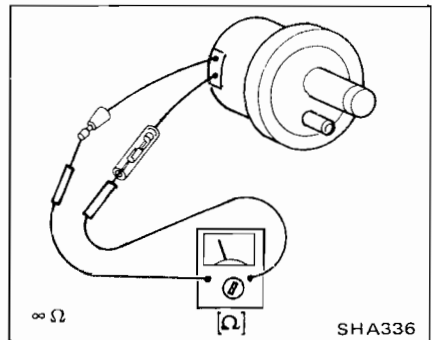
AIR VALVE

Inspection



VACUUM SWITCH

Inspection

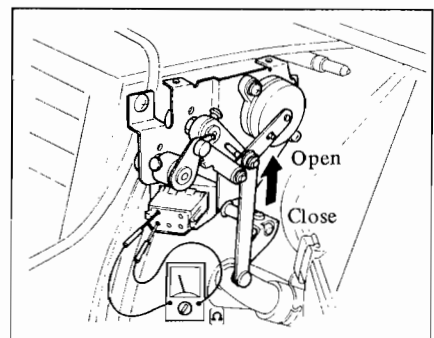


BLOWER CONTROL RHEOSTAT

Location

The blower control rheostat is situated at the right side of heater unit, and is accessible after instrument panel is removed.

Inspection



Circuit tester indication:

Air mix door OPEN or CLOSE

Approx. 1,000 Ω

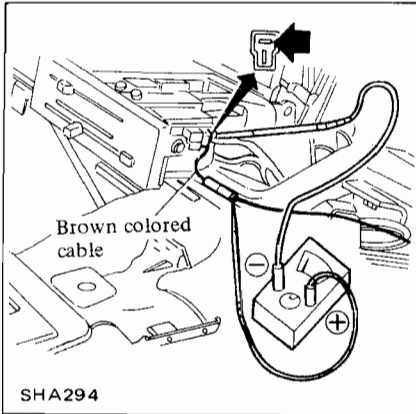
Air mix door 1/2 OPEN

Approx. 100 Ω

RECIRC TIMER

Inspection

1. Remove instrument center ventilator.
2. Disconnect connector from recirculation timer.
3. Reaching behind connector receptacle, connect test probes, (+) and (-), and attach connector in its recirculation timer position.
4. Turn ignition switch ON, and set mode lever at any position other than DEF.



Circuit tester indication:
 Recirculation switch "OFF"
 0 V
 Recirculation switch "ON"
 About 12 V

TRIMMER

Adjustment

1. Measure the deviation between setting temperature and interior actual temperature.

2. Turn trimmer clockwise or counterclockwise with a thin blade screw driver.

● In case actual temperature is higher than setting temperature :

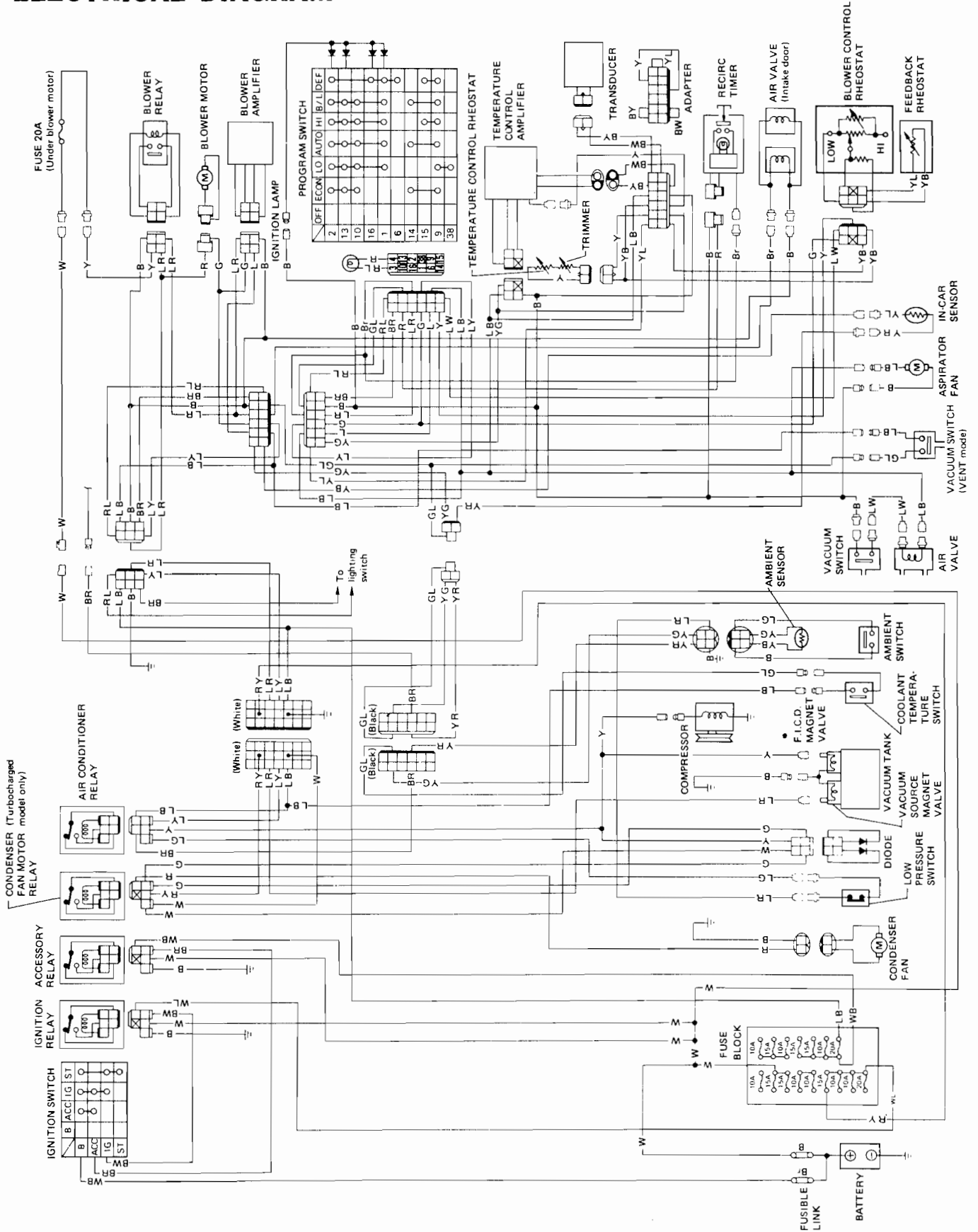
Turning direction	Deviation				
		1°C (1.8°F)	2°C (3.6°F)	3°C (5.4°F)	4°C (7.2°F)	5°C (9°F)
	$\theta = 30^\circ$	$\theta = 60^\circ$	$\theta = 90^\circ$	$\theta = 120^\circ$	$\theta = 150^\circ$

● In case actual temperature is lower than setting temperature :

Turning direction	Deviation				
		1°C (1.8°F)	2°C (3.6°F)	3°C (5.4°F)	4°C (7.2°F)	5°C (9°F)
	$\theta = 30^\circ$	$\theta = 60^\circ$	$\theta = 90^\circ$	$\theta = 120^\circ$	$\theta = 150^\circ$

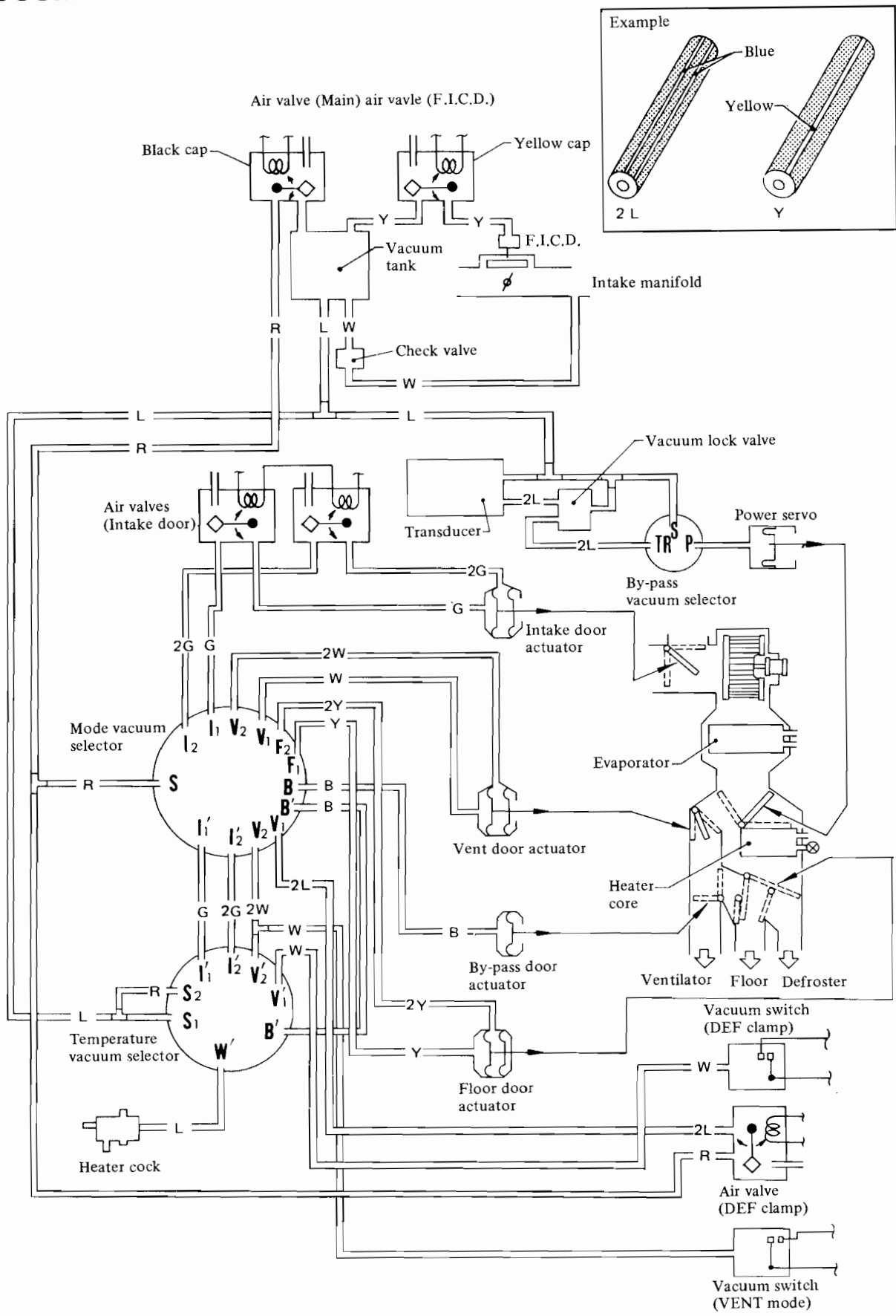
CAUTION:
 Do not turn trimmer more than 150 degrees.

ELECTRICAL DIAGRAM



SHA731A

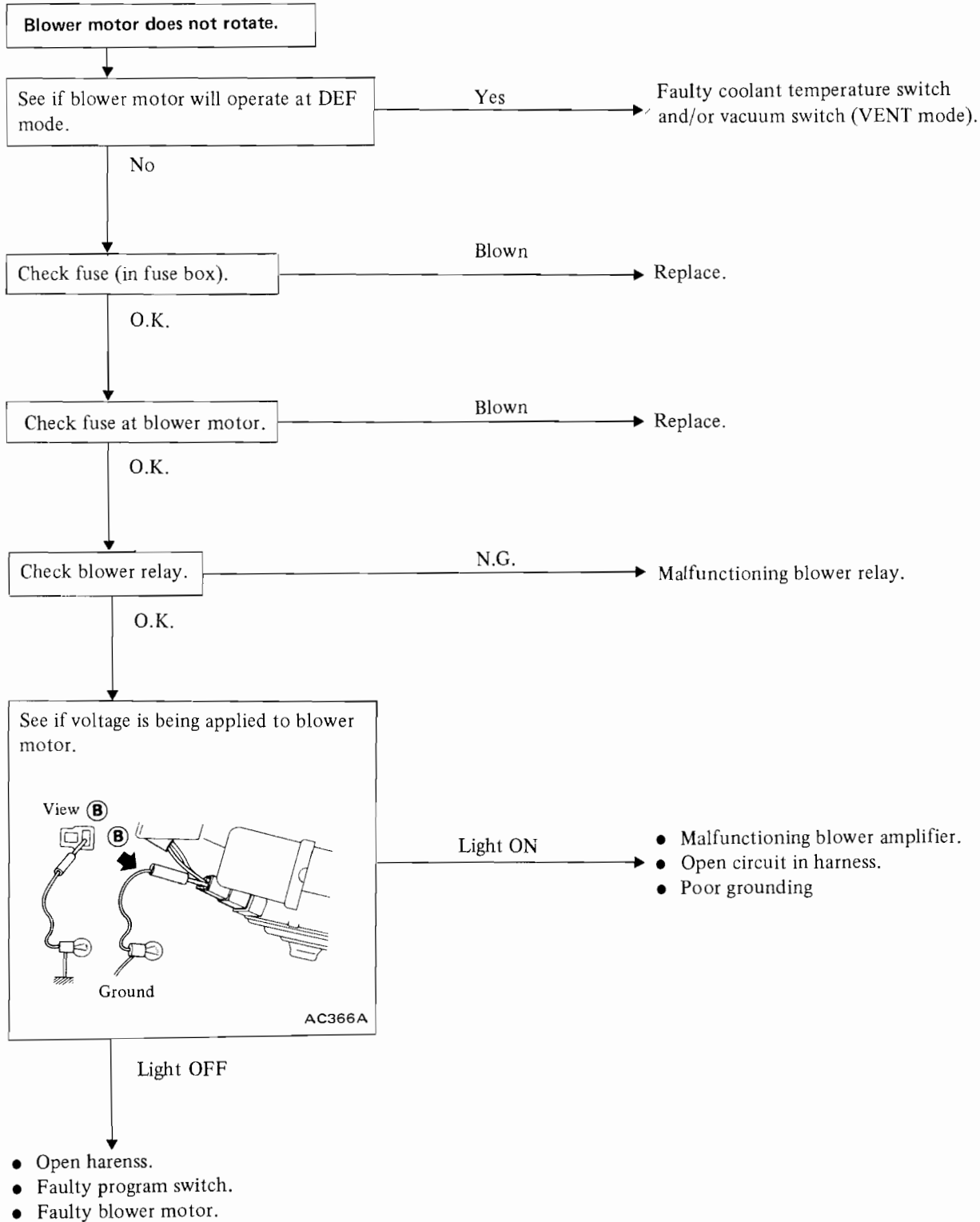
VACUUM DIAGRAM

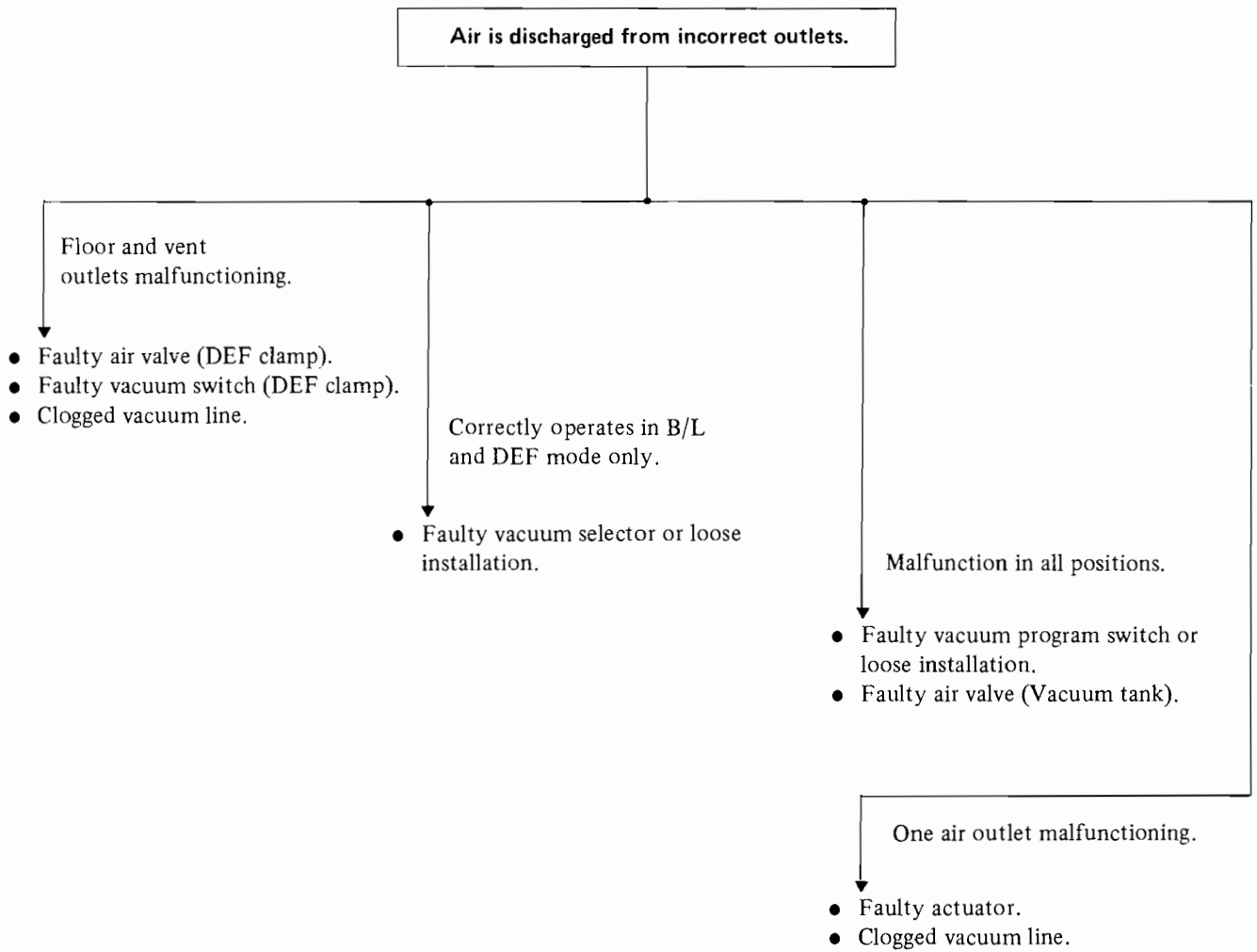


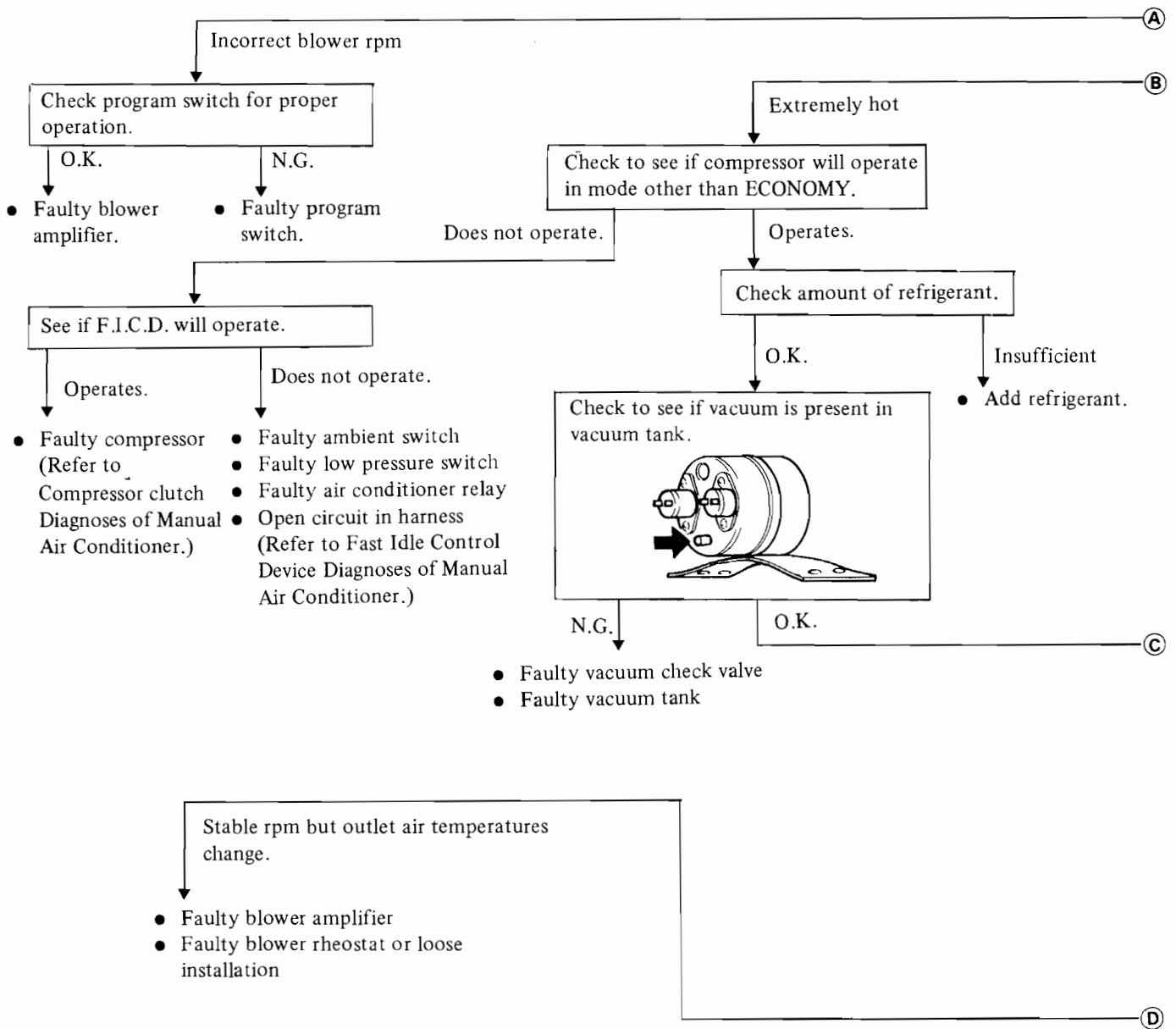
SHA732A

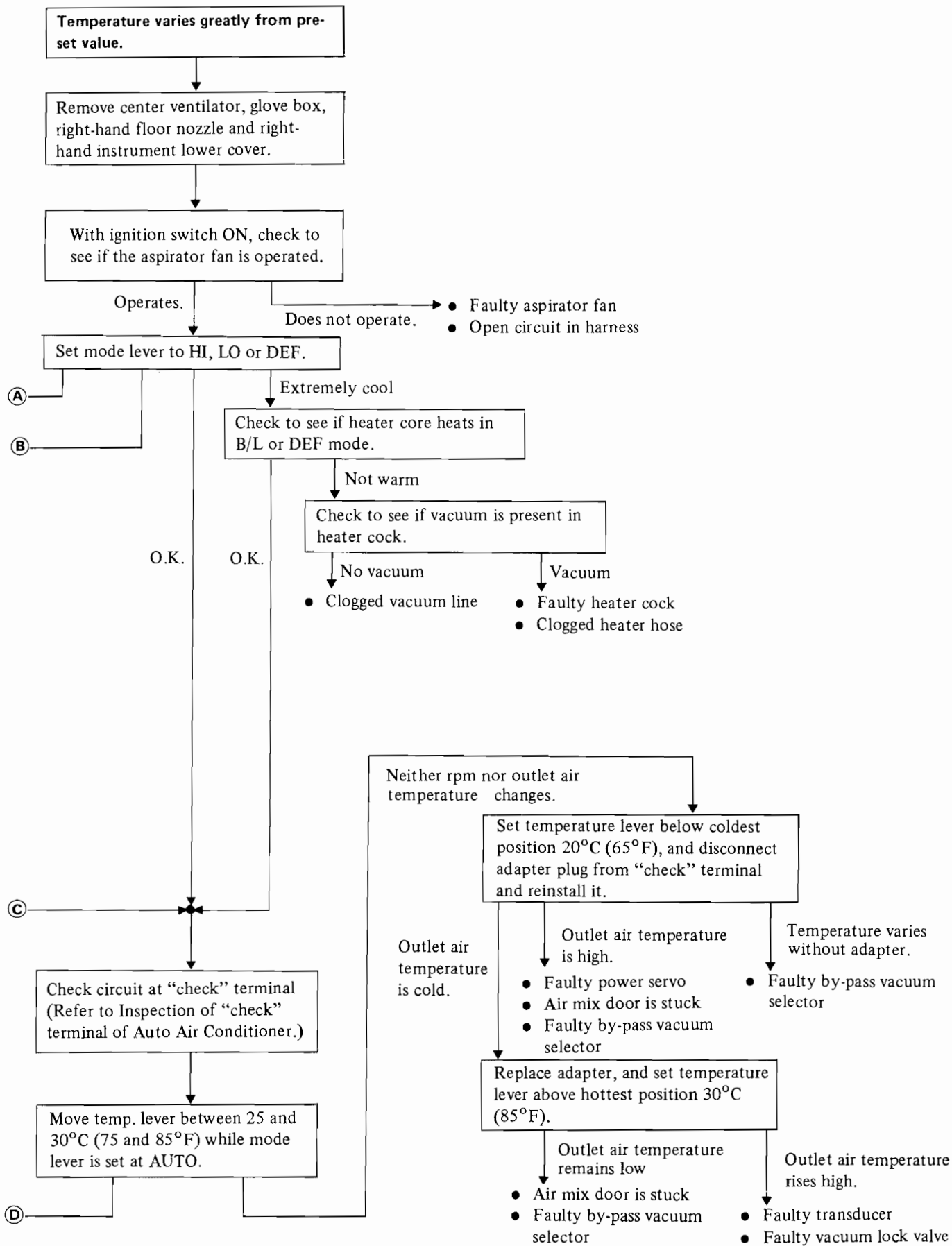
HA-71

TROUBLE DIAGNOSES



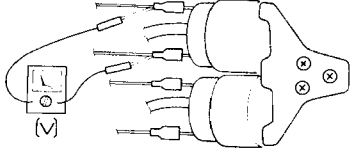






System cannot be shifted from outside to inside air (recirculation) mode or vice versa.

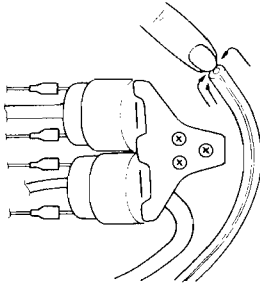
Measure terminal voltage across air valve (intake door) when recirculation switch is ON and OFF.



ON ... 0 Volt
OFF ... 12 Volts

0 or 12 volts (regardless of recirculation switch position)

Remove vacuum tube and check to see if a vacuum is present in air valve.



Check recirculation timer.

N.G. → Replace.

O.K.

- Faulty program switch

Vacuum

No vacuum

- Intake door is stuck.
- Intake door actuator malfunctioning.

Look for pinched or deformed vacuum tube.

N.G. → Replace.

- Vacuum selector or vacuum program switch malfunctioning

SERVICE DATA AND SPECIFICATIONS (S.D.S.)

GENERAL SPECIFICATIONS

COMPRESSOR

Model	MJ167
Type	Swash plate
Displacement	cm ³ (cu in)/rev.
	167 (10.19)
Cylinder bore x stroke	mm (in)
	37.2 x 25.7 (1.465 x 1.012)
Direction of rotation	Clockwise (Viewed from drive end)
Type of driving belt	A type

LUBRICATING OIL

Type	SUNISO 5GS
Capacity	mℓ (US fl oz, Imp fl oz)
	150 (5.1, 5.3)

REFRIGERANT

Type	R-12
Capacity	kg (lb)
	0.8 - 1.0 (1.8 - 2.2)

ENGINE IDLING SPEED

	Transmission	Except turbo-charged model	Turbocharged model
When A/C is OFF	Manual rpm	700 ± 100	700 ± 50
	Automatic rpm	700 ± 100 at "D" range	650 ± 50 at "D" range
When A/C is ON	Manual rpm	Approximately 820	Approximately 750
	Automatic rpm	Approximately 820 at "N" range	Approximately 750 at "N" range

INSPECTION AND ADJUSTMENT

BELT TENSION

	New	Used
Fan belt/Applied pressure mm (in)/N (kg, lb)	4 - 6 (0.16 - 0.24)/ 98 (10, 22)	5 - 7 (0.20 - 0.28)/ 98 (10, 22)

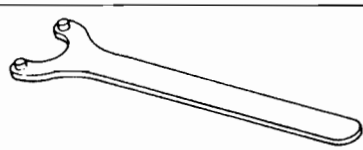
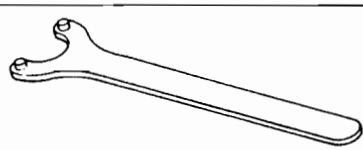
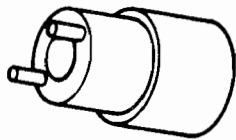
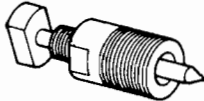
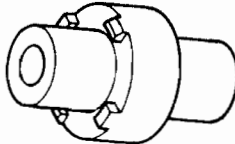
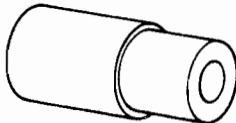
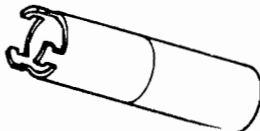

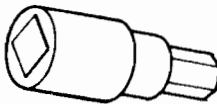


COMPRESSOR

Clutch hub to pulley clearance mm (in)	0.5 - 0.8 (0.020 - 0.031)
---	---------------------------

TIGHTENING TORQUE

Unit	N-m	kg-m	ft-lb
Compressor bracket to cylinder block	44 - 54	4.5 - 5.5	33 - 40
Compressor to compressor bracket	44 - 54	4.5 - 5.5	33 - 40
Refrigerant line connection			
Low-pressure line	25 - 34	2.5 - 3.5	18 - 25
High-pressure line	15 - 25	1.5 - 2.5	11 - 18
Flexible hose to compressor	25 - 29	2.5 - 3.0	18 - 22
Compressor			
Shaft nut	19 - 21	1.9 - 2.1	14 - 15
Lock nut	25 - 27	2.5 - 2.8	18 - 20
Clutch hub nut	18 - 21	1.8 - 2.1	13 - 15
Clutch coil screw	2.7 - 3.4	0.28 - 0.35	2.0 - 2.5
Rear cover bolt	19 - 21	1.9 - 2.1	14 - 15
Discharge valve bolt/ Discharge connector bolt	17 - 18	1.7 - 1.8	12 - 13
Suction valve bolt/ Suction connector bolt	17 - 18	1.7 - 1.8	12 - 13

SPECIAL SERVICE TOOLS

Tool number (Kent-Moore No.)	Tool name	
KV99412302 (J 24878-1)	Clutch hub wrench	
KV99412305 (J 24878-2)	Hub nut socket	
KV99412306 (J 24878-3)	Clutch hub puller	
KV99412310 (J 24878-4)	Lock nut socket	
KV99412312 (J 25472)	Puller pilot	
KV99412321 (J 26067)	Shaft seal remover and installer	
KV99412322 (J 25473)	Shaft seal pilot	
KV99412330 (-)	Allen socket	
KV99412315 (-)	Cylinder head remover	
KV992A9690 (-)	Oil separator kit	

ELECTRICAL SYSTEM

CONTENTS

ELECTRICAL DIAGNOSIS	
INTRODUCTION	EL- 3
BASIC RULE OF ELECTRICITY	EL- 3
WIRING DIAGRAMS	EL- 3
TESTING	EL- 4
TEST INSTRUMENTS	EL- 4
TROUBLE-SHOOTING APPROACH	EL- 4
BODY ELECTRICAL WIRING	EL- 5
DESCRIPTION	EL- 5
FUSIBLE LINK	EL- 6
FUSE	EL- 7
BATTERY	EL- 8
VISUAL INSPECTION	EL- 8
CLEANING	EL- 8
CONDITION CHECK	EL- 8
TEST	EL- 8
CHARGING	EL- 9
SERVICE DATA AND SPECIFICATIONS (S.D.S.)	EL- 10
STARTING SYSTEM	EL- 11
SCHEMATIC	EL- 11
WIRING DIAGRAM	EL- 11
STARTING SYSTEM TROUBLE-SHOOTING	EL- 12
STARTER MOTOR	EL- 13
SERVICE DATA AND SPECIFICATIONS (S.D.S.)	EL- 17
CHARGING SYSTEM	EL- 18
MODELS NOT EQUIPPED WITH TURBOCHARGER	EL- 18
MODELS EQUIPPED WITH TURBOCHARGER	EL- 19
CHARGING SYSTEM TROUBLE-SHOOTING	EL- 20
ALTERNATOR	EL- 21
IC VOLTAGE REGULATOR	EL- 24
SERVICE DATA AND SPECIFICATIONS (S.D.S.)	EL- 25
IGNITION SYSTEM	EL- 26
MODELS NOT EQUIPPED WITH TURBOCHARGER	EL- 26
IC IGNITION SYSTEM TROUBLE-SHOOTING	EL- 28
DISTRIBUTOR (IC type)	EL- 30
MODELS EQUIPPED WITH TURBOCHARGER	EL- 32
DISTRIBUTOR	EL- 33
SERVICE DATA AND SPECIFICATIONS (S.D.S.)	EL- 34
ELECTRICAL UNIT OF LIGHTING SYSTEM	EL- 35
BULBS	EL- 35
IGNITION SWITCH	EL- 36
IGNITION RELAY AND ACCESSORY RELAY	EL- 36
COMBINATION SWITCH	EL- 36
LIGHTING RELAY	EL- 38
ILLUMINATION CONTROL RHEOSTAT	EL- 38
AIMING ADJUSTMENT	EL- 38
ROOM LAMP TIMER	EL- 39
ELECTRICAL UNIT OF SIGNAL SYSTEM	EL- 40
TURN SIGNAL SWITCH	EL- 40
HORN RELAY	EL- 40
HAZARD SWITCH	EL- 40
STOP LAMP SWITCH	EL- 40
BACK-UP LAMP SWITCH	EL- 40
METERS AND GAUGES	EL- 41
COMBINATION METER	EL- 41
COMBINATION GAUGE	EL- 44
WARNING SYSTEM	EL- 46
WATER TEMPERATURE INDICATOR SYSTEM	EL- 46
FUEL LEVEL WARNING SYSTEM	EL- 46
BRAKE WARNING SYSTEM	EL- 46
DOOR SWITCH	EL- 46
SEAT BELT WARNING SYSTEM	EL- 47
DIODE BOX	EL- 48
BULB CHECK RELAY	EL- 48
WARNING DISPLAY	EL- 49
VOICE WARNING	EL- 52
ELECTRICAL ACCESSORIES	EL- 54
WINDSHIELD WIPER AND WASHER	EL- 54
REAR WINDOW WIPER AND WASHER	EL- 56

CIGARETTE LIGHTER	EL- 57	WARNING SYSTEM	EL- 92
RADIO	EL- 57	ELECTRICAL ACCESSORY SYSTEM	EL-102
STEREO	EL- 61	AUTOMATIC SPEED CONTROL	
REAR WINDOW DEFOGGER	EL- 61	DEVICE (A.S.C.D.)	EL-115
REMOTE-CONTROL DOOR MIRROR	EL- 65	DESCRIPTION	EL-115
POWER WINDOW SYSTEM	EL- 66	FUNCTION AND OPERATION	EL-117
HEADLAMP CLEANER	EL- 67	REMOVAL AND INSTALLATION	EL-117
POWER DOOR LOCK	EL- 68	COMPONENT PARTS INSPECTION	EL-119
CIRCUIT DIAGRAMS AND		WIRING DIAGRAM AND TROUBLE	
TROUBLE DIAGNOSES	EL- 70	DIAGNOSES	EL-123
LIGHTING SYSTEM	EL- 70	LOCATION OF ELECTRICAL UNIT	EL-128
SIGNAL SYSTEM	EL- 77	WIRING	EL-129
COMBINATION METER	EL- 83	WIRING	EL-129
COMBINATION GAUGE	EL- 90	WIRING HARNESS	EL-130
		HARNESS DIAGRAM	EL-135
		HOW TO READ HARNESS DIAGRAM ...	EL-135

Refer to Section EF (Engine Fuel) for:

- **EFI SYSTEM**

Refer to Section EC (Emission Control System) for:

- **EMISSION CONTROL SYSTEM**

Refer to Section HA (Heater & Air Conditioner) for:

- **HEATER**
- **AIR CONDITIONER**

ELECTRICAL DIAGNOSIS INTRODUCTION

CAUTION: Before starting to work, be sure to turn ignition switch "OFF" and then disconnect battery ground cable.

The key to timely and accurate diagnosis of electrical problems is to:

- Have a basic understanding of electrical principles and electrical component operation.
- Be able to interpret wiring diagrams and schematics.
- Know the various test methods and when to use each.
- Have a systematic approach to identify the specific cause of an electrical problem.

BASIC RULE OF ELECTRICITY

A complete electrical circuit must have:

- A Source (battery, alternator)
- A Load (lights, coil, amplifiers, motor, etc.)
- Electrical Pathway [connecting from the source to the load and back to the source]; [wires, switches, body of car (ground)].

Remembering this basic rule will make it a lot easier to troubleshoot

electrical problems.

WIRING DIAGRAMS

There are several wiring diagrams and schematics illustrating each electrical circuit in the S130. Accurate diagnosis of electrical problems requires that you effectively use and interpret these diagrams. Since they have a special language, i.e., symbols, codes and abbreviations, let's review the following chart.

ELECTRICAL SYMBOLS AND ABBREVIATIONS	
<p>SYMBOLS</p>	
<p>WIRE COLOR CODING</p> <p>B = Black Y = Yellow W = White Lg = Light Green R = Red Br = Brown G = Green Gr = Gray L = Blue</p> <p>In case of color coding with Tracers, Base Color is given first, followed by the Tracer Color:</p> <p>Example: LW = Blue with White Tracers</p>	
<p>CONNECTORS</p>	
<p>ABBREVIATIONS</p> <p>Ⓣ 2 seater models ⓖ 2+2 seater models ⓙ GL models ⓓ Deluxe models Ⓟ Turbocharger models Ⓠ Non-turbocharger models</p>	

To trace a problem in any electrical circuit, several types of diagrams can be used.

Fusible Link Supply Routing & Fuse Block Circuit Supply Routing (Refer to pages EL-6, 7). This diagram is helpful in identifying specific problems in the power supply portion of the electrical circuits. For example, let's say a car has inoperative instrument meter lights. A quick check proves that all other lights in the car are operative. The power supply diagram shows that there cannot be a problem between the battery, ignition relay, ignition switch or fuse since the power supply circuit for the instrument meter lights is common with the clearance, tail, side marker and license plate lights. Therefore, the cause of this specific problem must lie past the fuse, such as in the wiring, meter lights, or ground.

Schematic. A schematic is a very simplified wiring diagram useful for tracing electrical current flow and studying the operation of an electrical circuit.

Circuit Wiring Diagram. This diagram is a more "true to life" layout of a complete circuit than the schematic. It identifies types and number of connectors, electrical terminal positions in the connector, color coding of wires, and connector codes. In order to quickly find the exact location of a connector, the connector codes can be cross-referenced to the harness layout illustrations in the back of this section.

Harness Diagram (Fold-out page). The harness diagram shows the actual harness components. It will assist in locating interrelated circuits i.e., circuits which share common ground circuits, power circuits, etc.

TESTING

Many people think of electrical testing as connecting electrical test instruments into a circuit and measuring amps, volts and ohms. But there is really a lot more. In fact using test instruments should be one of the last steps in correcting an electrical problem.

SIGHT AND SOUND play an important role in electrical testing. Relays click, blowers spin, air condition clutches engage, lights illuminate, etc. Even though we cannot observe current flowing through a wire or a component, we can observe the effect it has on an electrical component. Sight and sound testing methods should be thoroughly exhausted before hooking-up any test instrument.

SUBSTITUTION is another test method. For example, you suspect a bad ground at the tail lamp. Try a jumper wire from ground to the lamp. What about a questionable fuse? Simply replace it with another. In several instances substitution may turn out to be the most effective method of correcting an electrical problem.

TEST INSTRUMENTS

Problems that cannot be solved through sight, sound, or substitution can be solved by using the appropriate test instrument. The charts on the back of the car wiring diagram, illustrates how and when these instruments should be used.

A general rule to follow while trouble-shooting is to perform the easiest and least expensive checks first. This often means giving some careful thought to a trouble-shooting plan. Some of the most frustrating and confusing electrical problems begin with a haphazard and planless start. Make sure the checks you have selected are going to give the answers you need. If you test the wrong circuit, use the wrong meter, or forget to check the meter scale and calibration, you just can't diagnose the problem.

TROUBLE-SHOOTING APPROACH

You should have a routine procedure or approach when trouble-shooting a problem, a method you are familiar with which gives you the maximum amount of information at minimum expense and effort. Sometimes it is helpful to ask yourself some questions first. For example:

WHAT IS THE PROBLEM? While

this may seem a foolish question at first glance, the problem involved may not be the same as stated on the repair order or even as observed by the customer. Sometimes, other problems or symptoms have been overlooked. Do not forget to identify the problem and controls involved. Check to see what electrical components work and what components do not work. This is an opportune time to use sight and sound testing methods.

HOW DOES THE CIRCUIT WORK? Once the electrical problem has been identified, consult the various wiring diagrams in the service manual.

Study the simplified schematic to develop an understanding of how the circuit is supposed to work. Then use the circuit wiring diagram, harness layout illustration, fusible link supply routing & fuse block circuit supply routing, and car wiring diagram. Get an idea of how the circuit is laid out in the car and how it interrelates with other circuits.

WHICH TEST IS BEST? Stop and think of exactly what information you need to reach a proper solution. Decide which test will give you the most information. Do not forget to think of where you are going to make your test connections. Make sure you are performing your test at the most advantageous point. You do not want to dismantle a dash assembly to check a component which could be tested at a more accessible location. For instance, it is much easier to check terminal connectors and plugs than to break into a harness.

Once the tests have been performed, you should have the information you need to reach a logical conclusion and solve the problem but, if not, then review your testing procedure. Be certain that you are performing the test correctly and your procedure is valid.

Remember the most complex circuits are constructed from combinations and/or variations of the basic circuit: Source, Conductors, and Load. If you keep this in mind, use the service manual, and follow a logical trouble-shooting sequence, you can effectively troubleshoot electrical problems.

BODY ELECTRICAL WIRING

CAUTION: Before starting to work, be sure to turn ignition switch "OFF" and then disconnect battery ground cable.

DESCRIPTION

Cables are covered with color-coded vinyl for easy identification. In the wiring diagram, colors are indicated by one or two alphabetical letters.

It is recommended that the battery be disconnected before performing any electrical service other than bulb or fuse replacement.

In addition to fuses, a fusible link

has been installed to protect wiring. The fusible link functions almost the same as a fuse, though its characteristics are slightly different than normal fuses.

CABLE COLORS

Cable colors are generally used as shown in the following table.

Circuit system	Color
Starting and ignition system	B (Black)
Charging system	W (White)
Lighting system	R (Red)
Signal system	G (Green)
Instrument system	Y (Yellow)
Others	L, Br, Lg (Blue), (Brown), (Light green)
Grounding system	B (Black)

The main cable of each system is generally coded with a single color. These colors are represented by such letters as G, W, or Br. Minor items of each circuit's terminal are coded with a two-tone color as follows:

BW : Black with white stripe
LgR : Light green with red stripe

INSPECTION

Inspect all electrical circuits, referring to wiring or circuit diagrams. Circuits should be tested for continuity or short circuit with a conventional test lamp or low reading voltmeter. Before inspecting circuit, ensure that:

1. Each electrical component part or cable is securely fastened to its connector or terminal.

2. Each connection is firmly in place and free from rust and dirt.
3. No cable covering shows any evidence of cracks, deterioration or other damage.
4. Each terminal is at a safe distance away from any adjacent metal parts.
5. Each cable is fastened to its proper connector or terminal.
6. Each grounding bolt is firmly planted.
7. Wiring is kept away from any adjacent parts with sharp edges or high temperature parts (such as exhaust pipe).
8. Wiring is kept away from any rotating or working parts: fan pulley, fan belt, etc.
9. Cables between fixed portions and moving parts are long enough to withstand shocks and vibratory forces.

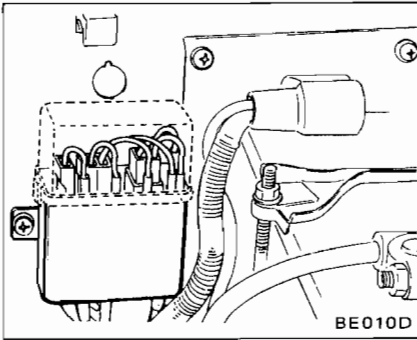
a. Before starting to inspect and repair any part of electrical system or other parts which may lead to a short circuit, be sure to turn ignition switch "OFF" and then disconnect cables at battery terminals as follows:

Disconnect cable at negative (–) terminal, and then disconnect cable at positive (+) terminal.

Before connecting cables to battery terminal, be sure to clean terminals with a rag. Fasten cable at positive (+) terminal, and then ground cable at negative (–) terminal. Apply grease to top of these terminals to prevent rust from developing on them.

- b. Never use a screwdriver or service tool to conduct a continuity test. Use test leads.**
- c. Never ground an open circuit or circuits under no load. Use a test lamp (12V-3W) or circuit tester as a load.**

FUSIBLE LINK

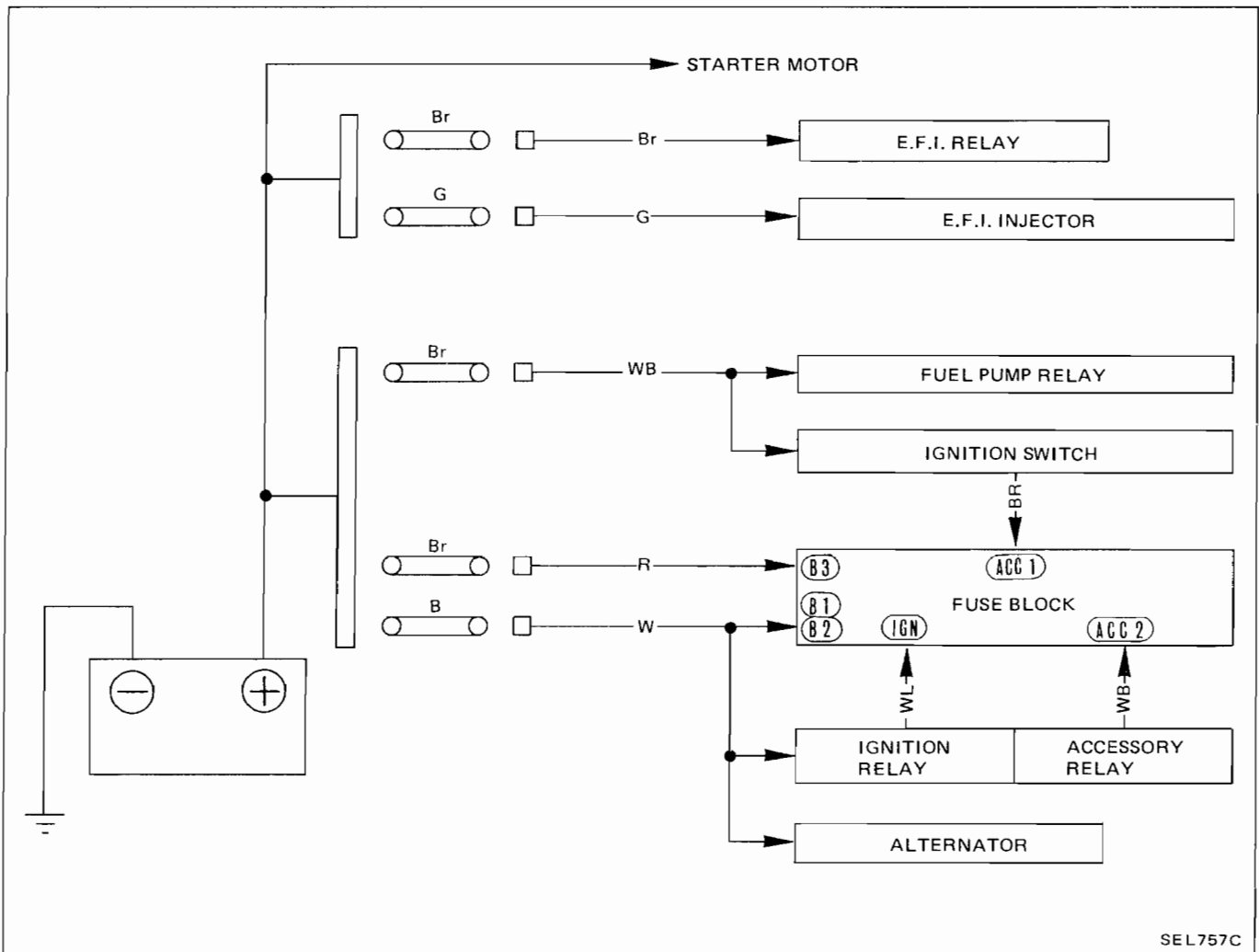


CAUTION:

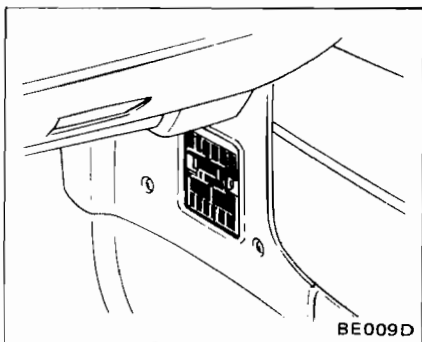
- a. If fusible link should melt, it is possible that critical circuit (power supply or large current carrying circuit) is shorted. In such a case, carefully check and eliminate cause of problem.
- b. Never wrap periphery of fusible link with vinyl tape. Extreme care should be taken with this link to ensure that it does not come into contact with any other wiring harness or vinyl or rubber parts.

A melted fusible link can be detected either by visual inspection or by feeling with finger-tip. If its condition is questionable, use circuit tester or test lamp, as required, to conduct continuity test. This continuity test can be performed in the same manner as for any conventional fuse.

FUSIBLE LINK SUPPLY ROUTING



FUSE



The fuse box is installed on the side wall under the dash board.

When, for one reason or another, fuse has melted, use systematic procedure to check and eliminate cause of problem before installing new fuse.

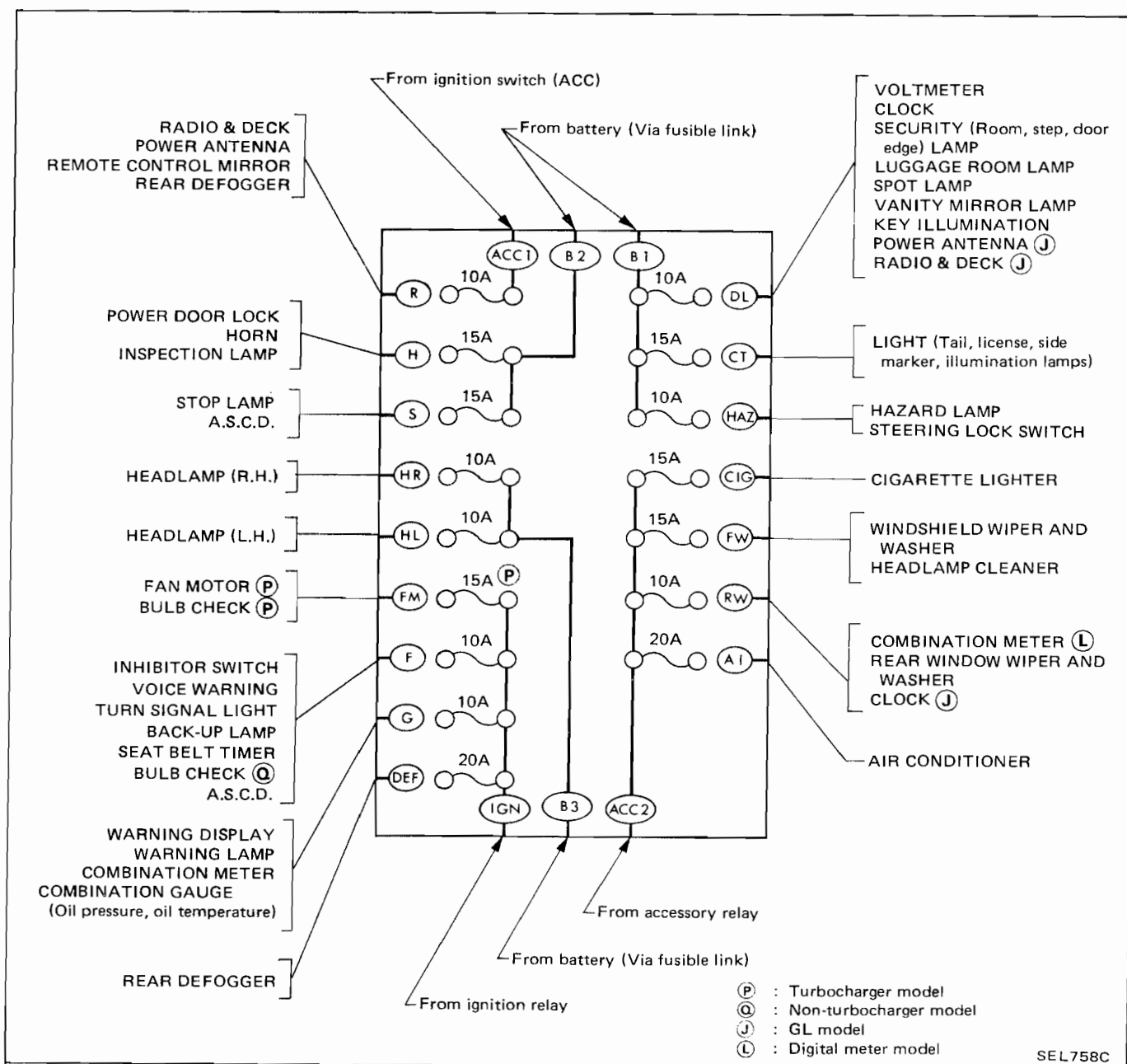
a. If fuse is blown, be sure to eliminate cause of problem before installing new fuse.

b. Use fuse of specified rating. Never use fuse of more than specified rating.

c. Check condition of fuse holders. If much rust or dirt is found thereon, clean metal parts with fine-grained sandpaper until proper metal-to-metal contact is made.

Poor contact in any fuse holder will often lead to voltage drop or heating in the circuit and could result in improper circuit operation.

FUSE BLOCK CIRCUIT ROUTING



BATTERY

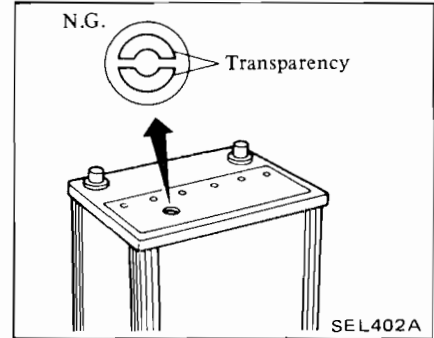
CAUTION: Before starting to work, be sure to turn ignition switch "OFF" and then disconnect battery ground cable.

WARNING:

Never touch positive and negative terminals at the same time with bare hands. This could result in injury.

CAUTION:

Never allow the solution to enter individual cells. The baking soda will react with the battery acid. Also remember that battery acid is harmful to the eyes, skin and clothing.



CAUTION:

- a. If it becomes necessary to start the engine with a booster battery and jumper cables, use a 12-volt booster battery.
- b. If the battery cables are disconnected, they should be tightly clamped to the battery terminals to secure a good contact.

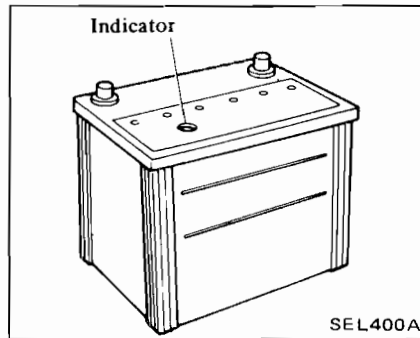
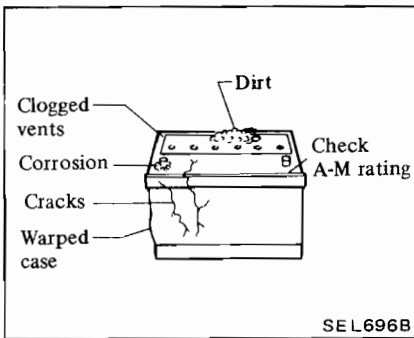
CONDITION CHECK

Battery condition can be checked using indicator on battery.

TEST

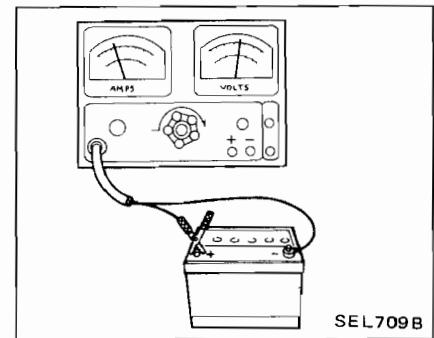
BATTERY CAPACITY TEST

VISUAL INSPECTION

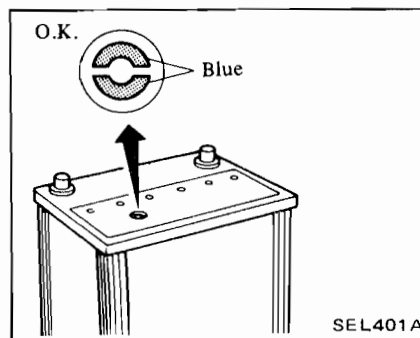


Good condition

When blue indicator is shown, battery is properly charged.



1. Check battery rating against that of original factory equipment.
2. Check for cracks and warpage of the case.
3. Make sure cables are clean and tight.
4. Check acid level.
5. Make sure vents are not clogged.
6. Make sure top of battery is clean.



Lack of charge condition

When transparent indicator is shown, battery is not charged and requires recharging.

1. Check battery rating against that of original factory equipment.
2. With battery connected to tester as shown, turn load knob until a draw of 3 times the battery rating is shown. (Example: Battery rating 60AH Turn load to 180A draw.)
3. Hold this draw for 15 seconds, then look at voltage. If voltage remains at 9.6 volts or above, THE BATTERY IS GOOD. You need not perform any further tests. If voltage drops below 9.6 volts, then proceed to next test.

CLEANING

Use a stiff brush and a common baking soda and water solution to clean the battery surface, terminals and cable ends.

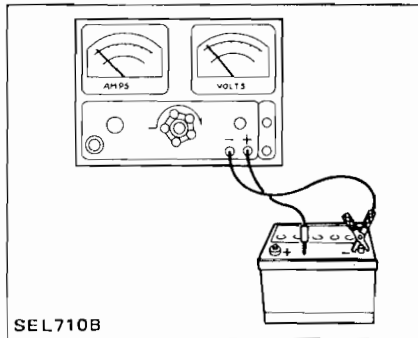
THREE-MINUTE CHARGE TEST

This test identifies a battery as being sulfated and should only be performed if the battery has failed the capacity test.

1. Connect a good quality battery charger.
2. Turn charger to a fast rate not over 40A.
3. After three minutes, check voltmeter reading. If it is over 16.5 volts, battery should be replaced.

BATTERY LEAKAGE TEST

Check to make sure battery is not discharging across top, between two posts.



1. Set voltmeter to low range.
 2. Touch negative lead of voltmeter to negative battery post.
 3. Touch positive lead of voltmeter to top of battery, and move it around.
- If reading goes over 0.5 volts, then clean off top of battery and retest.

BATTERY DRAW TEST

For discharging problems after other battery tests show that the battery is good and capable of holding a charge perform the battery draw test.

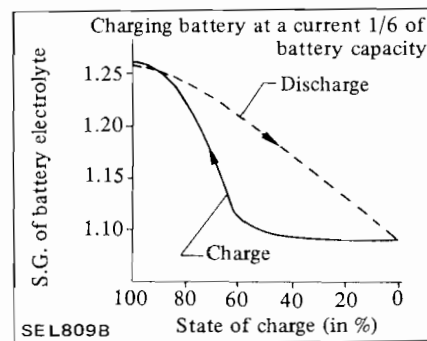
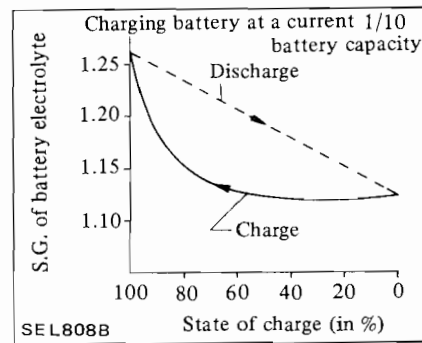
1. Disconnect battery ground cable.
2. Insert test light in series between cable end and the negative battery post.
3. With all switches and systems off the test light should not be lit.
4. If the light is lit begin disconnecting fuses and units until the light goes out. **The clock is designed to run at all times. Be sure it is not the cause of the light being on.**
5. Repair the circuit causing the draw.

CHARGING

DESCRIPTION

Charging rate and specific gravity of battery electrolyte

The relationship between the charged condition of the battery and the specific gravity of battery electrolyte differs, as shown in figures below, when the battery is discharging and when it is being charged.



As can be seen from these figures, the battery has the following features:

- The specific gravity of battery electrolyte increases very slowly while the battery is being charged.
- The smaller the charging current, the slower the specific gravity of the electrolyte increases.

Indicator

- The indicator will turn from blue to transparent when the battery charge drops to 20 to 30%.
- The indicator will turn blue when the battery charge is between 65 and 90% under charging.

CHARGING

If the indicator turns transparent (indicating that battery charge is required), charge the battery in the following manner:

WARNING:

1. Keep battery away from open flame while it is being charged.
2. When connecting charger, connect leads first, then turn on charger. Do not turn on charger first, as this may cause a spark.
3. Do not allow electrolyte temperature to go over 45°C (113°F).

Standard method

Charge the battery at 1/10 the current of battery capacity. When the indicator turns from transparent to blue, continue to charge the battery for an additional two hours, then stop charging.

Quick charge

Charge the battery at a current of 40 amperes for approximately 45 minutes. **Never charge more than 45 minutes.**

CAUTION:

Charging the battery at a current of more than 10 amperes will shorten the service life of the battery. Use the standard method to charge the battery unless circumstances requires otherwise.

Charging current and time required for charging

Charging current	Time required
1/6 of battery capacity	Approx. 4 - 5 hours
1/10 of battery capacity	Approx. 8 - 10 hours

If the battery is run down and has not been used for a long period of time, it will be hard to charge and it

will require a longer time to charge than under normal circumstances. In such a case, extend the charging time

as required while observing the indicator.

SERVICE DATA AND SPECIFICATIONS (S.D.S.)

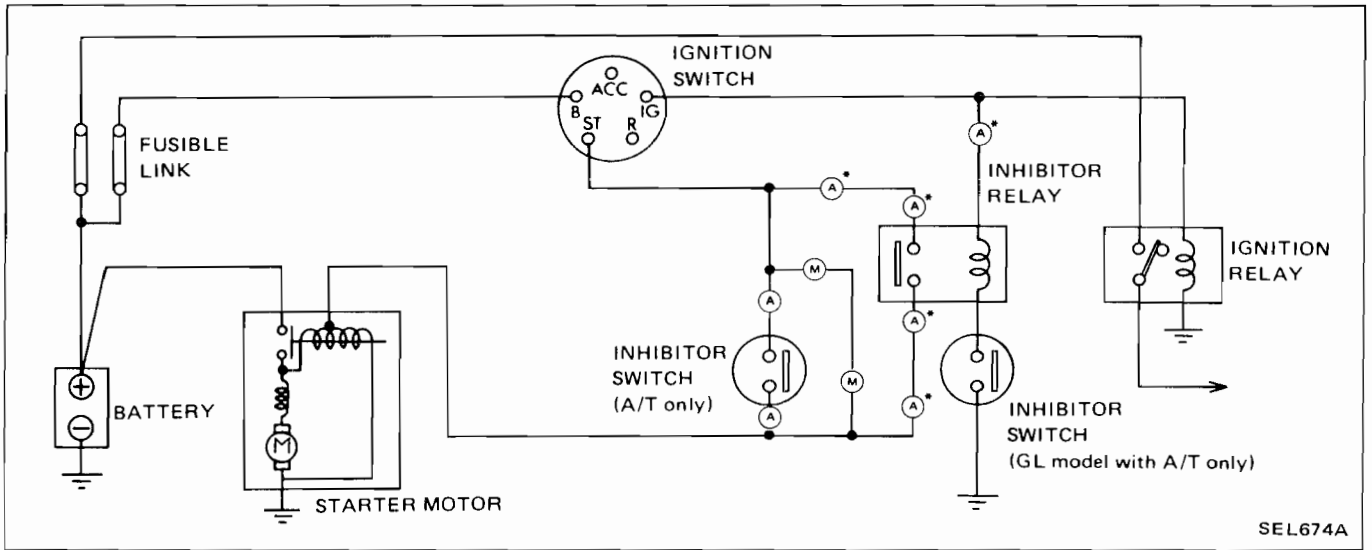
BATTERY

	N60MF	N70ZMF
	Maintenance free type	
Applied model	U.S.A.	Canada
Capacity V-AH	12-60	12-70

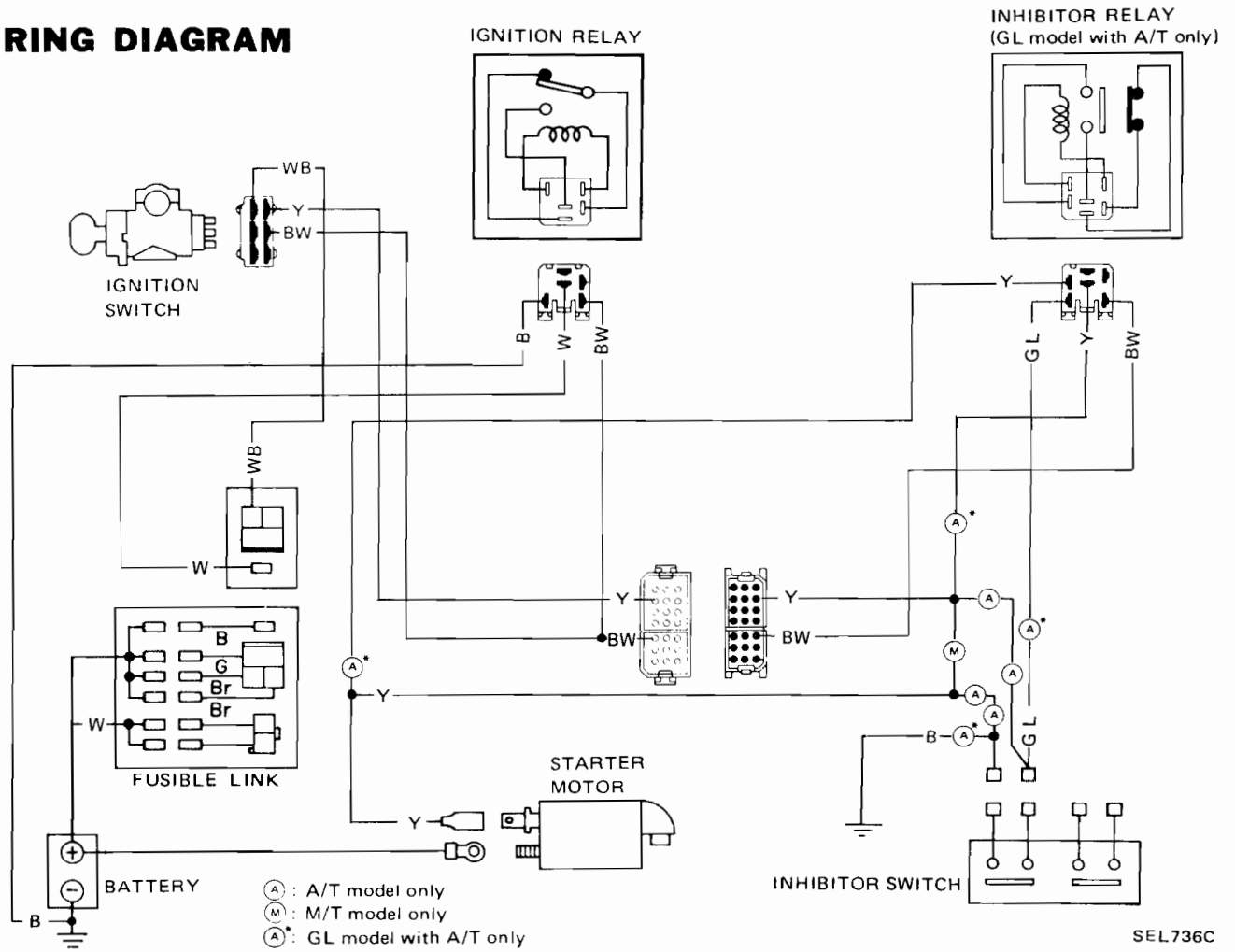
STARTING SYSTEM

CAUTION: Before starting to work, be sure to turn ignition switch "OFF" and then disconnect battery ground cable.

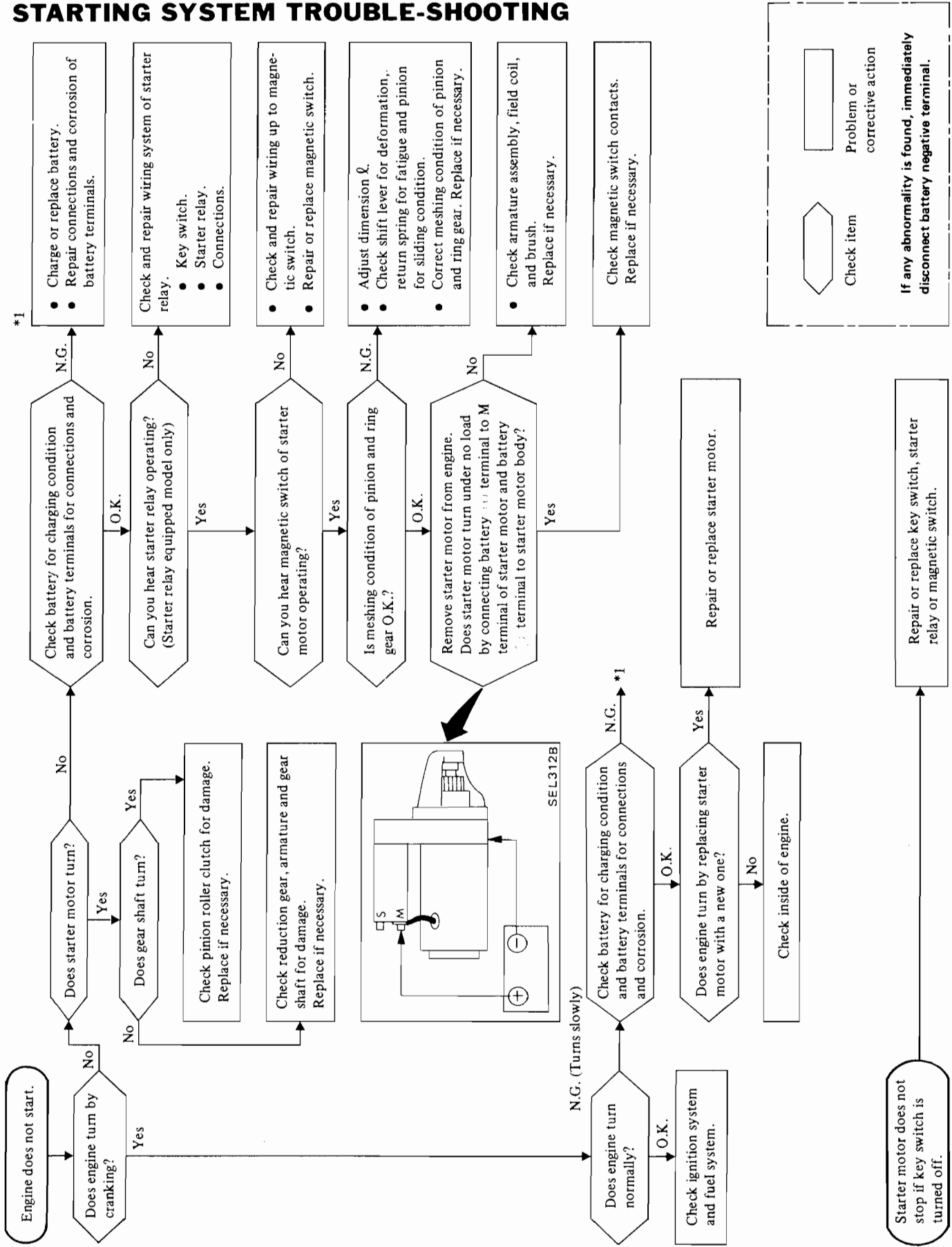
SCHEMATIC



WIRING DIAGRAM

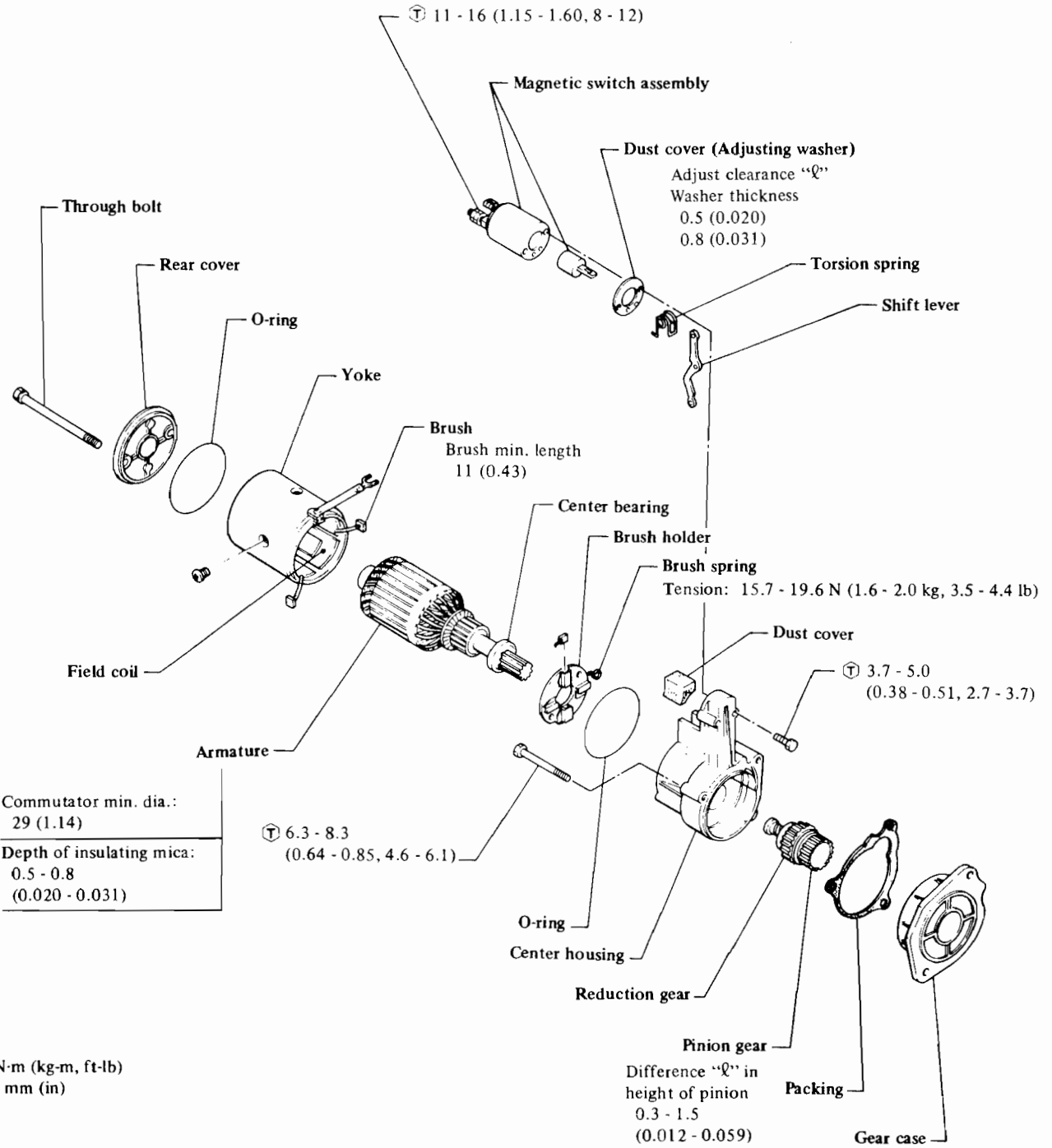


STARTING SYSTEM TROUBLE-SHOOTING



STARTER MOTOR

Reduction gear type



DISASSEMBLY

Reduction gear type

1. Remove magnetic switch assembly.
2. Remove torsion spring.
3. Remove through bolts and rear cover.

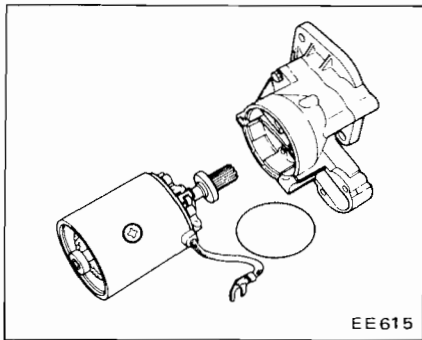
CAUTION:

Be careful not to damage O-ring.

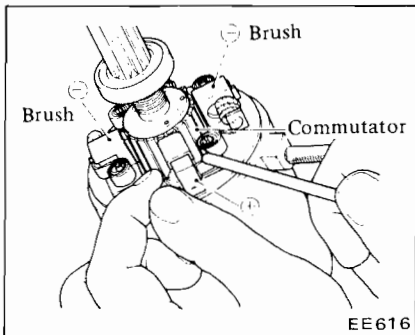
4. Remove yoke, armature and brush holder as an assembly from center housing.

CAUTION:

Be careful not to knock brush, commutator or coil against any adjacent part.



5. Remove center housing.
6. Remove pinion gear.
7. Lift up brush springs.
8. Remove brushes from brush holder.

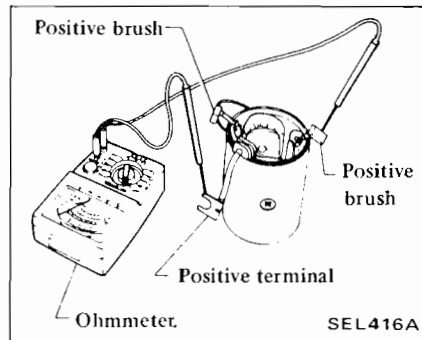


9. Remove brush holder.
10. Remove yoke.

INSPECTION

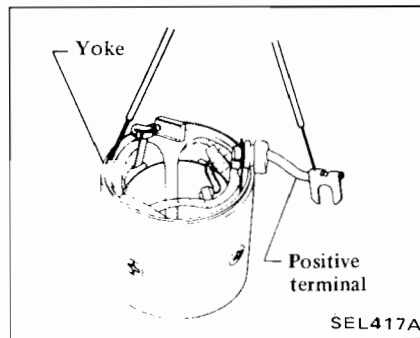
Field coil

1. Continuity test (between field coil positive terminal and positive brushes).



- No continuity ... Replace field coil.

2. Insulation test (between field coil positive terminal and yoke).



- Continuity exists ... Replace field coil.

Brush

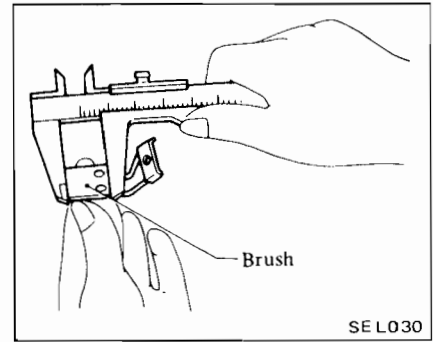
Check the surface condition of brush contact.

- Loose contact ... Replace.
- Check wear of brush.

Minimum length of brush:

Reduction gear type:
11 mm (0.43 in)

- Excessive wear ... Replace.



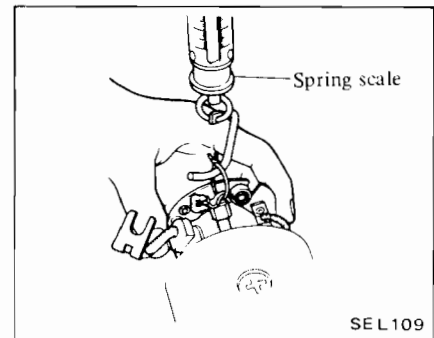
Brush spring

Check brush spring tension.

Spring tension:

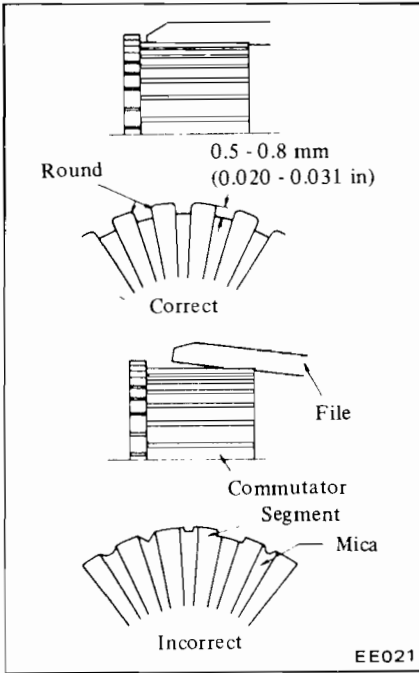
Reduction gear type
15.7 - 19.6 N
(1.6 - 2.0 kg,
3.5 - 4.4 lb)

- Not in the specified value. ... Repair or replace.



Armature assembly

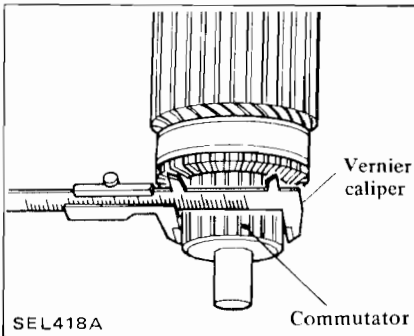
1. Check commutator surface.
 - Rough ... Sand lightly with No. 500 sandpaper.
2. Check depth of insulating mica from commutator surface.
 - Less than 0.2 mm (0.008 in) ... Undercut to 0.5 - 0.8 mm (0.020 - 0.031 in)



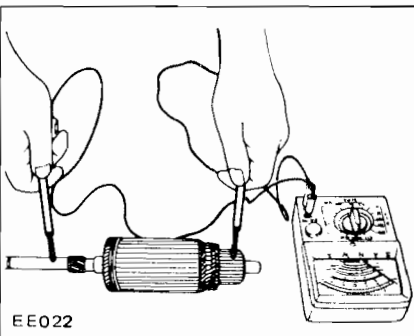
3. Check diameter of commutator. Commutator minimum diameter:

Reduction gear type:
29 mm (1.14 in)

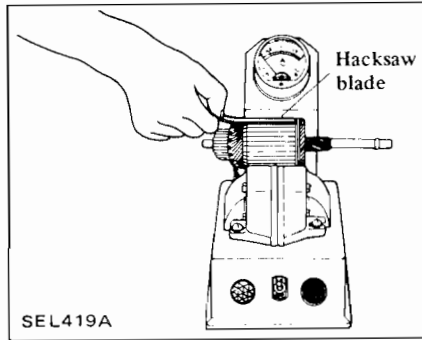
- Less than specified value ... Replace.



4. Insulation test (between each commutator bar and shaft).



- Continuity exists ... Replace.
5. Short test with armature tester (growler) and a piece of iron over armature core.



- Plate vibrates ... Replace.
6. Continuity test (between two segments side by side).
- No continuity ... Replace.

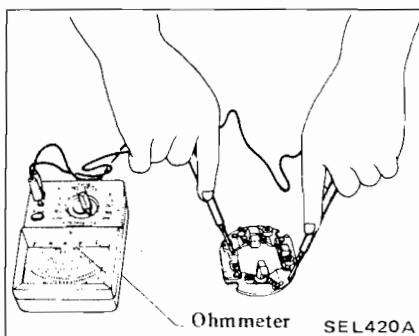
Over-running clutch assembly

1. Inspect smooth sliding of pinion gear.
 - Abnormal resistance ... Repair.
2. Inspect pinion teeth.
 - Excessive rubbing ... Replace.

CAUTION:
Flywheel ring gear also must be inspected.

Brush holder

Insulation test (between negative side of brush holder and another positive side).



- Continuity exists ... Replace.

Ball bearing (Reduction gear type)

Holding outer race with finger, rotate bearing.

- Any play or bind ... Replace.

Magnetic switch assembly

1. Continuity test (between "S" terminal and switch body).

- No continuity ... Replace.
2. Continuity test (between terminals "S" and "M").
- No continuity ... Replace.

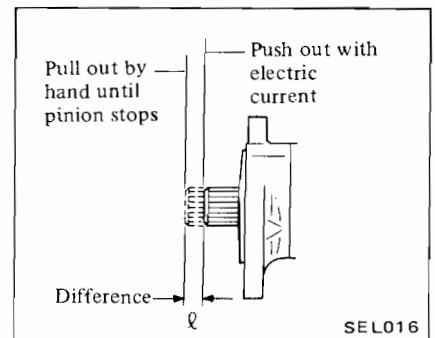
ASSEMBLY

- Apply grease to gear case and rear cover bearing metal, and apply oil to pinion slightly.

(Reduction gear type)

Compare difference "ℓ" in height of pinion when it is pushed out with magnetic switch energized and when it is pulled out by hand until it touches stopper.

Difference "ℓ":
0.3 - 1.5 mm
(0.012 - 0.059 in)



- Not in the specified value ... Adjust by adjusting washer(s).

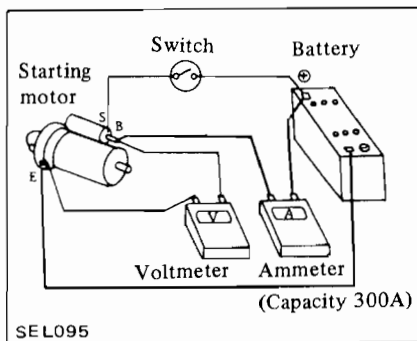
Adjusting washer thickness:

0.5 mm (0.020 in)
0.8 mm (0.031 in)

TESTING

Performance test

No-load test



Specifications

Refer to S.D.S.

Diagnosis of test

1. Low speed with no-load and high current draw.

- (1) Tight, dirty or worn bearings.
- (2) Bent armature shaft or loosened field probe.

(3) Shorted armature coil.

(4) A grounded armature of field coil.

2. Failure to operate with high current draw.

(1) A grounded or open field coil.

(2) Burned out commutator bar.

● Weak brush spring tension

● Thrust out of mica in commutator

● Loose contact between brush and commutator.

3. Low current draw and low no-load speed.

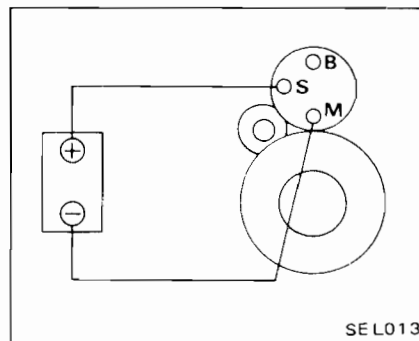
(1) Loose connections.

(2) Dirty commutator.

(3) Burned out commutator bar.

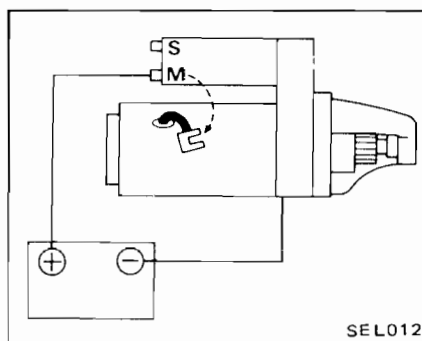
Magnetic switch returnability

1. Disconnect lead wire from terminal "M" of magnetic switch.
2. Connect terminal "M" and positive ⊕ terminal of battery with a jumper lead wire.
3. Connect starter motor body and negative ⊖ terminal of battery with a jumper lead wire.
4. Pull pinion gear all the way out with your hands.
5. Release your hands from pinion gear.
6. If pinion gear returns to its original position, magnetic switch is properly functioning.



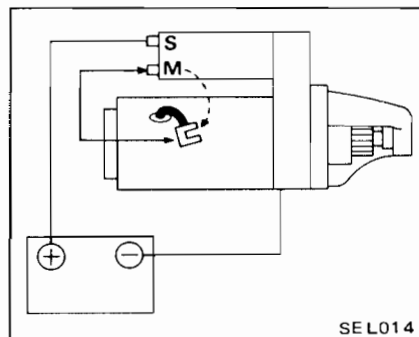
Shunt coil

1. Disconnect lead wire which connects terminal "M" of magnetic switch and starting motor terminal, and connect a jumper wire in its place.
2. Connect terminal "S" of magnetic switch and positive ⊕ terminal of battery with a jumper wire.
3. Connect negative ⊖ terminal of battery and starting motor body with a jumper wire. Plunger should be pulled in by force.
4. Disconnect jumper wire from terminal "M".
5. If plunger continues to be pulled in with jumper wire disconnected from terminal "M", shunt coil is properly functioning.



Series coil

1. Connect terminal "M" of magnetic switch and negative ⊖ terminal of battery with a jumper lead wire.
2. Connect terminal "S" of magnetic switch and positive ⊕ terminal of battery with a jumper wire.
3. With these connections having been made, if plunger is pulled in by force, series coil is properly functioning.



SERVICE DATA AND SPECIFICATIONS (S.D.S.)**STARTER MOTOR**

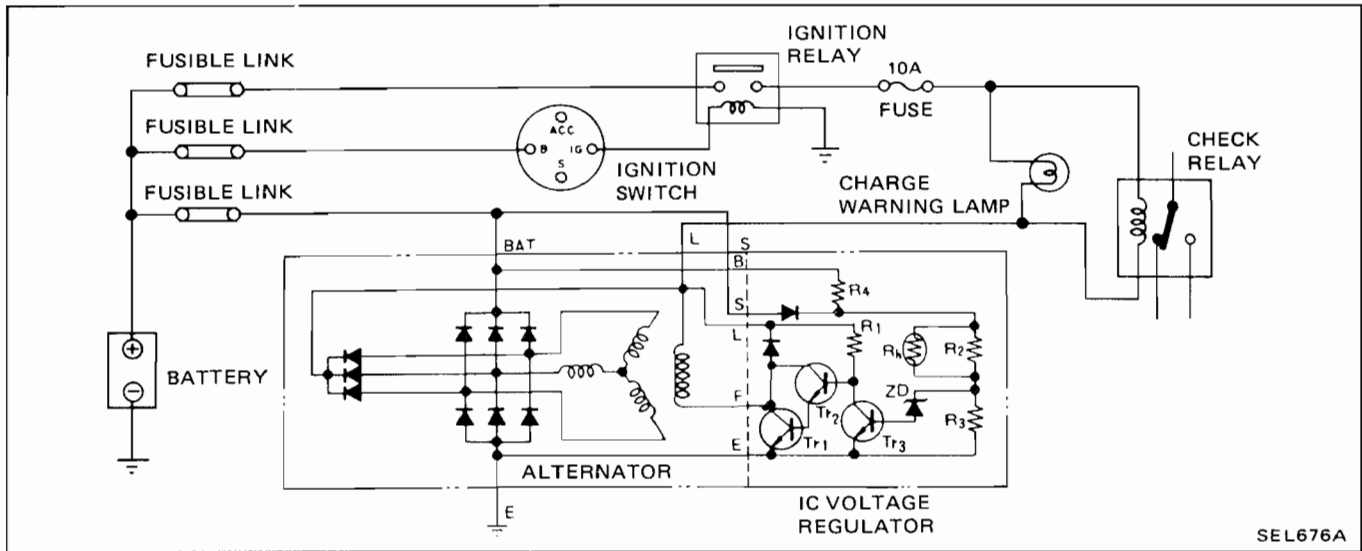
Type	S114-254D	
Applied model	Reduction gear type	
System voltage	V	12
No load	Terminal voltage	V 11
	Current	A Less than 100
	Revolution	rpm More than 3,900
Outer diameter of commutator	mm (in)	More than 29 (1.14)
Minimum length of brush	mm (in)	11 (0.43)
Brush spring tension	N (kg, lb)	15.7 - 19.6 (1.6 - 2.0, 3.5 - 4.4)
Difference "ℓ" in height of pinion	mm (in)	0.3 - 1.5 (0.012 - 0.059)

CHARGING SYSTEM

CAUTION: Before starting to work, be sure to turn ignition switch "OFF" and then disconnect battery ground cable.

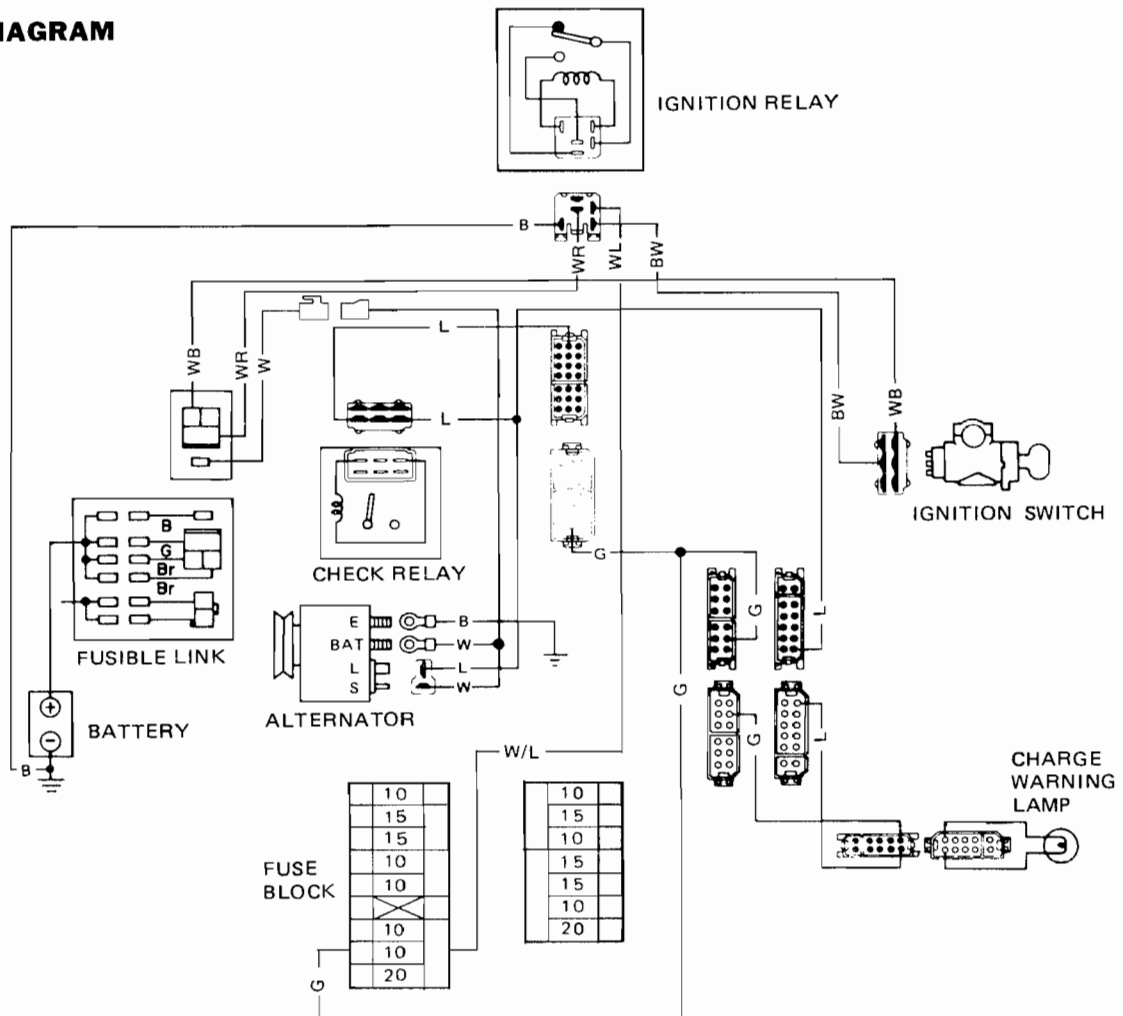
MODELS NOT EQUIPPED WITH TURBOCHARGER

SCHEMATIC



SEL676A

WIRING DIAGRAM

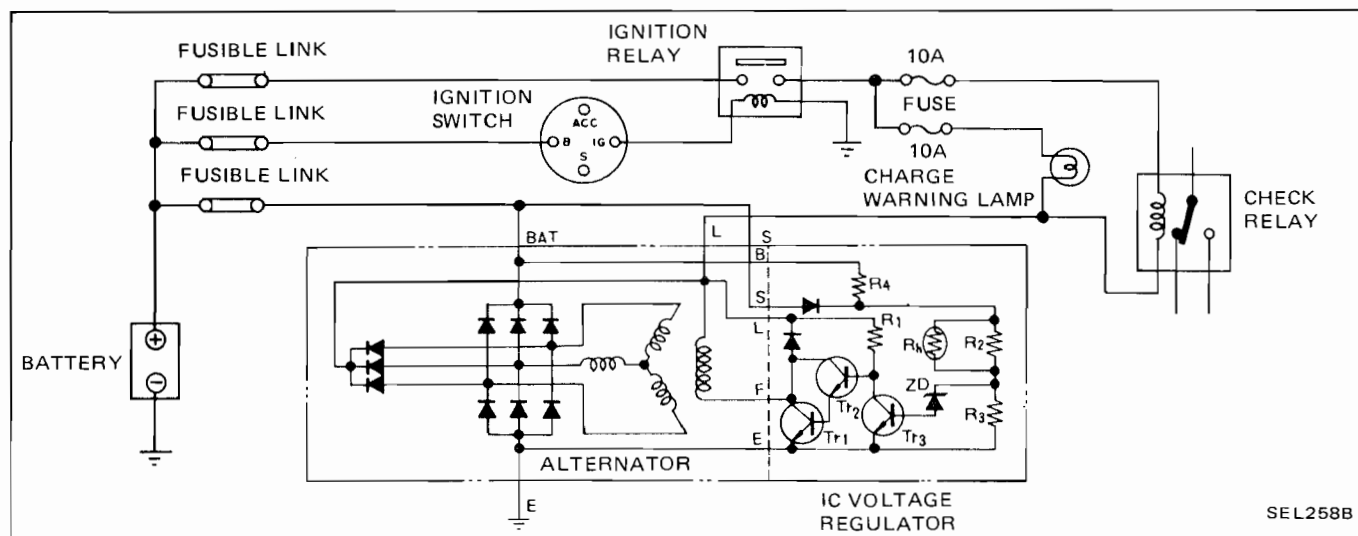


SEL737C

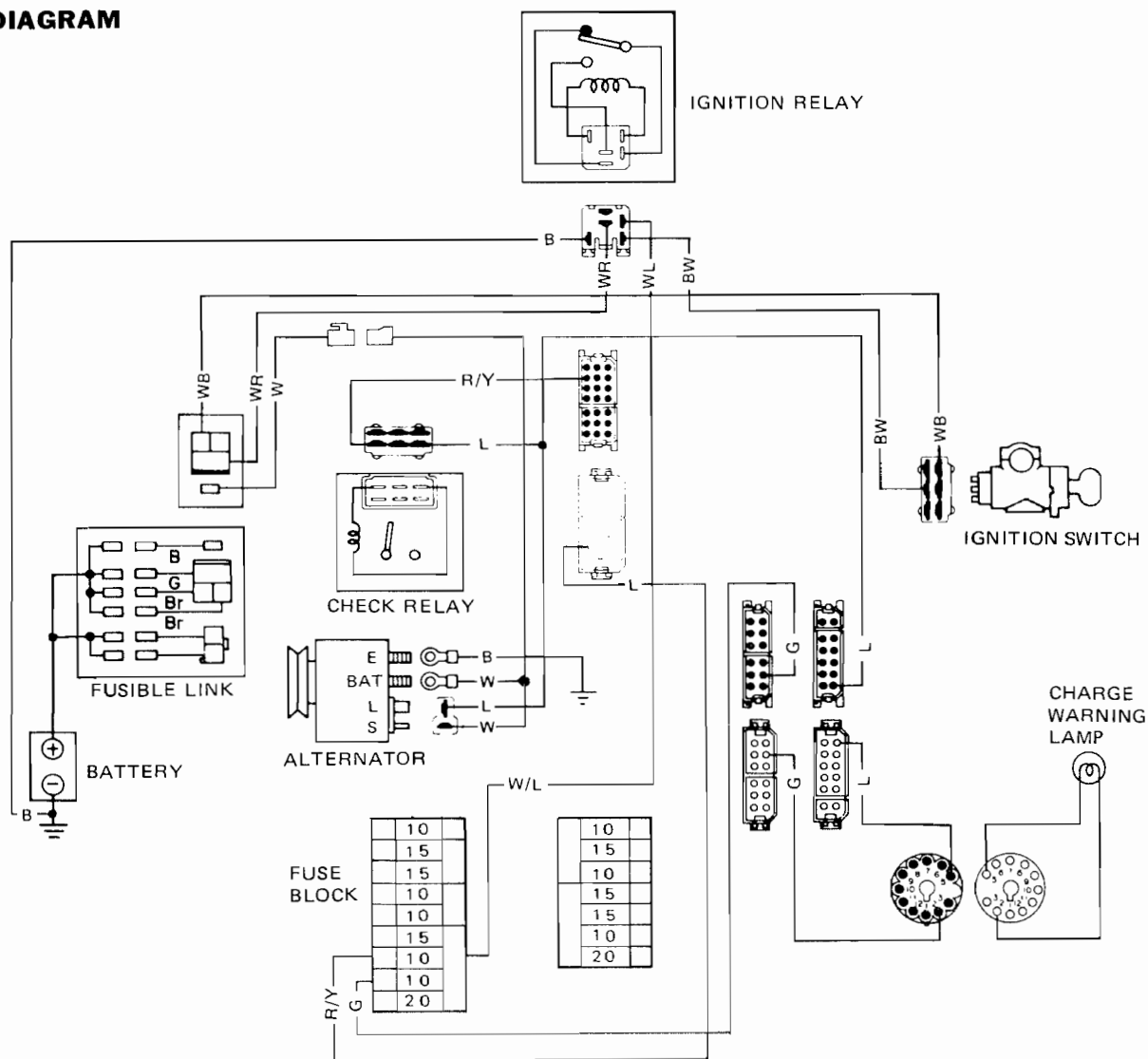
EL-18

MODELS EQUIPPED WITH TURBOCHARGER

SCHEMATIC



WIRING DIAGRAM

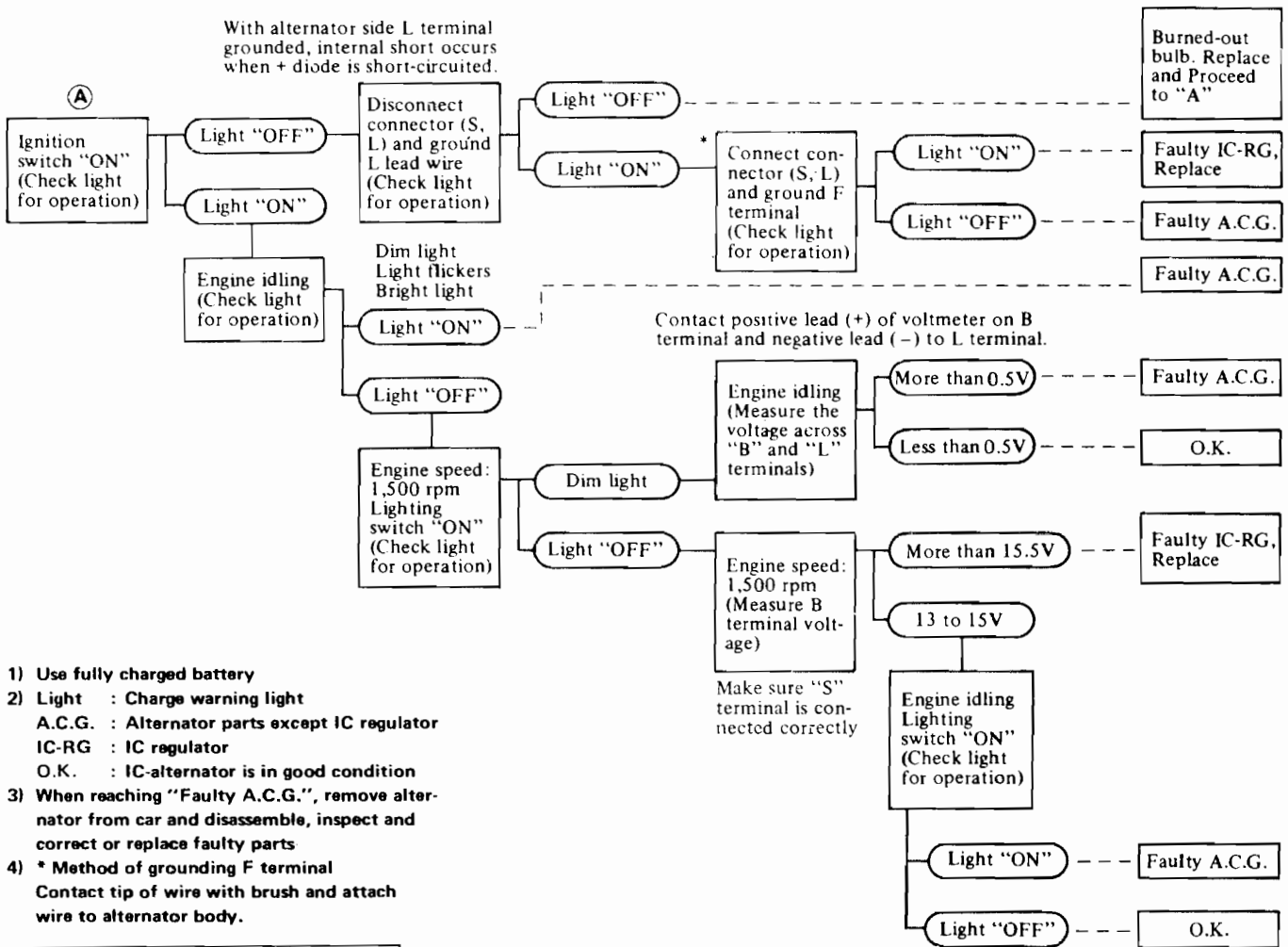


CHARGING SYSTEM TROUBLE-SHOOTING

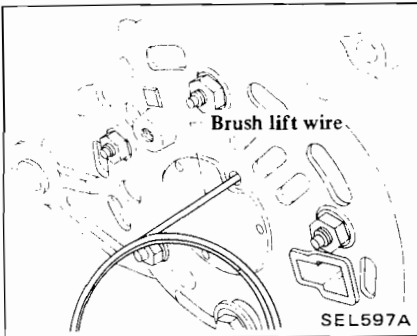
Before conducting an alternator test, make sure that the battery is fully charged.

A 30-Volt voltmeter and suitable test probes are necessary for the test.

The alternator can be checked easily by referring to the Inspection Table.

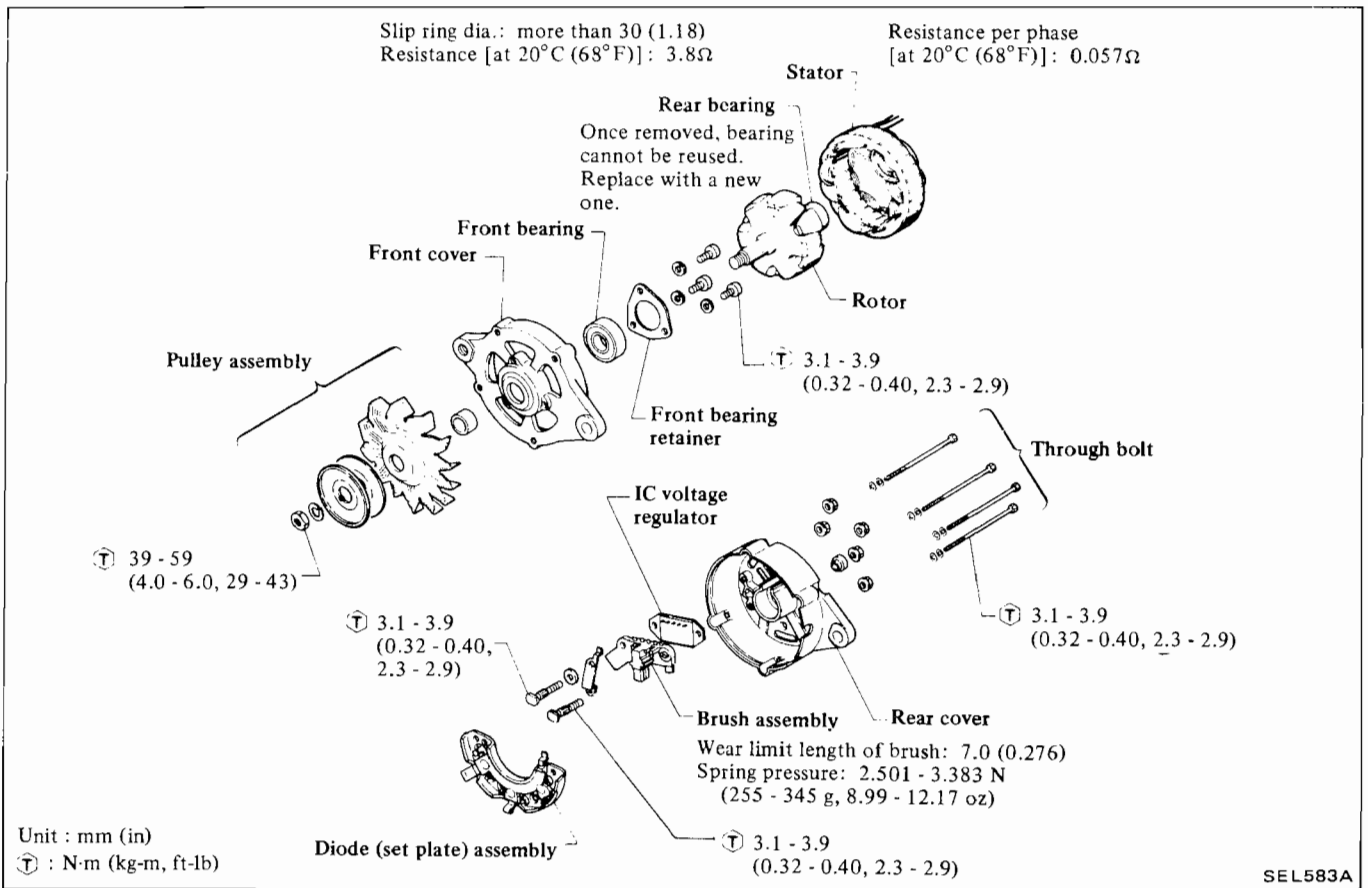


- 1) Use fully charged battery
- 2) Light : Charge warning light
A.C.G. : Alternator parts except IC regulator
IC-RG : IC regulator
O.K. : IC-alternator is in good condition
- 3) When reaching "Faulty A.C.G.", remove alternator from car and disassemble, inspect and correct or replace faulty parts
- 4) * Method of grounding F terminal
Contact tip of wire with brush and attach wire to alternator body.



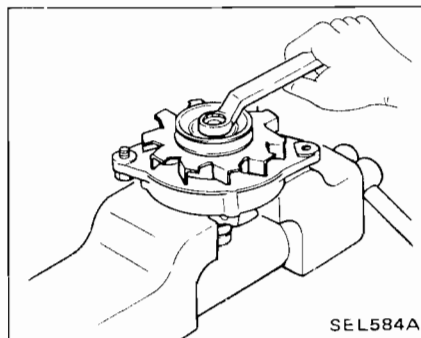
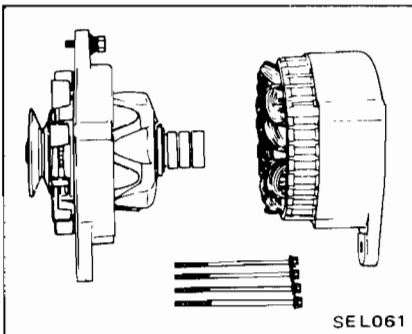
- 5) Terminals "S", "L", "BAT" and "E" are marked on rear cover of alternator.

ALTERNATOR



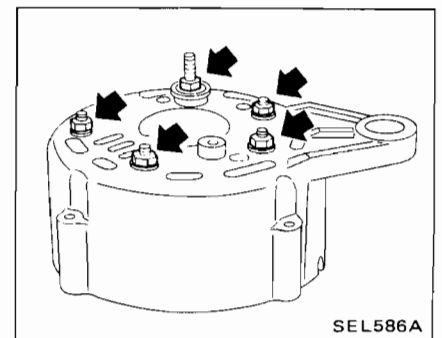
DISASSEMBLY

1. Remove through bolts.
2. Separate front cover from rear cover.

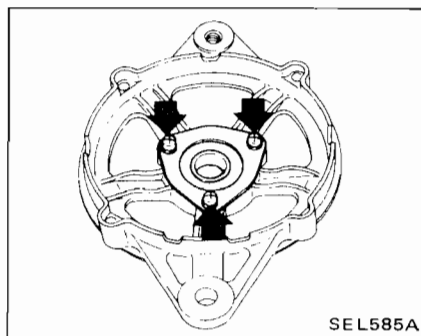


4. Remove setscrews from bearing retainer.

5. Remove attaching nuts and take out stator assembly.



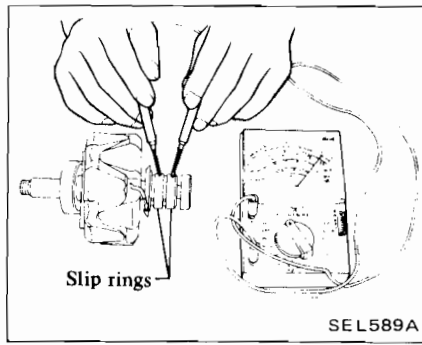
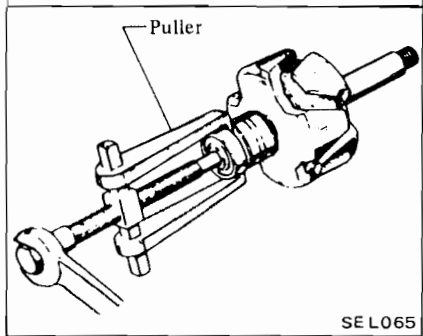
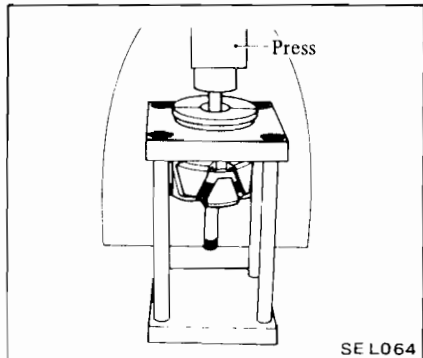
3. Remove pulley and fan.
 - (1) Place rear cover side of rotor in a vice.
 - (2) Remove pulley nut.



Rotor

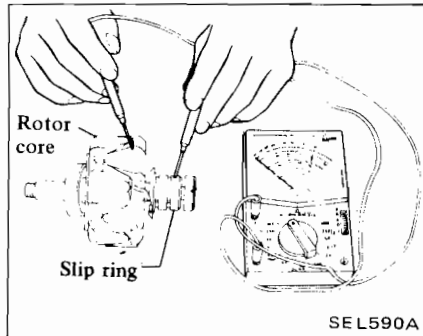
Pull rear bearing off from rotor assembly with a press or bearing puller.

Once removed, bearing cannot be reused. Replace with a new one.



- No continuity ... Replace rotor.

2. Insulation test



- Continuity exists ... Replace rotor.

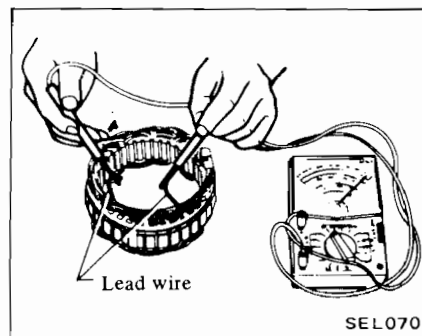
3. Check slip ring for wear.

Slip ring outer diameter
More than 30 mm (1.18 in)

If necessary, replace rotor assembly.

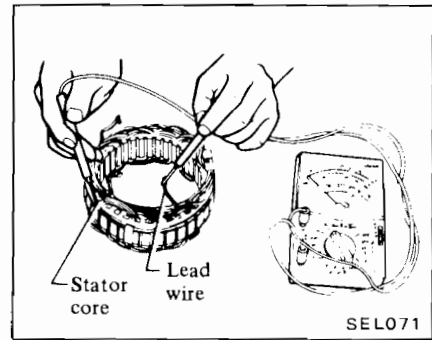
Stator

1. Continuity test



- No continuity ... Replace stator.

2. Insulation test



- Continuity exists ... Replace stator.

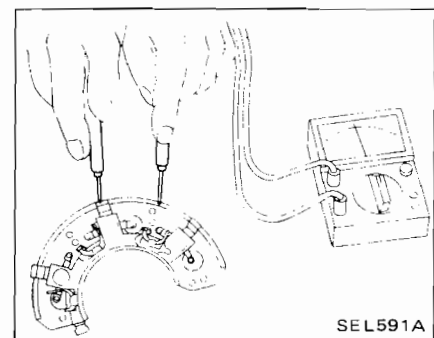
Diode

Perform a continuity test on diodes in both directions, using an ohmmeter.

Circuit tester terminal		Conduction
Positive	Negative	
(+) plate Holder plate	Diode terminal	Yes
Diode terminal	(+) plate Holder plate	No
(-) plate Rear cover	Diode terminal	No
Diode terminal	(-) plate Rear cover	Yes

Some ohmmeters use a reverse polarity, in which case continuity will be observed exactly opposite from the chart above.

Positive diode



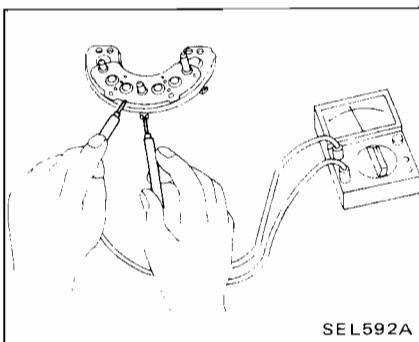
- Conduction test is N.G. ... Replace diode assembly.

INSPECTION

Rotor

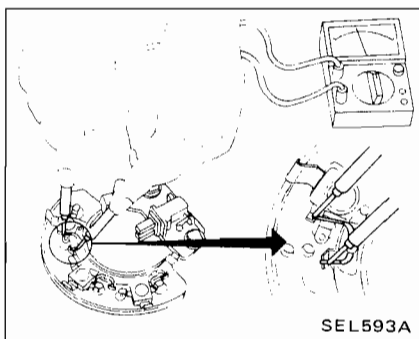
1. Continuity test.

Negative diode



- Conduction test is N.G. ... Replace diode assembly.

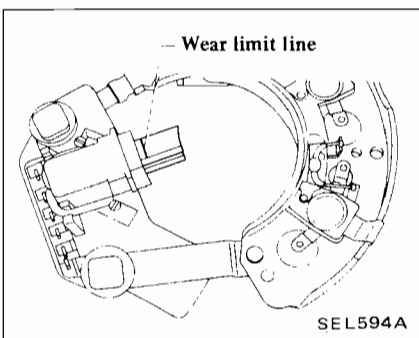
Sub-diode



- Conduction test is N.G. ... Replace diode assembly.

Brush

1. Check smooth movement of brush.
- Not smooth ... Check brush holder and clean.
2. Check brush for wear.

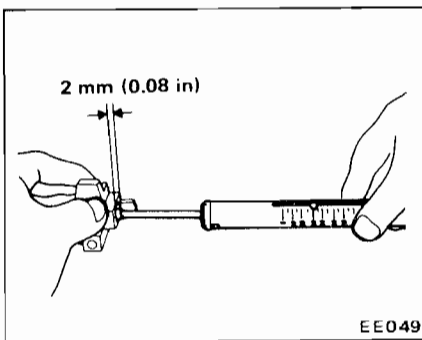


3. Check brush pig tail for damage.
 - Damaged ... Replace.
4. Check brush spring pressure.

Measure brush spring pressure with brush projected approximately 2 mm (0.08 in) from brush holder.

Spring pressure:
 2.501 - 3.383 N
 (255 - 345 g,
 8.99 - 12.17 oz)

When brush is worn, pressure decreases approximately 0.196 N (20 g, 0.71 oz) per 1 mm (0.04 in) wear.

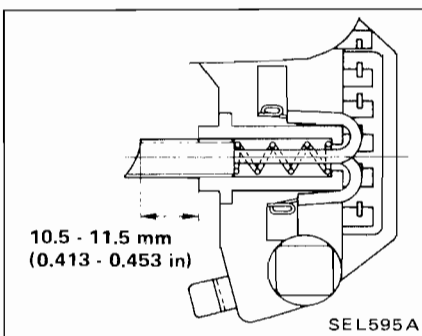


- Not in the specified value ... Replace brush assembly.

ASSEMBLY

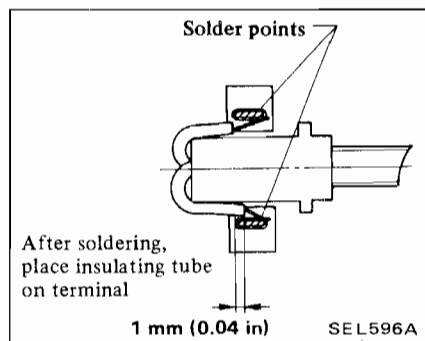
Assemble alternator in the reverse order of disassembly, noting the following:

1. When soldering each stator coil lead wire to diode assembly terminal, carry out the operation as fast as possible.
2. When soldering brush lead wire, observe the following.
 - (1) Position brush so that it extends 11 mm (0.43 in) from brush holder.



- (2) Coil lead wire 1.5 times around terminal groove. Solder outside of terminal.

When soldering, be careful not to let solder adhere to insulating tube as it will weaken the tube and cause it to break.



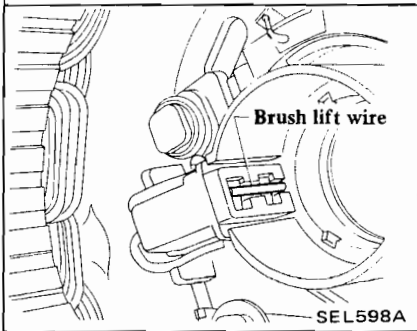
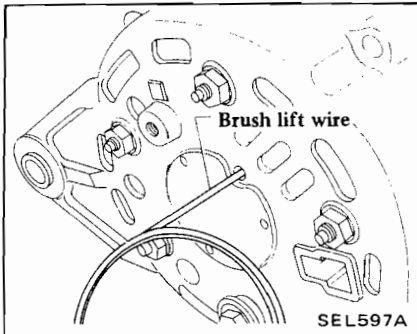
- Ⓣ : Brush holder
 3.1 - 3.9 N·m
 (0.32 - 0.40 kg·m,
 2.3 - 2.9 ft·lb)
- Diode and IC regulator
 3.1 - 3.9 N·m
 (0.32 - 0.40 kg·m,
 2.3 - 2.9 ft·lb)
- Bearing retainer
 3.1 - 3.9 N·m
 (0.32 - 0.40 kg·m,
 2.3 - 2.9 ft·lb)

3. Tighten pulley nut and make sure that deflection of V-groove is proper.

- Ⓣ : Pulley nut
 39 - 59 N·m
 (4.0 - 6.0 kg·m,
 29 - 43 ft·lb)

V-groove deflection:
 0.3 mm (0.012 in)

4. Before installing front and rear sides of alternator, push brush up with fingers and retain brush, by inserting brush lift wire into brush lift hole from outside.



5. After installing front and rear sides of alternator, pull brush lift wire by pushing toward center.

Do not pull brush lift by pushing toward outside of cover as it will damage slip ring sliding surface.

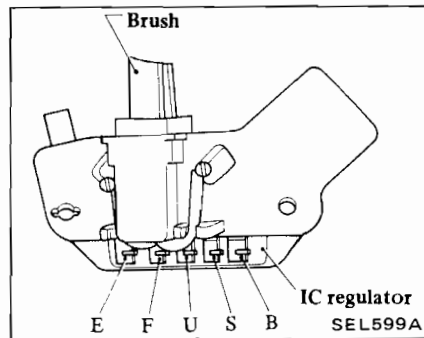
6. Tighten through bolts.

Ⓣ : Through bolts
3.1 - 3.9 N·m
(0.32 - 0.40 kg·m,
2.3 - 2.9 ft·lb)

IC VOLTAGE REGULATOR

DESCRIPTION

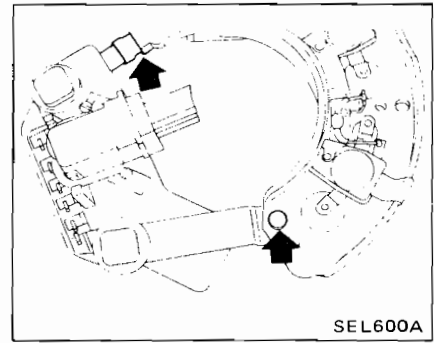
The regulator consists essentially of integrated circuits incorporating transistors. These transistors interrupt and admit current flow to the alternator rotor coil, thus maintaining its output voltage at a constant value. Unlike in a mechanical type regulator, an electronic relay employing transistors is utilized. These transistors are enclosed in a very compact, sealed case. On the charge warning lamp circuit, a diode monitors generating voltage at the stator so that when the monitored voltage and charging voltage are equal during re-charging, the charge warning lamp is turned off. Accordingly, a charge warning relay is not employed in this circuit.



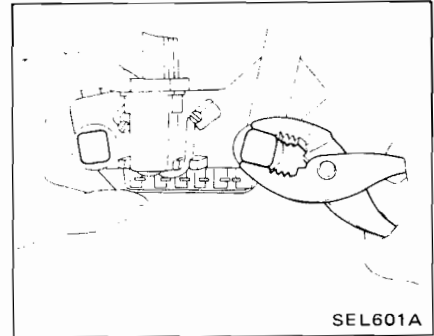
REPLACEMENT

Removal should be done only when IC regulator is being replaced.

1. Remove rivet and solder.

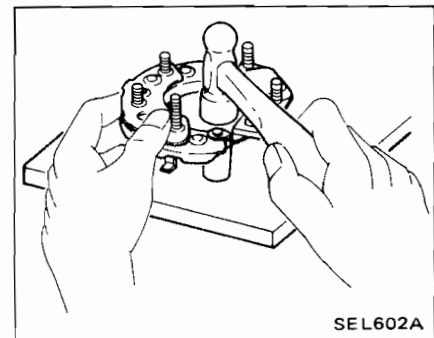


2. Remove the terminal's solder and take out bolts.



3. When installing the regulator, reverse order of removal, noting the following.

- (1) Put IC regulator on brush holder and press-fit bolts using hand press.
- (2) Stake rivets using Tool.



SERVICE DATA AND SPECIFICATIONS (S.D.S.)

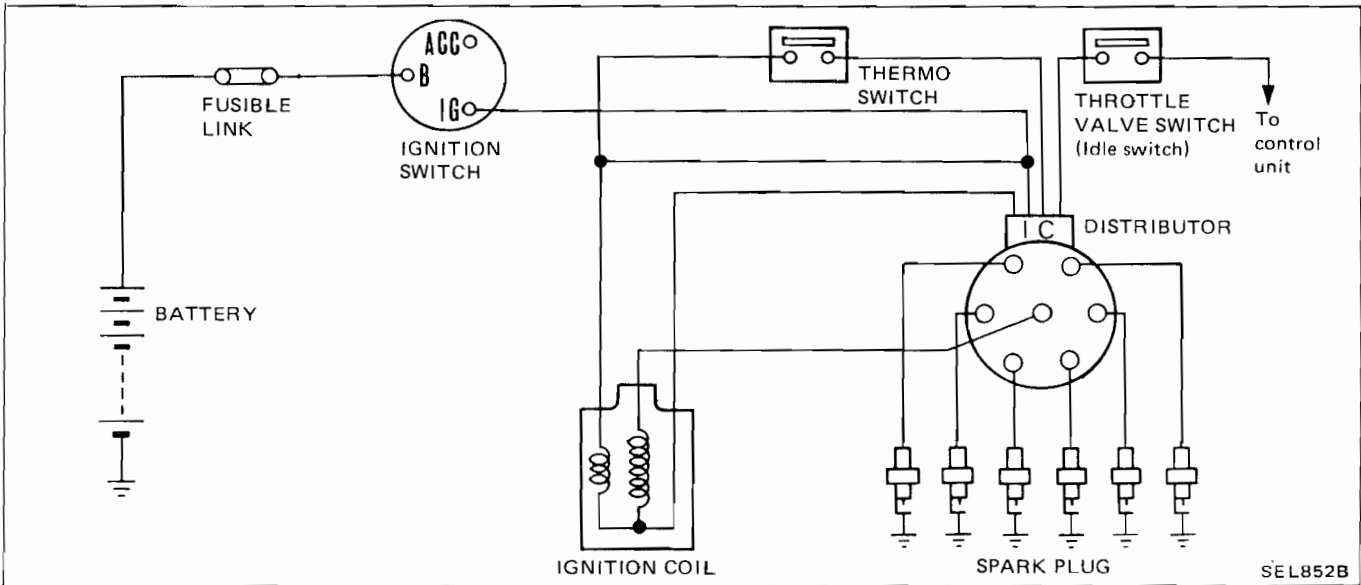
ALTERNATOR

Type	LR160-82B	LR170-02B	
Applied model	Not equipped with turbocharger	Equipped with turbocharger	
Nominal rating	V-A	12-60	12-70
Ground polarity	Negative		
Minimum revolution under no-load (When 14 volts is applied)	rpm		Less than 1,000
Hot output current	A/rpm	More than 50/2,500 More than 60/5,000	More than 50/2,500 More than 70/5,000
Pulley ratio	2.09		
Regulated output voltage	V	14.4 - 15.0	
Wear limit length of brush	mm (in)	More than 7 (0.28)	
Brush spring pressure	N (g, oz)	2,501 - 3,383 (255 - 345, 8.99 - 12.17)	
Slip ring outer diameter	mm (in)	More than 30 (1.18)	

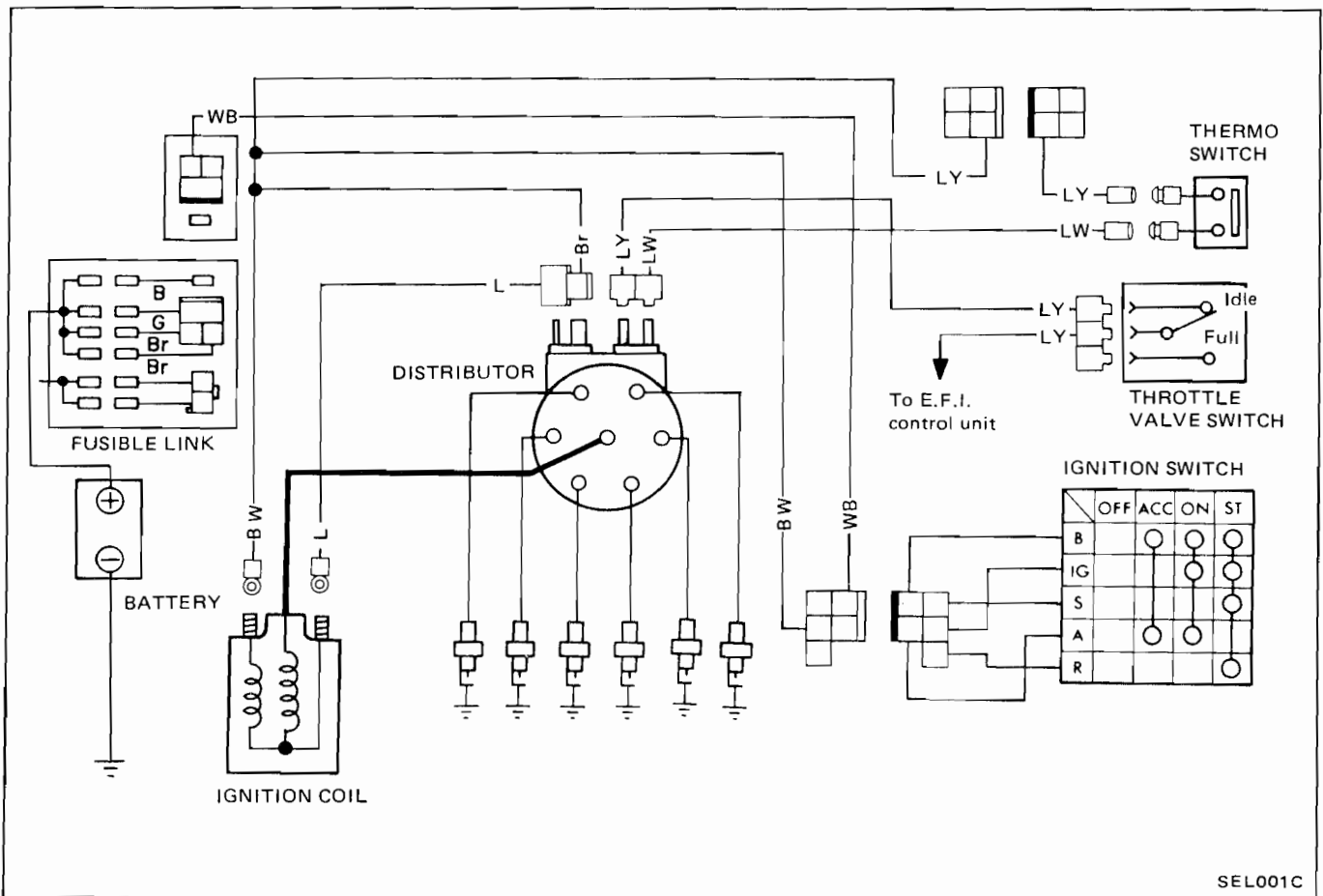
IGNITION SYSTEM

CAUTION: Before starting to work, be sure to turn ignition switch "OFF" and then disconnect battery ground cable.

MODELS NOT EQUIPPED WITH TURBOCHARGER SCHEMATIC



WIRING DIAGRAM



CHECKING PROCEDURE**“No-start” condition****Sparking performance check**

1. Turn ignition switch to “OFF” position.
2. Disconnect EFI fusible link connector.

CAUTION:

Before disconnecting EFI fusible link connector, ensure that ignition switch is in “OFF” position.

3. Disconnect cold start valve harness connector.
4. Disconnect high tension cable from distributor.
5. Keeping high tension cable end 4 to 5 mm (0.16 to 0.20 in) away from engine block, rotate starter motor and check whether sparks occur across the clearance.

« JUDGMENT »

- Sparks occur.
IC ignition system O.K.
In this case, IC ignition system and component parts need not be checked beyond this.
- No spark occurs on sparks are intermittent
IC ignition system N.G.
Proceed with tests below.

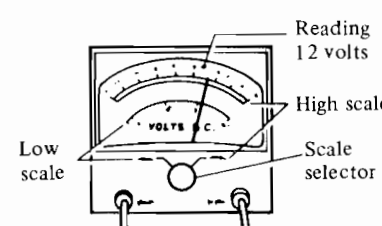
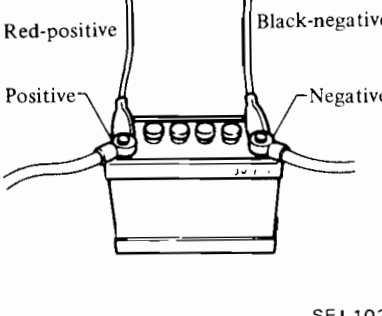
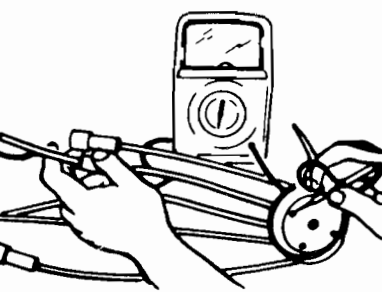
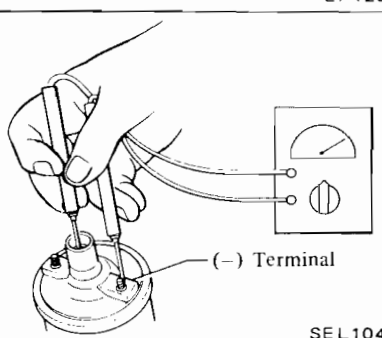
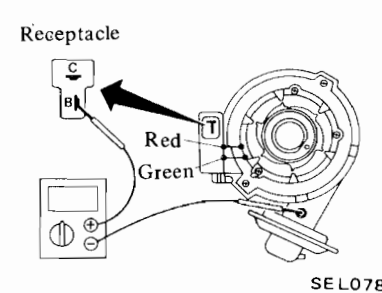
Manual testing of IC ignition system using a voltmeter

IC Ignition System is best checked using J-26350 Transistor Ignition Analyzer. However, if an analyzer is not available, a volt-ohm-milliammeter (V.O.M.) may be used to diagnose transistor ignition malfunctions. While this method requires more time, it can nevertheless provide accurate results. Follow the steps in the sequence

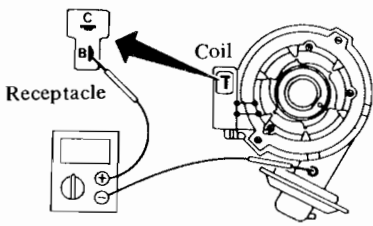
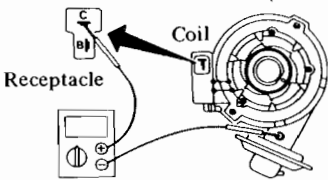
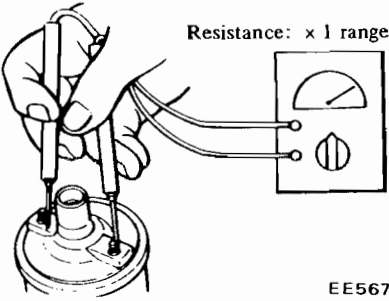
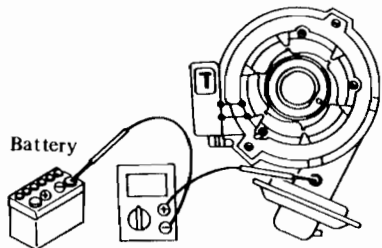
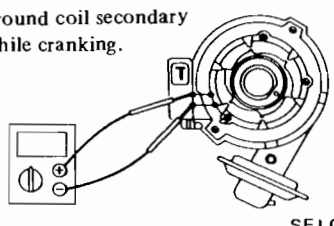
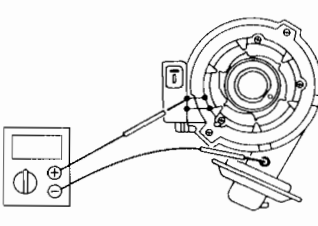


indicated. If a fault is found, correct the problem before continuing. If all tests indicate “OK” replace the IC Ignition Unit. **DO NOT REPLACE THE UNIT UNTIL ALL TESTS HAVE BEEN COMPLETED AND INDICATE “OK”.**

1. When performing the following tests, use a multimeter which can measure accurately in the following ranges; 0 to 20V. D.C.; 0 to 1,000 Ω ; 0 to 10V A.C.; 0 to 50,000 Ω .
2. If possible, start the vehicles and let it run for 5 to 15 minutes with the hood closed. This will bring all components to normal operating temperature, and will make it easier to diagnose intermittent problems.
3. It is not necessary to disconnect the harness connectors when performing the tests which follow. Simply insert the meter probes into the back of appropriate connector cavity.

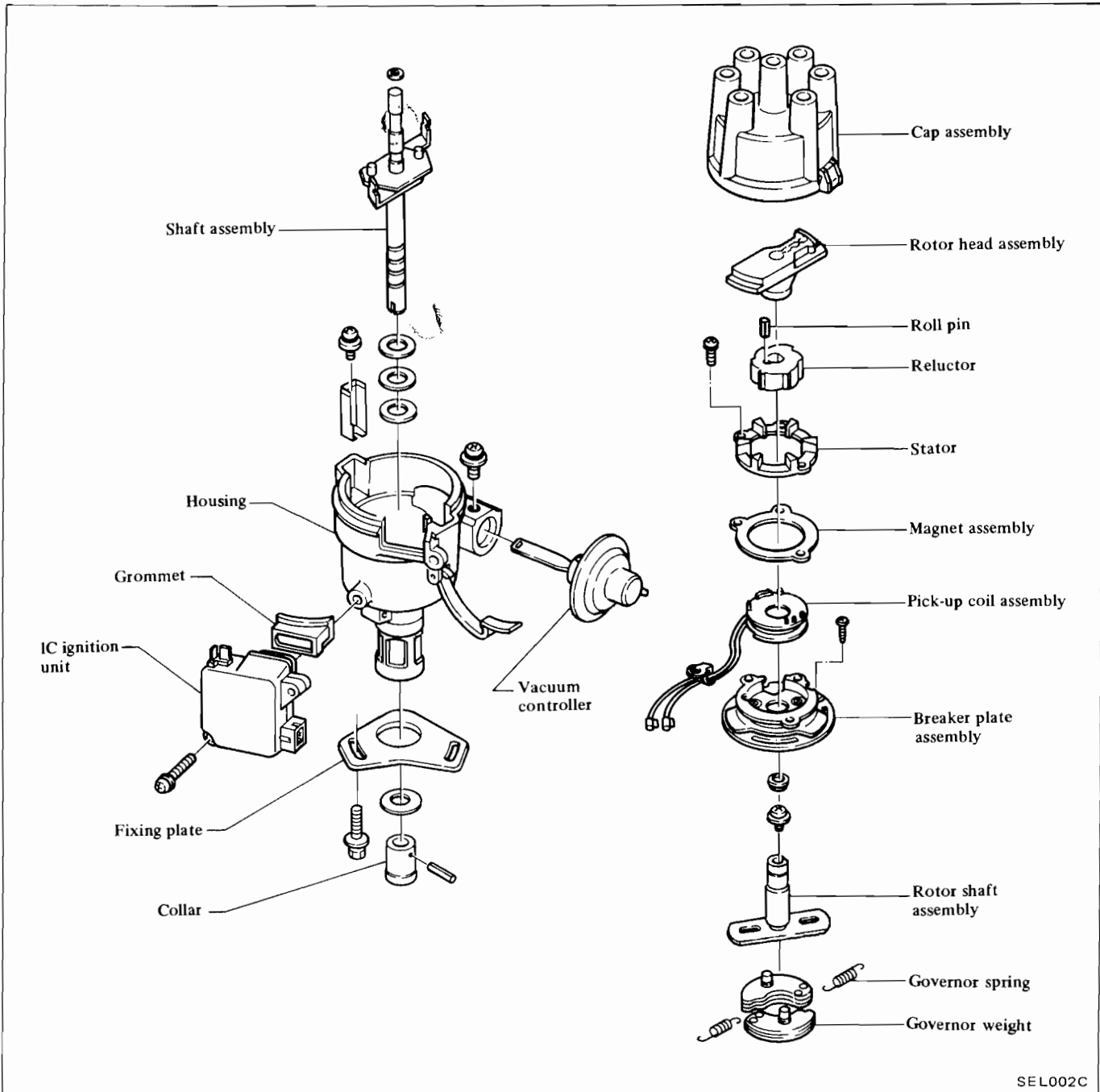
IC IGNITION SYSTEM TROUBLE-SHOOTING

TEST	TEST METHOD	CONDITIONS	RESULT	ACTION
1. Battery Voltage (no load)		1. Ignition key in "OFF" position. 2. Connect voltmeter as illustrated and set to appropriate scale. 3. Read and record battery voltage reading. Battery voltage	11.5 - 12.5 volts	Proceed to Step 2.
			Below 11.5 volts	Battery, charging system or starting system – Faulty. Refer to applicable sections in Service Manual to correct the situation.
2. Battery Cranking Voltage		1. Connect voltmeter as illustrated and set to appropriate scale. 2. Remove coil wire from distributor cap and ground it. 3. Read voltmeter while cranking engine for approximately 15 seconds. 4. Record voltage reading. Battery cranking voltage	Voltage reading greater than 9.6 volts	Battery O.K. Proceed to Step 3.
			Voltage reading less than 9.6 volts	Battery, charging system or starting system – Faulty. Refer to applicable sections in Service Manual to correct the situation.
3. Secondary Wiring		1. Connect ohmmeter as illustrated and measure the resistance of each high tension cable.	Resistance readings less than 30,000 ohms	Distributor cap and high tension cables – O.K. Proceed to Step 4.
			Resistance readings greater than 30,000 ohms	Replace high tension cable(s) and/or distributor cap as required.
4. Ignition Coil Secondary Circuit		1. Ignition key in "OFF" position. 2. Coil wire removed from coil. 3. Connect ohmmeter as illustrated.	8,200 - 12,400 ohms	Ignition coil secondary windings – O.K. Proceed to Step 5.
			Resistance reading not between 8,200 - 12,400 ohms	Faulty ignition coil – replace
5. Power Supply Circuit		1. Connect voltmeter as illustrated and set to appropriate scale. 2. Turn ignition key to "ON" position.	11.5 - 12.5 volts	Proceed to Step 6.
			Below 11.5 volts	Check wiring from ignition switch to IC unit.

(Continued next page)

TEST	TEST METHOD	CONDITIONS	RESULT	ACTION
6. Power Supply Circuit (Cranking)	Ground coil output wire while performing test. 	1. Connect voltmeter as illustrated and set to appropriate scale. 2. Pull out coil wire from distributor cap and ground it. 3. Turn key to "START" position and observe voltmeter while engine is cranking.	Voltage reading is less than 1 volt below battery cranking voltage and is greater than 8.6 volts	Proceed to Step 7.
			Voltage reading is more than 1 volt below battery cranking voltage and/or is below 8.6 volts.	Check ignition switch and wiring from switch to IC unit.
7. Ignition Primary Circuit		1. Connect voltmeter as illustrated and set to appropriate scale. 2. Ignition key in "ON" position.	11.5 - 12.5 volts	Proceed to Step 9.
			Below 11.5 volts	Proceed to Step 8.
8. Ignition Coil Primary Circuit	Resistance: x 1 range 	1. Ignition key in "OFF" position. 2. Coil wire removed from coil. 3. Connect ohmmeter as illustrated.	0.84 - 1.02 ohms	Ignition coil primary winding O.K. Check ignition switch and wiring from ignition switch to coil and IC unit.
			Resistance reading not between 0.84 - 1.02 ohms.	Faulty ignition coil – replace.
9. I.C. Unit Ground Circuit		1. Connect voltmeter as illustrated and set to appropriate scale. 2. Pull out coil wire from distributor cap and ground it. 3. Turn key to "START" position and observe voltmeter while engine is cranking.	0.5 volts or less More than 0.5 volts	Proceed to Step 10. Check distributor ground, wiring from chassis ground to battery including battery cable connections.
10. Pick-up Coil Resistance	Ground coil secondary while cranking. 	1. Engine is at, or above, normal operating temperature. 2. Ignition key in "OFF" position. 3. Connect ohmmeter as illustrated and set to appropriate scale.	Approximately 400 ohms	Proceed to Step 11.
			Ohmmeter reading substantially exceeds or falls below the 400 ohms specifications.	Check pick-up coil and wiring to it.
11. Pick-up Coil Output	Ground coil secondary while cranking. 	1. Engine is at or above normal operating temperature. 2. Connect voltmeter and set to the low a.c. volt scale (0 - 5). 3. Turn key to "START" position and observe the needle movement while the engine is cranking.	Needle wavers 	If "No Spark" condition still exists – replace IC ignition unit.
			Needle steady 	Check physical condition of pick-up coil and reluctor. Check wiring and connections between pick-up coil and IC ignition unit.

DISTRIBUTOR (IC type)



SEL002C

CHECKING AND ADJUSTMENT

Cap and rotor head

Check cap and rotor head for dust, carbon deposits and cracks.

Advance mechanisms

Specifications

Refer to S.D.S.

Vacuum advance mechanism mechanical parts

1. Check vacuum inlet for signs of leakages at its connection.
2. Check vacuum diaphragm for air leak.

If leak is found, replace vacuum controller assembly.

3. Inspect breaker plate for smooth moving.

If plate does not move smoothly, this condition could be due to sticky

steel balls or pivot. Apply grease to steel balls or, if necessary, replace breaker plate as an assembly.

Centrifugal advance mechanical parts

When cause of engine malfunction is traced to centrifugal advance mechanical parts, use distributor tester to check its characteristics.

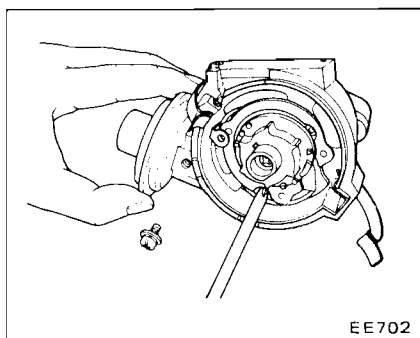
If nothing is wrong with its characteristics, conceivable causes are faulty or abnormal wear of driving part or others. So do not disassemble it.

In the event of improper characteristics, check closely rotor shaft assembly, governor weight and shaft.

If any of the above parts are malfunctioning, replace the parts.

DISASSEMBLY

1. Take off cap and rotor head.
2. Remove IC ignition unit.
3. Remove stator and magnet.
4. Remove vacuum controller.

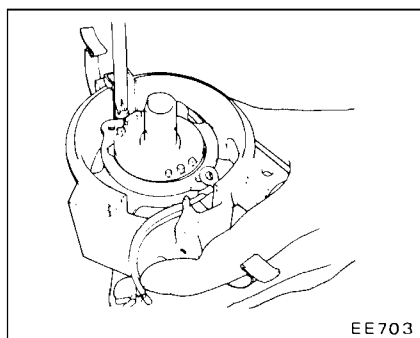


5. Using two pry bars or suitable puller, pry reluctor from shaft.

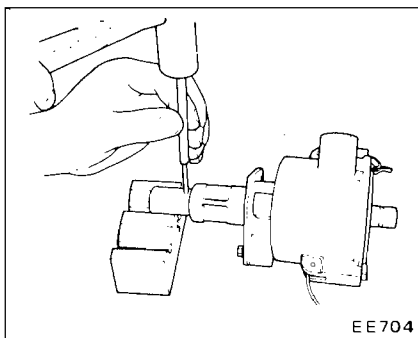
CAUTION:

When removing reluctor, be careful not to distort or damage the teeth.

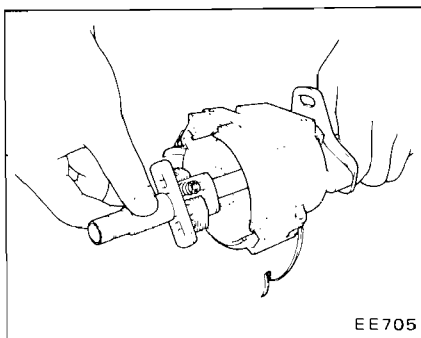
6. Remove roll pin.
7. Remove pick-up coil assembly.
8. Remove breaker plate assembly.



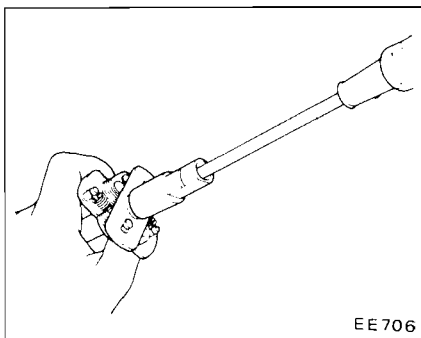
9. Punch knock pin out and remove pinion.



10. Remove rotor shaft and drive shaft assembly.



11. Mark rotor shaft and drive shaft. Remove packing from the top of rotor shaft and unscrew rotor shaft setscrew. Remove rotor shaft.



12. Mark one of the governor springs and its bracket. Also mark one of the governor weights and its pivot pins.

13. Carefully unhook and remove governor springs.

14. Remove governor weights. Apply grease to governor weights, after disassembling.

ASSEMBLY

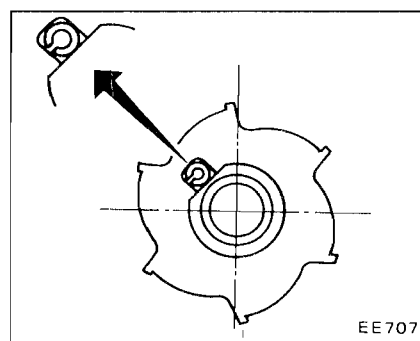
To assemble, reverse the order of disassembly. Carefully observe the following instruction.

CAUTION:

Before installing IC ignition unit, make sure mating surfaces of IC ignition unit and distributor are clean and free from dust, sand and moisture.

1. Align match marks so that parts are assembled to their original positions.

2. Ensure that reluctor is properly oriented when installing on shaft. Always drive in new roll pin as shown in Figure.



3. When installing pinion on shaft, be sure to install pinion gear correctly to position where it was installed.

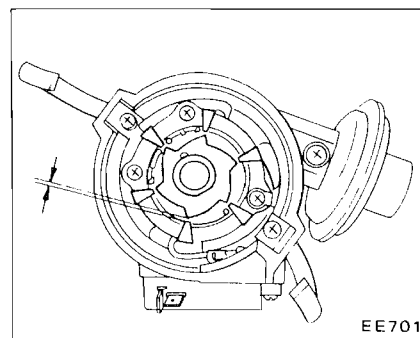
4. Apply grease to the top of rotor shaft as required.

5. Check the operation of governor before installing distributor on engine.

6. properly center stator and reluctor before tightening.

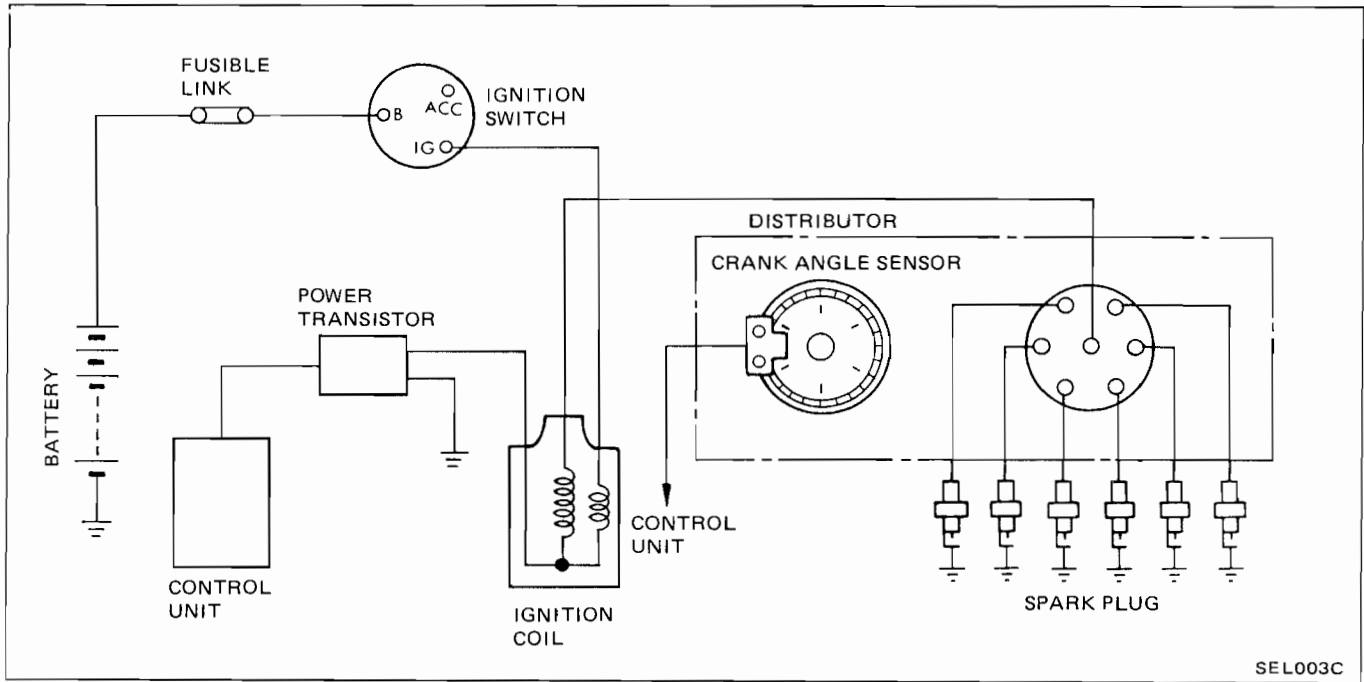
Standard air gap:

0.3 - 0.5 mm
(0.012 - 0.020 in)

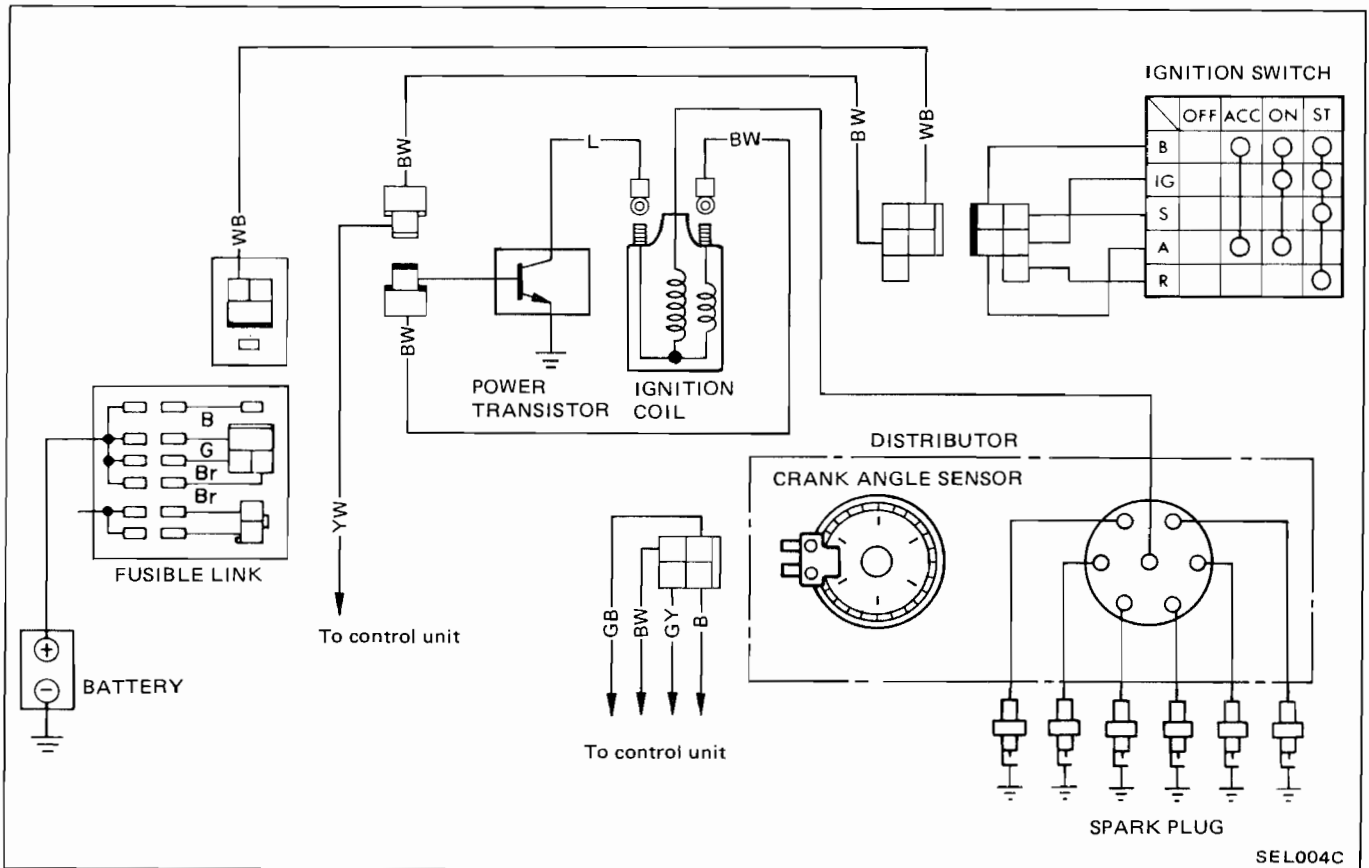


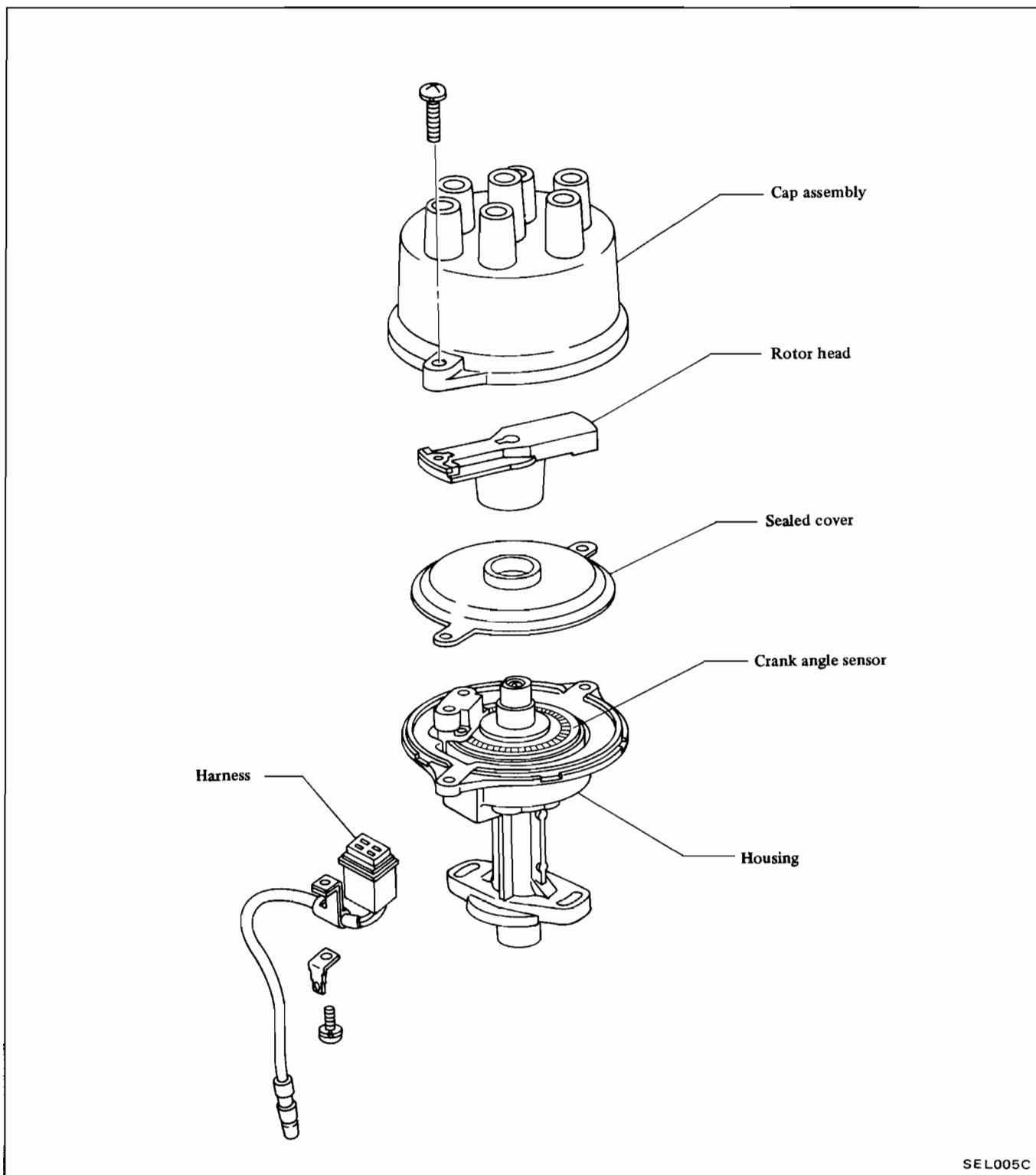
7. Adjust ignition timing after distributor is installed on engine.

MODELS EQUIPPED WITH TURBOCHARGER SCHEMATIC



WIRING DIAGRAM



DISTRIBUTOR**CHECKING****Cap and rotor head**

Check cap and rotor head for dust, carbon deposits and cracks.

DISASSEMBLY

Cap, sealed cover, rotor head, housing and harness can be disassembled (but not crank angle sensor).

SERVICE DATA AND SPECIFICATIONS (S.D.S.)

DISTRIBUTOR

Type	D6K82-01	D6P81-02
Applied model	Without turbocharger	With turbocharger
Rotor head type	Without resistor	
Firing order	1 - 5 - 3 - 6 - 2 - 4	
Rotating direction	Counterclockwise	
Air gap mm (in)	0.3 - 0.5 (0.012 - 0.020)	—
Cap insulation resistance MΩ	More than 50	
Rotor head insulation resistance MΩ	More than 50	
Cap carbon point length mm (in)	10 (0.39)	
Vacuum advance [Distributor degree/ distributor kPa (mmHg, inHg)]	0°/15.3 (115, 4.53) 5°/22.7 (170, 6.69) 5°/26.7 (200, 7.87) 15°/40.0 (300, 11.81)	—
Centrifugal advance [Distributor degree/ distributor rpm]	0°/500 8.5°/1,400	—

IGNITION COIL

Type	CIT-43	E12-45
Applied model	Without turbocharger	With turbocharger
Primary voltage V	12	12
Primary resistance [at 20°C (68°F)] Ω	0.84 - 1.02	0.63 - 0.77
Secondary resistance [at 20°C (68°F)] KΩ	8.2 - 12.4	7.0 - 8.6

SPARK PLUG

Type	Standard	BPR6ES-11
	Hot	BPR4ES-11* BPR5ES-11*
	Cold	BPR7ES-11*
Size (Screw dia. x reach) mm (in)	14 x 19 (0.55 x 0.75)	
Plug gap mm (in)	1.0 - 1.1 (0.039 - 0.043)	

* : Optional

ELECTRICAL UNIT OF LIGHTING SYSTEM

CAUTION: Before starting to work, be sure to turn ignition switch "OFF" and then disconnect battery ground cable.

BULBS SPECIFICATIONS

Item	Wattage (W)	SAE trade number
Halogen head lamp	60/50	—
Front combination lamp Turn signal/Clearance	27/8	1157
Side marker lamp		
Front	3.4	158
Rear	3.4	158
Rear combination lamp		
Stop/Tail	27/8	1157
Turn	27	1156
Back-up	27	1156
License plate lamp	7.5	89
Interior lamp	10	—
Spot lamp	8	—
Door edge lamp	3	—
Step lamp	3.4	158
Luggage compartment lamp	5	—
Inspection lamp	8	—
Combination meter		
Illumination lamp	3.4	158
Warning lamp	3.4	158
Combination gauge		
Illumination lamp	2.7	161
Warning lamp	3.4	158
Ignition switch illumination lamp	1.4	—
Instrument console illumination lamp	1.4	—
Cigarette lighter illumination lamp	1.7	—
Heater (Air-con) control panel illumination lamp	1.7	—
Radio illumination lamp	2.5	—
Glove box lamp	3.4	—
Vanity mirror lamp	5	—
Cruise control switch lamp	1.4	—
Selector lever illumination lamp (A/T models)	2.7	161
Rear defroster indicator lamp	1.4	—

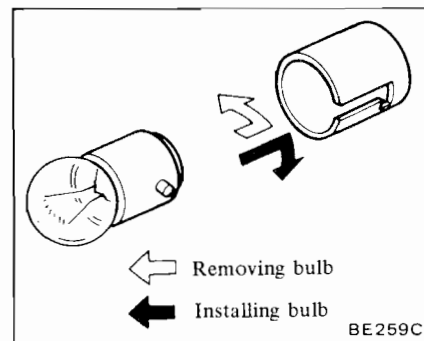
REMOVAL AND INSTALLATION

a. Before starting to work, be sure to turn ignition switch "OFF" and

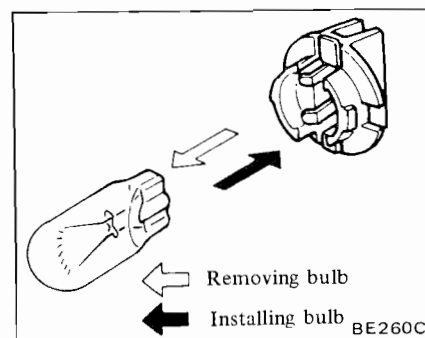
then disconnect battery ground cable.

b. Installation is in the reverse order of removal.

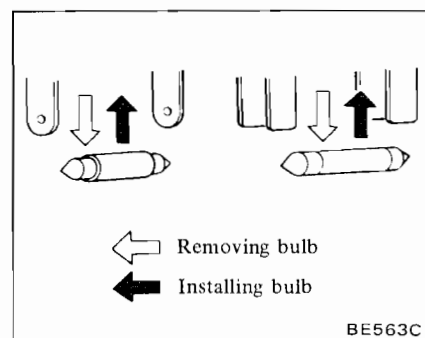
c. To replace bulb, push in on bulb, turn it counterclockwise and remove it from socket. Install new bulb in the reverse order of removal.



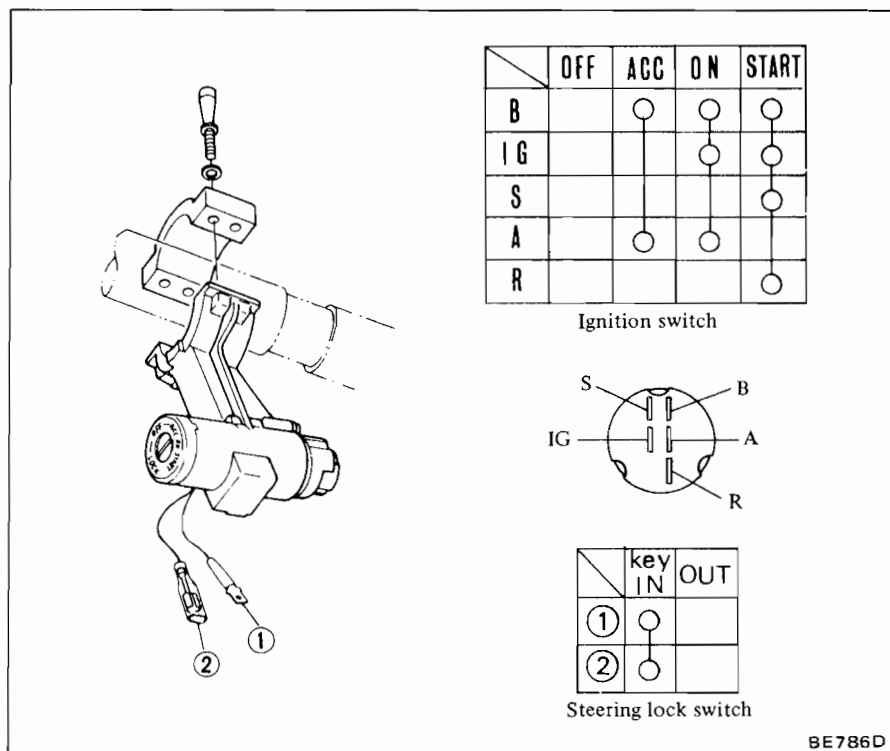
d. To replace wedge base type bulb, pull out bulb from socket. To install new bulb, push bulb into socket.



e. To replace bulb, pull out bulb from socket. To install new bulb, push bulb into socket.



IGNITION SWITCH



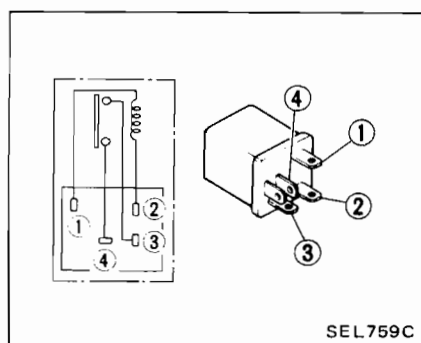
IGNITION RELAY AND ACCESSORY RELAY

REMOVAL AND INSTALLATION

1. Disconnect battery ground cable.

2. Remove instrument lower cover on the right side.
3. Remove glove box.
4. Remove connector bracket.
5. Disconnect harness connector.
6. Pull out relay from bracket.
7. Install relay in the reverse order of removal.

INSPECTION



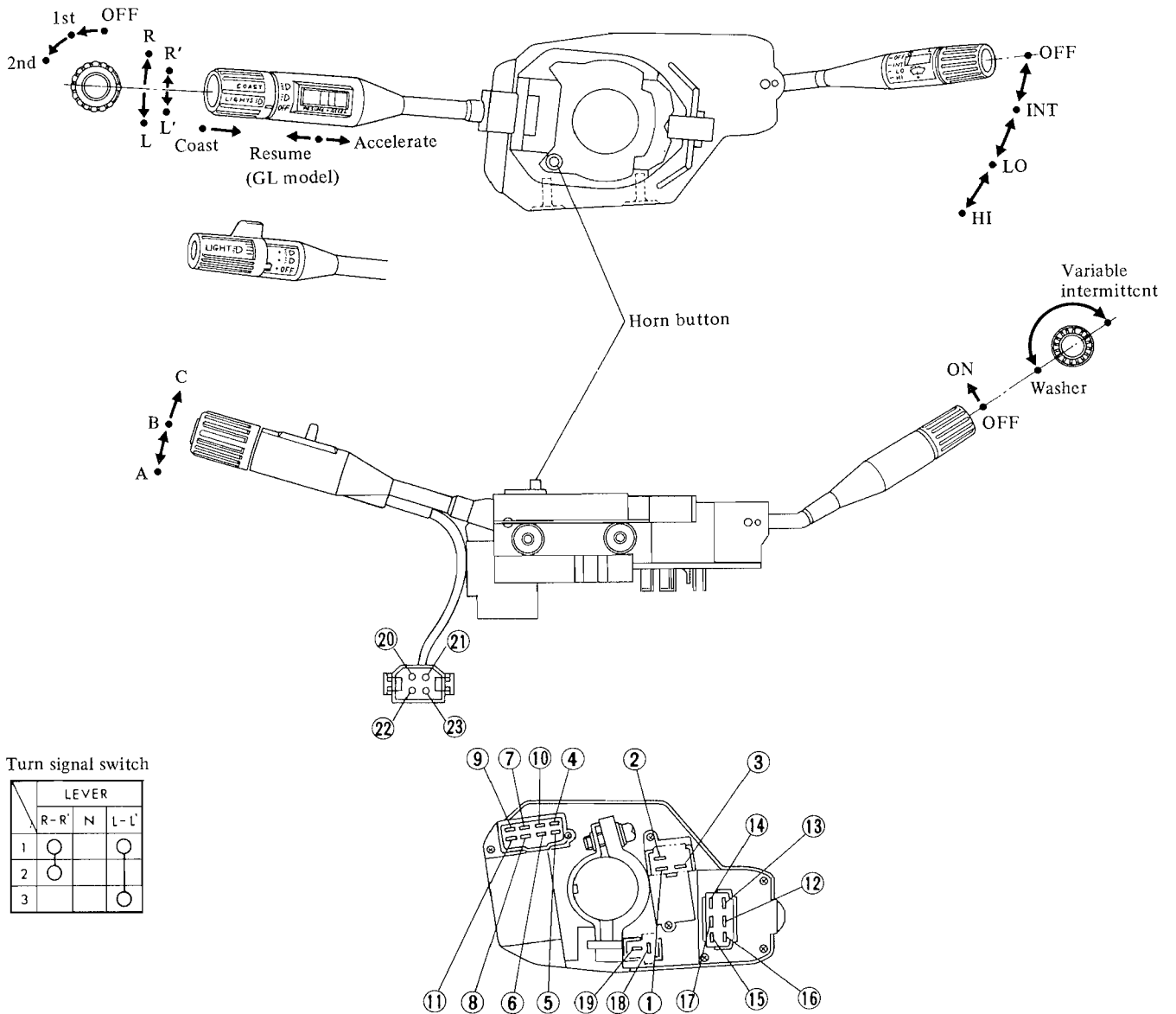
COMBINATION SWITCH

REMOVAL AND INSTALLATION

1. Disconnect battery ground cable.
2. Remove horn pad.
3. Remove steering wheel.
4. Remove steering column cover.
5. Disconnect combination switch wires at connector.
6. Loosen retaining screw and remove combination switch assembly.
7. Install combination switch in the reverse order of removal.

INSPECTION

Test continuity through switch with a test lamp or ohmmeter.



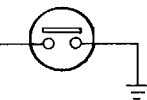
Turn signal switch

	LEVER		
	R-R'	N	L-L'
1	○		○
2			
3			○

Lighting switch

	OFF			1ST			2ND			HORN
	A	B	C	A	B	C	A	B	C	
	4									
5			○							
6										
7			○							
8										
9										
10										
11										

Horn button



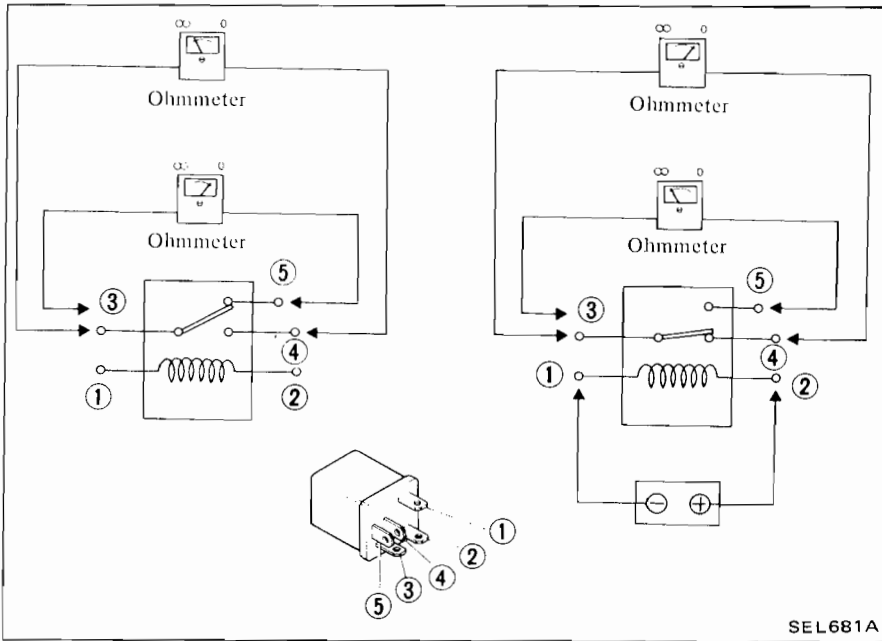
Wiper switch

	WIPER				WASH
	OFF	INT	LO	HI	
	12				
13	○	○			
14	○	○	○		
15		○	○	○	
16		○	○	○	
17	○	○			○

A.S.C.D. set switch

	COAST	RESUME	ACCELERATE
20	○		
21	○	○	
22		○	
23			○

LIGHTING RELAY INSPECTION



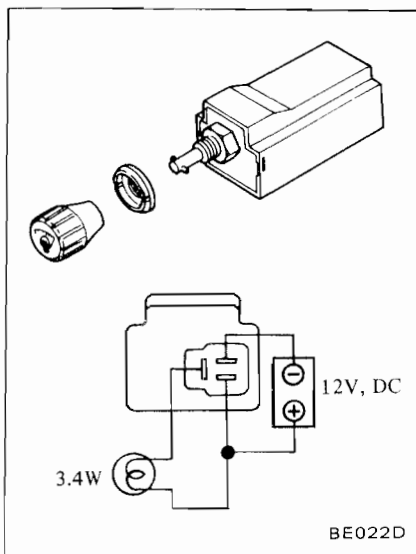
Before making headlamp aiming adjustment, observe the following instructions.

- Keep all tires inflated to correct pressures.
- Place car and tester on one and same flat surface.
- See that there is no load in car (coolant, engine oil filled up to correct level and full fuel tank) other than the driver (or equivalent weight placed in driver's position).

When performing headlamp aiming adjustment, use an aiming machine, aiming wall screen or headlamp tester. For operating instructions of any aimer, it should be in good repair, calibrated and used according to respective operation manuals supplied with the unit.

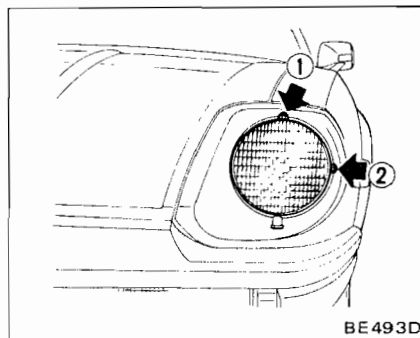
If any aimer is not available, aiming adjustment can be done as follows: Turn headlamp low beam on.

ILLUMINATION CONTROL RHEOSTAT INSPECTION

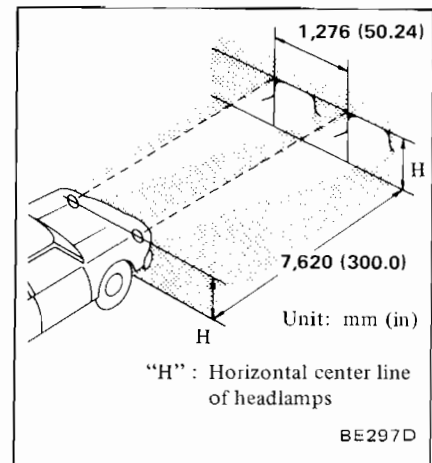


AIMING ADJUSTMENT

To adjust vertical aim, use adjusting screw on upper side of headlamp; and to adjust horizontal aim, use adjusting screw on side of headlamp.



- Vertical adjustment
- Horizontal adjustment



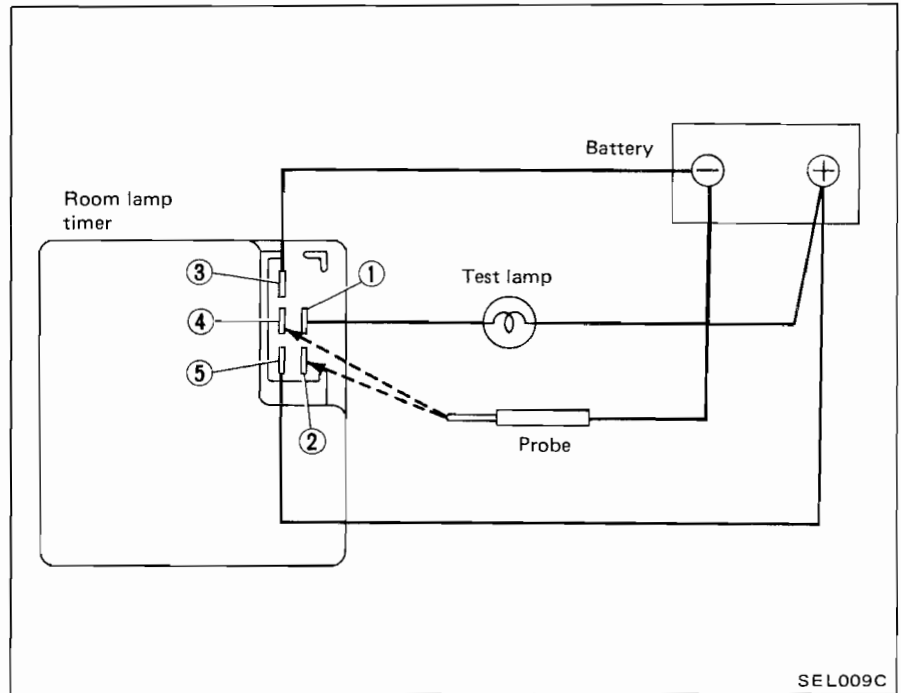
- Adjust headlamps so that upper edge of hot spot is equal in height to headlamp height and left edge of hot spot is equal in height to each center line of headlamps.
- Dotted lines in illustration show center of headlamp.

ROOM LAMP TIMER

Room lamp timer is located inside of left dash side finisher.

INSPECTION

1. Connect test lamp and test lead as shown in figure on the right.
2. Contact probe to terminal ② for 2 to 3 seconds.
3. When probe is released, test lamp comes on and diminishes in two seconds and goes out in approximately eight seconds.
4. Contact probe to terminal ④ for 2 to 3 seconds.
5. When probe is contacted, test lamp comes on. When probe is released, test lamp diminishes in two seconds and goes out in approximately eight seconds.



ELECTRICAL UNIT OF SIGNAL SYSTEM

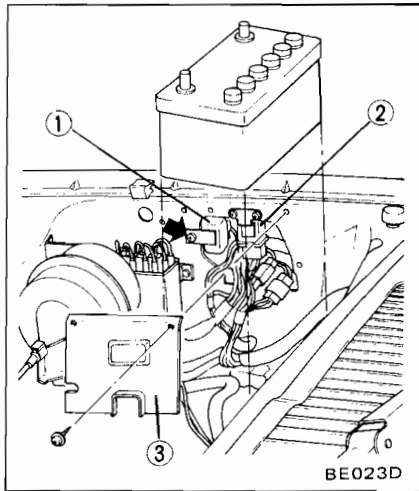
CAUTION: Before starting to work, be sure to turn ignition switch "OFF" and then disconnect battery ground cable.

TURN SIGNAL SWITCH

Refer to Combination Switch.

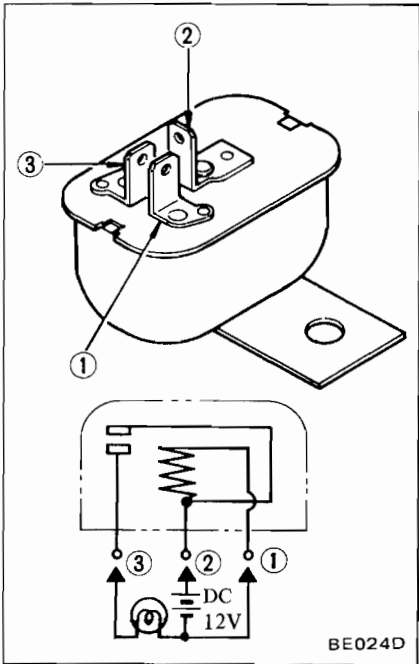
HORN RELAY

REMOVAL AND INSTALLATION



- 1 Horn relay
- 2 E.F.I. relay
- 3 Relay cover

INSPECTION

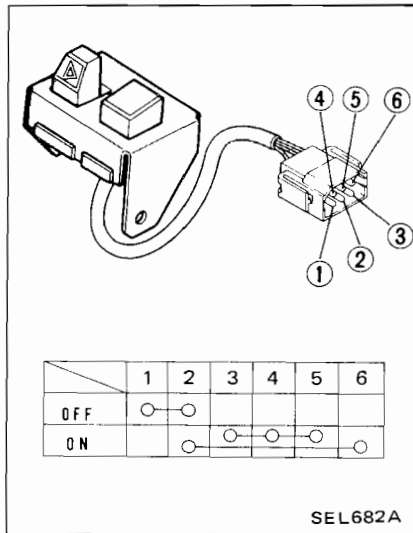


HAZARD SWITCH

REMOVAL AND INSTALLATION

1. Disconnect battery ground cable.
2. Remove instrument lower cover on the left side.
3. Remove upper steering column cover.
4. Disconnect harness connector, and then remove retaining screw.
5. Install hazard switch in the reverse order of removal.

INSPECTION



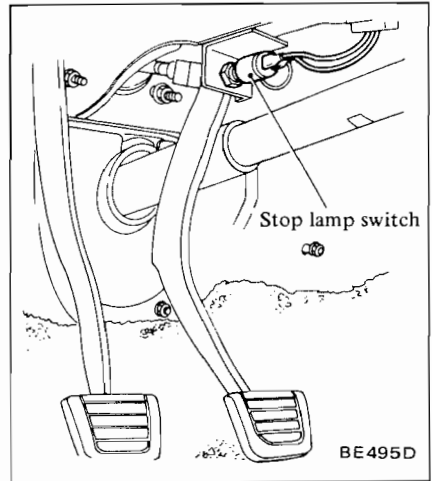
	1	2	3	4	5	6
OFF	○	○				
ON		○	○	○	○	○

STOP LAMP SWITCH

REMOVAL AND INSTALLATION

1. Disconnect battery ground cable.
2. Remove instrument lower cover and assist floor nozzle.

3. Disconnect lead wires at connectors.
4. Loosen lock nut. Switch assembly can then be taken out by rotating switch.
5. Install in the reverse order of removal.



INSPECTION

Test continuity through stop lamp switch with a test lamp or ohmmeter.

When plunger is pressed into switch assembly, stop lamp switch contacts are open. Contacts are closed when plunger is projected.

BACK-UP LAMP SWITCH

Back-up lamp switch is installed on transmission.

INSPECTION

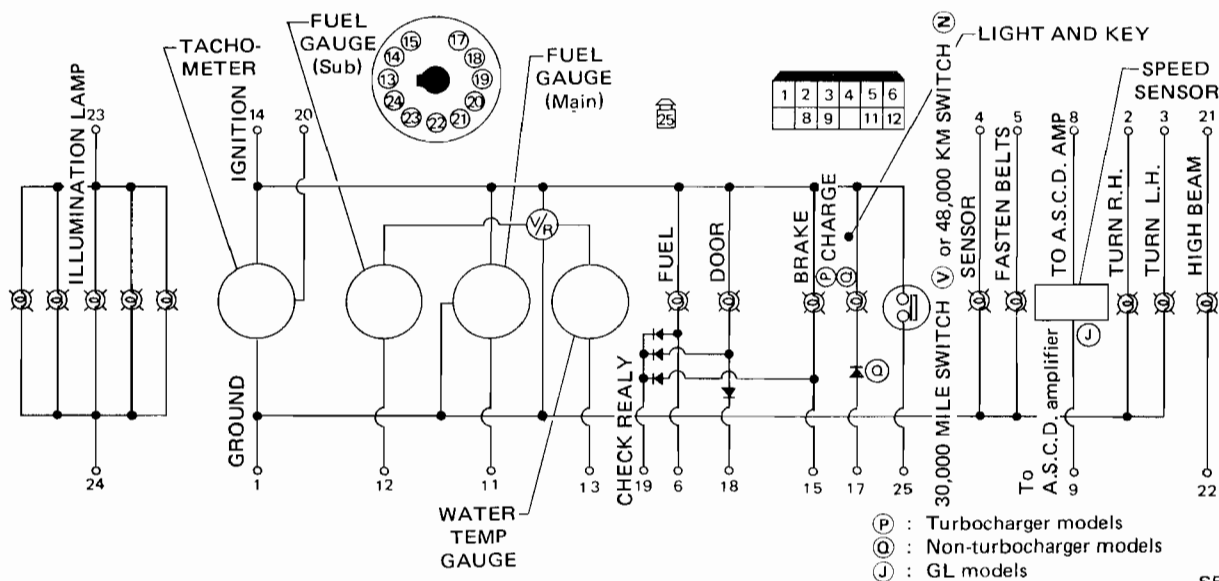
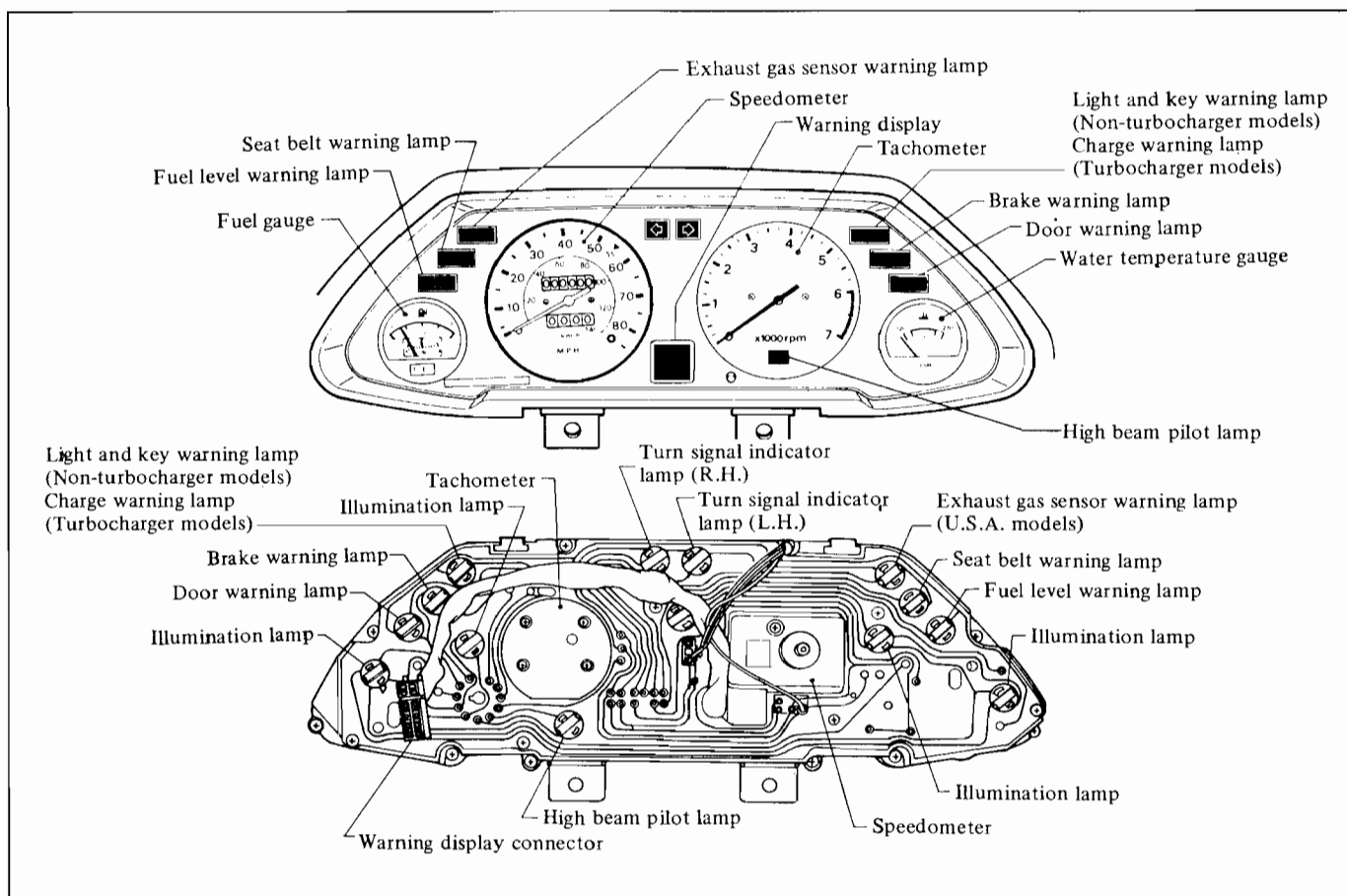
When transmission lever is in "R" position, there should be continuity between two terminals.

METERS AND GAUGES

CAUTION: Before starting to work, be sure to turn ignition switch "OFF" and then disconnect battery ground cable.

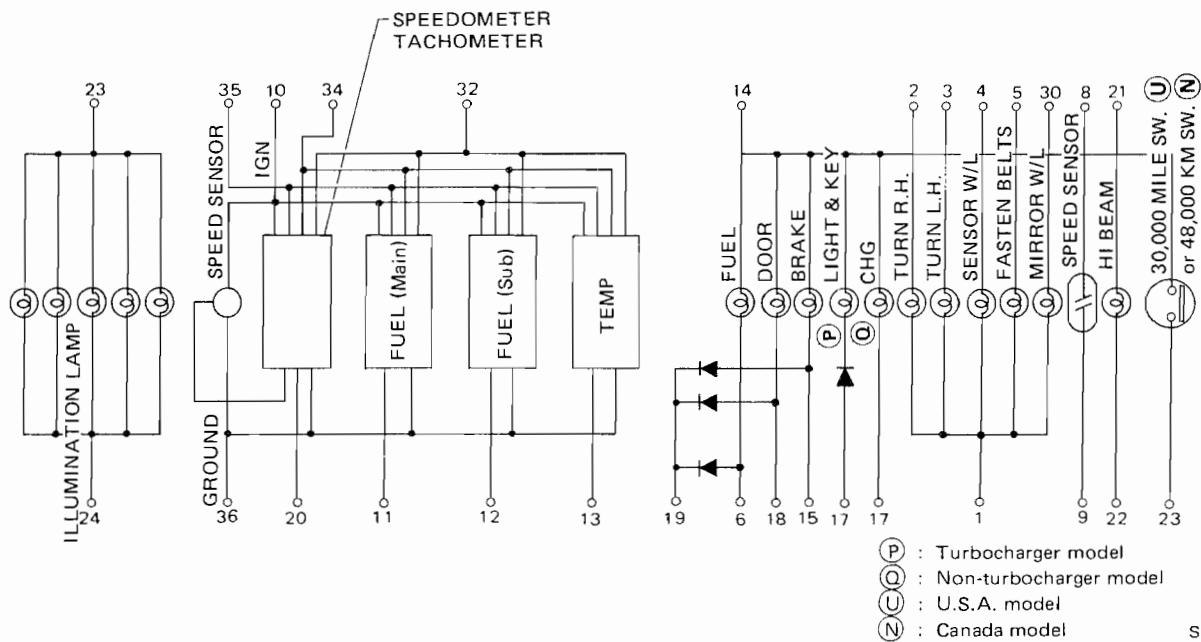
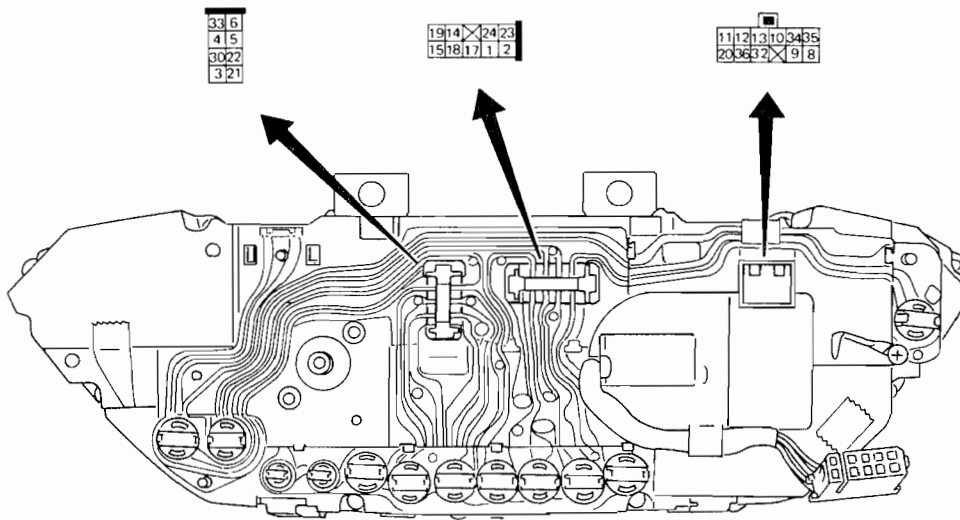
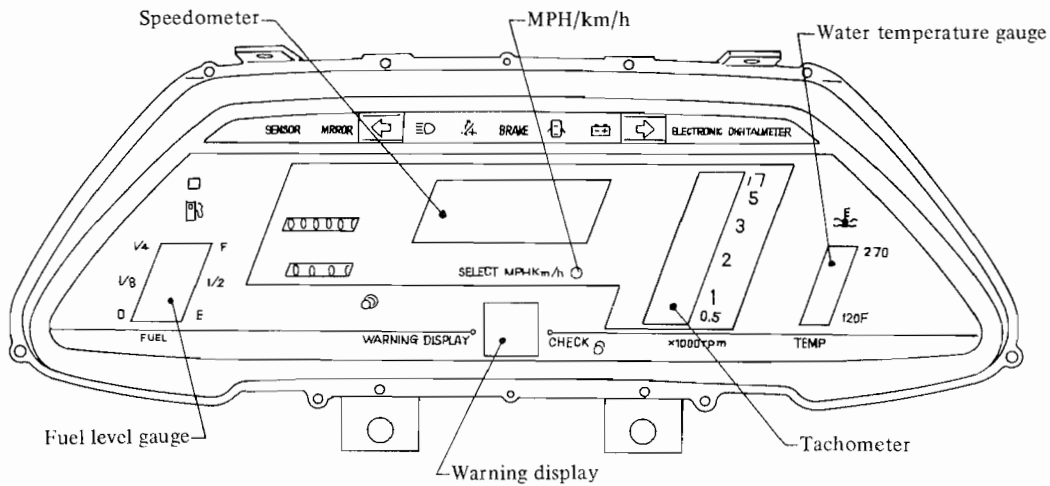
COMBINATION METER

EXCEPT DIGITAL METER



SEL761C

DIGITAL METER

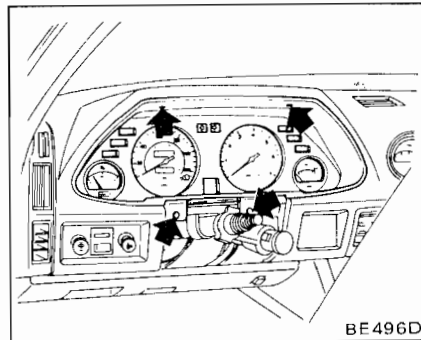


SEL762C

REMOVAL AND INSTALLATION

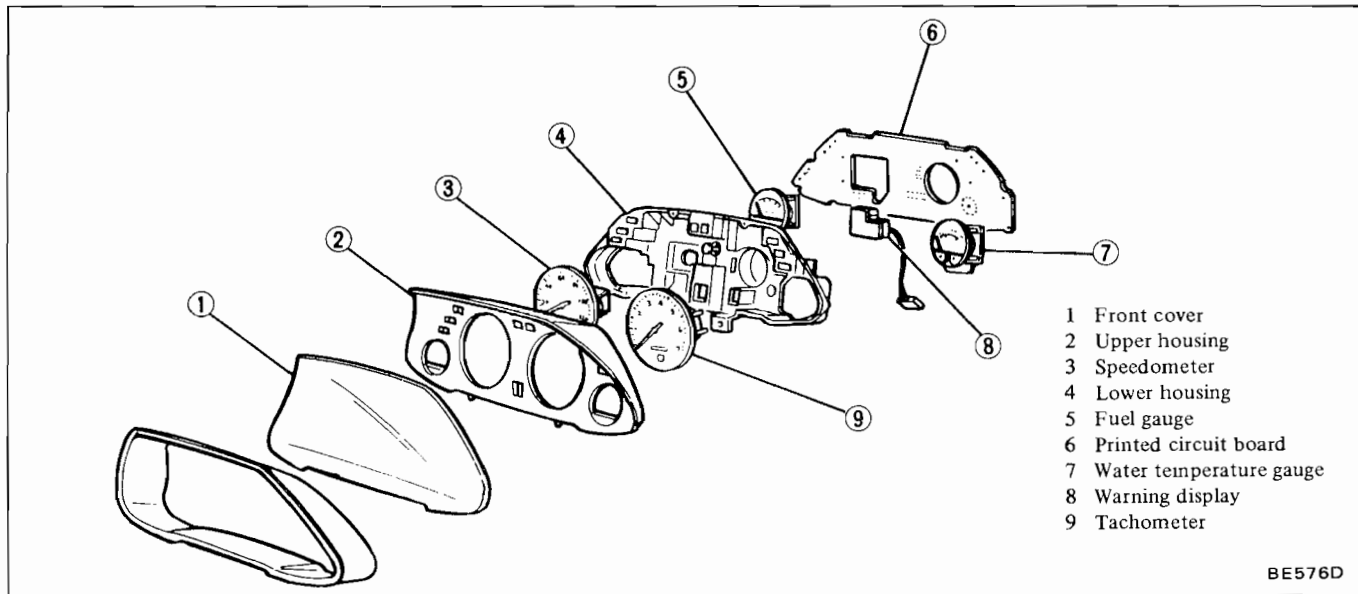
1. Disconnect battery ground cable.
2. Remove steering wheel.
3. Remove steering column cover.
4. Remove instrument lower cover on left side.
5. Disconnect speedometer cable at intermediate connection.

6. Remove combination switch.
7. Remove combination retaining screws.
8. Carefully pull out combination meter and disconnect connector whose leads are connected to combination meter.
9. Install combination meter in the reverse order of removal.

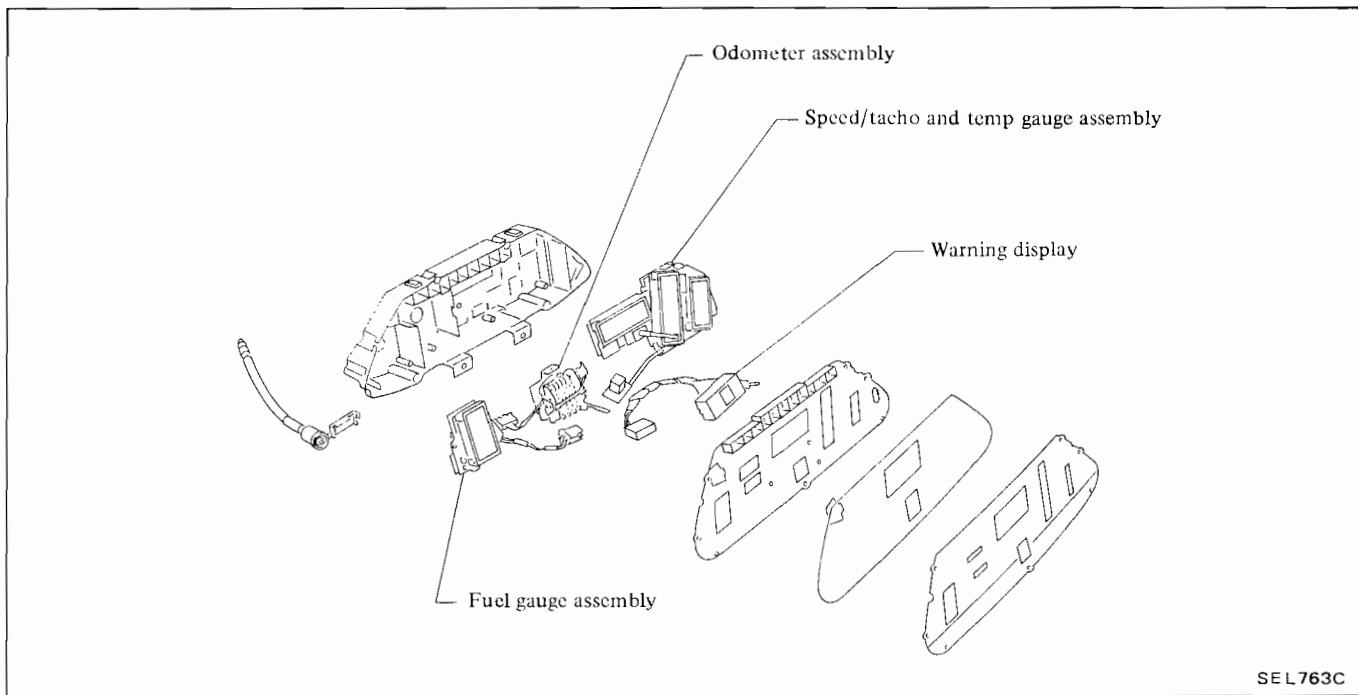


DISASSEMBLY AND ASSEMBLY

Except digital meter

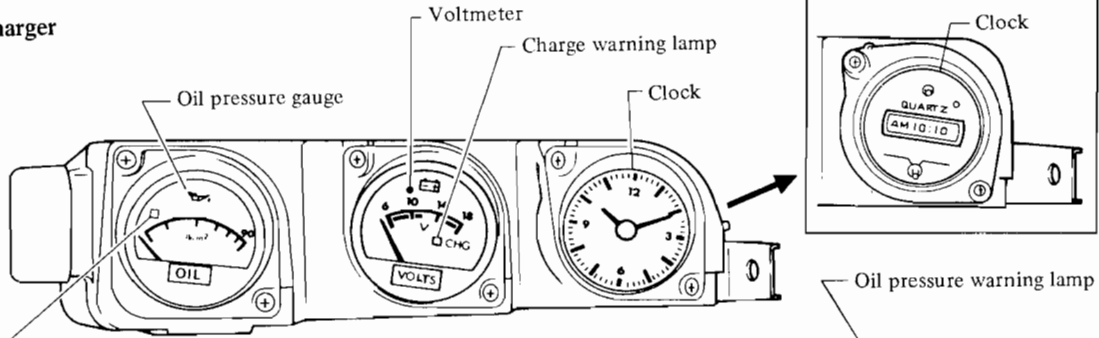


Digital meter

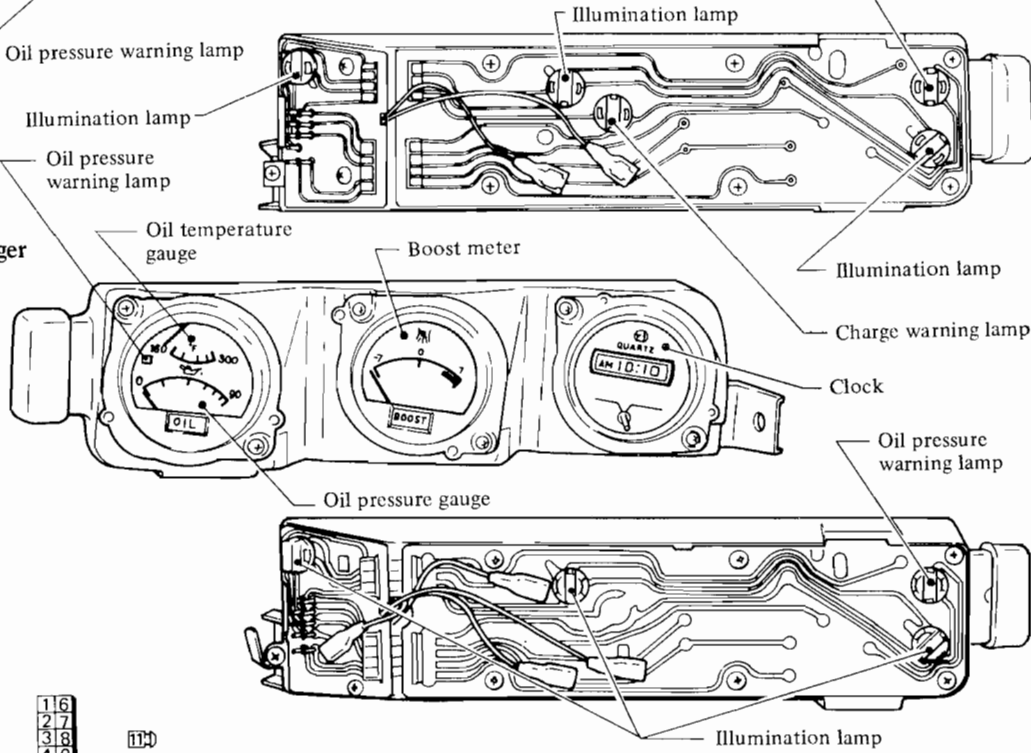


COMBINATION GAUGE

Non-turbocharger models



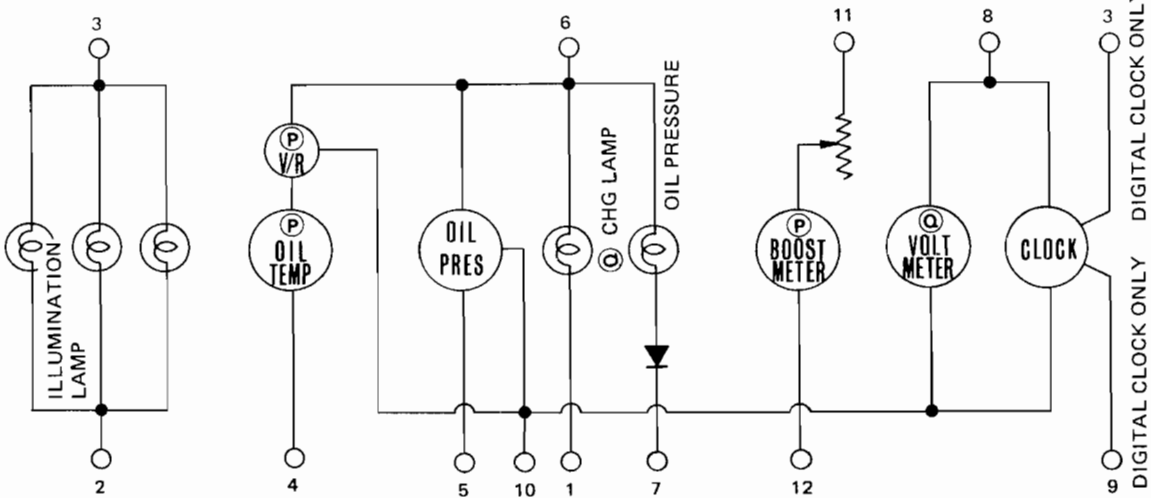
Turbocharger models



- 1 16
- 2 27
- 3 38
- 4 39
- 5 10

- 11
- 12

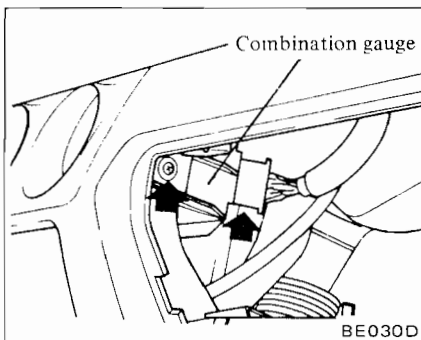
- (P) : Turbocharger model
- (Q) : Non-turbocharger model



SEL764C

REMOVAL AND INSTALLATION

1. Disconnect battery ground cable.
2. Remove glove box. Refer to Glove Box (Section BF) for removal.
3. Disconnect instrument harness connector and remove screw retaining combination gauge.



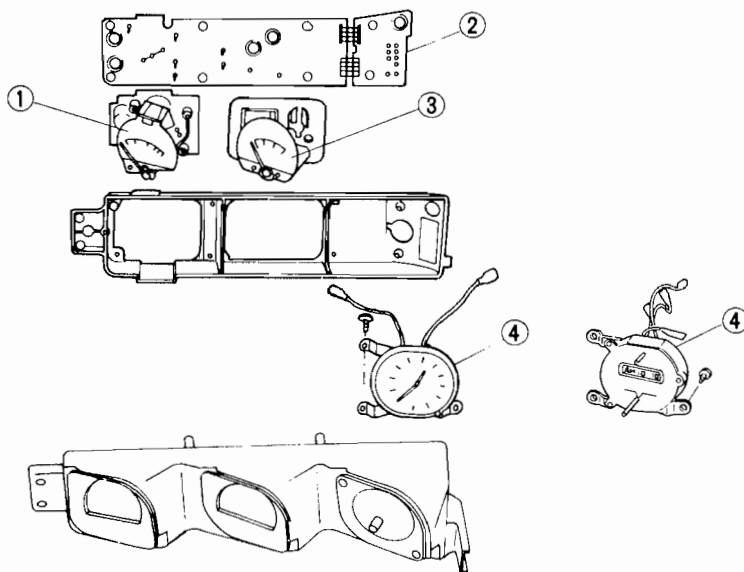
4. Pull out on combination gauge toward glove box while pushing out toward front of car.
5. Install combination gauge in the reverse order of removal.

CAUTION:

- a. Exercise care so as not to damage printed circuit.
- b. Be careful not to break clock knob.

DISASSEMBLY AND ASSEMBLY

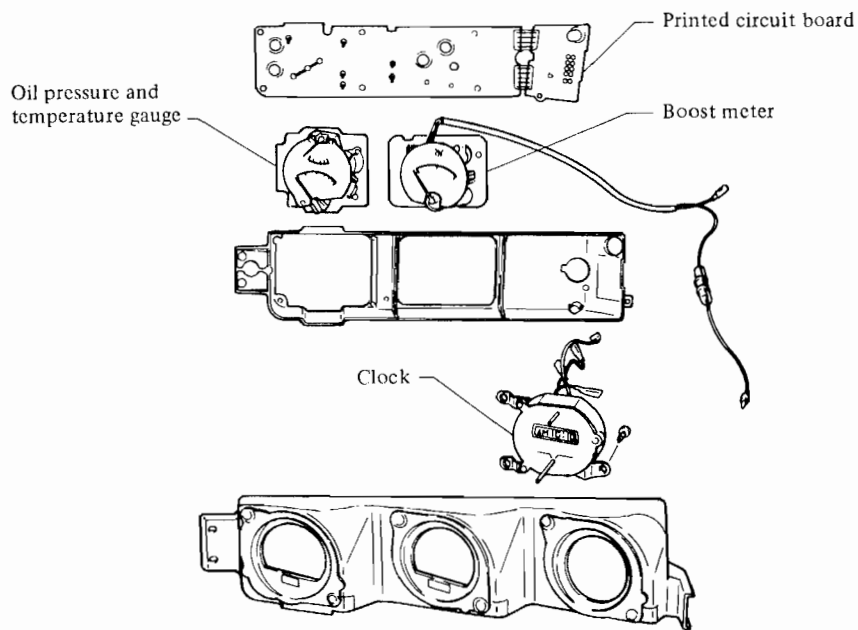
Non-turbocharger models



- 1 Oil pressure gauge
- 2 Printed circuit board
- 3 Voltmeter
- 4 Clock

SEL765C

Turbocharger models



SEL269B

WARNING SYSTEM

CAUTION: Before starting to work, be sure to turn ignition switch "OFF" and then disconnect battery ground cable.

WATER TEMPERATURE INDICATOR SYSTEM

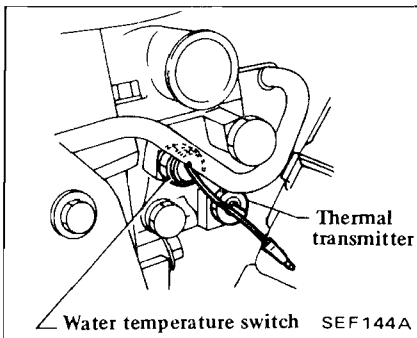
REPLACEMENT

Gauge

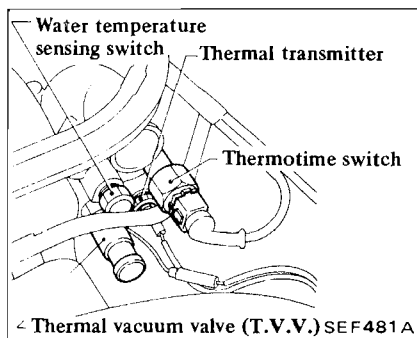
Refer to Combination Gauge.

Thermal transmitter

Turbocharger model



Non-turbocharger model



1. Disconnect lead wire from terminal.
2. Remove thermal transmitter by loosening it counterclockwise.
3. Install new thermal transmitter in the reverse order of removal.

Be sure to apply conductive sealer to threads prior to installing new thermal transmitter.

FUEL LEVEL WARNING SYSTEM

Fuel tank gauge unit

Fuel tank gauge unit is located on fuel tank. Refer to Fuel Tank Gauge Unit (Section FE) for removal and installation.

BRAKE WARNING SYSTEM

DESCRIPTION

The brake warning system consists of a warning light, parking brake switch and brake fluid level warning switch.

The warning light is used for both hand brake and brake fluid level switches.

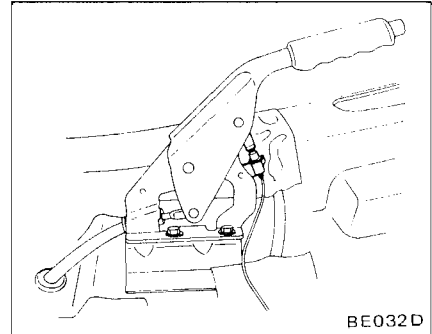
REPLACEMENT

Parking brake switch

The parking brake switch is mounted on lever support bracket.

To replace parking brake switch, disconnect lead wire at connector plug and pull switch assembly out of bracket.

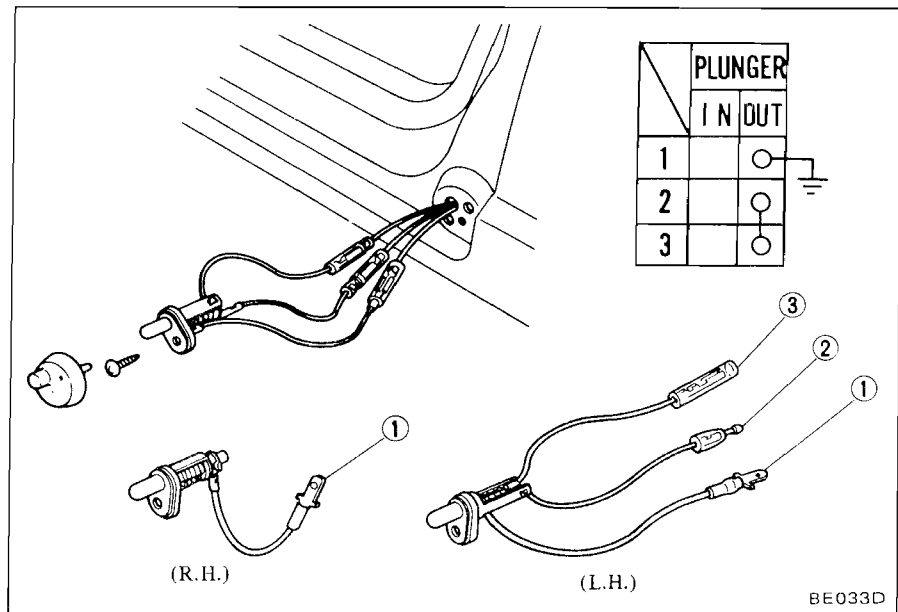
When plunger is pressed into switch assembly, parking brake switch contacts are open. Contacts are closed when plunger is projected.



Brake fluid level switch

Brake fluid level switch is built into brake master cylinder cap. The cap can be easily removed by twisting it after disconnecting lead wire terminals. Then replace cap.

DOOR SWITCH



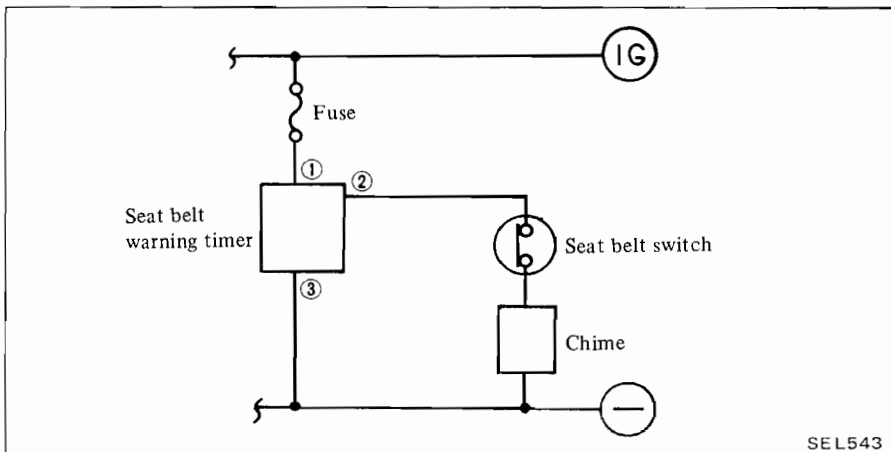
SEAT BELT WARNING SYSTEM

DESCRIPTION

This system consists of an ignition switch, a timer unit, a warning light, a driver's seat belt switch and a warning chime, and is designed to remind the

driver to buckle his seat belt.

When the ignition switch is turned to the "ON" position, the warning light comes on and remains on for 4 to 8 seconds. At the same time, the warning chime sounds for 4 to 8 seconds intermittently if the driver's seat belt is not fastened properly. The chime is also used as a theft warning chime.



SEL543

Seat belt warning timer

1. Disconnect battery ground cable.
2. Remove instrument lower cover and driver floor nozzle on the right side.
3. Remove glove box.
4. Disconnect wire connector.
5. Loosen screw retaining timer unit on dash side and then take out timer unit.
6. Installation is in the reverse order of removal.

Seat belt switch

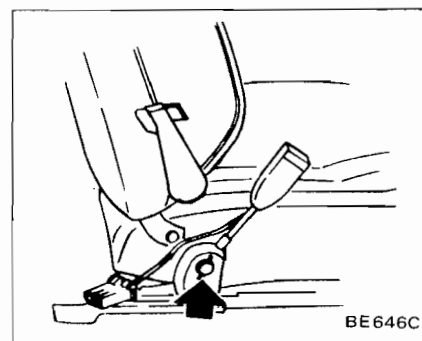
1. Disconnect battery ground cable.
2. Slide driver's seat all the way forward.
3. Disconnect harness connector.
4. Remove inner seat belt by removing securing bolt.
5. Install inner seat belt in the reverse order of removal.

REMOVAL AND INSTALLATION

Intermittent warning chime

1. Disconnect battery ground cable.
2. Remove instrument lower cover and assist floor nozzle on the left side.

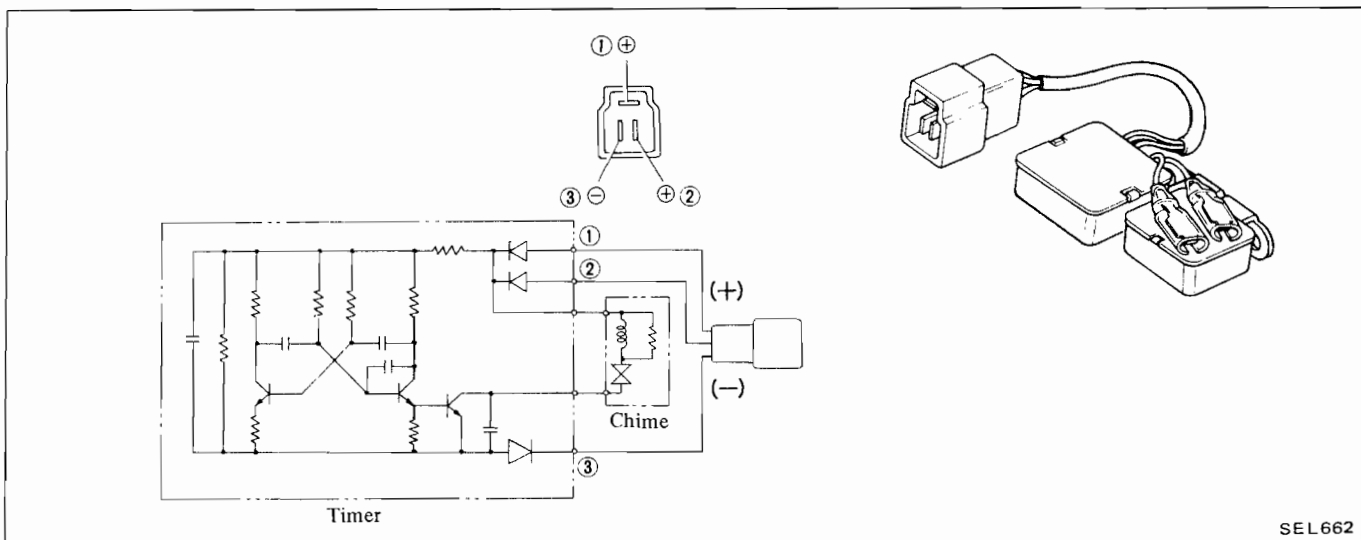
3. Disconnect chime wire connector.
4. Remove screws retaining chime assembly and then take out chime assembly.
5. Installation is in the reverse order of removal.



BE646C

INSPECTION

Intermittent warning chime

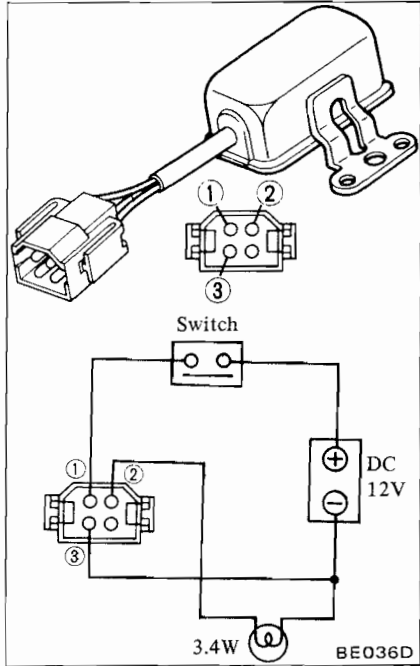


SEL662

Apply 12V direct current between ①–③ or ②–③ and check whether chime sounds or not. The chime must sound when ①–③ and ②–③ are connected to power circuit.

Make sure that (–) negative terminal of power circuit is always connected to (3) terminal.

Seat belt warning timer



Seat belt switch

Test continuity through driver's seat belt switch with a test lamp or ohmmeter.

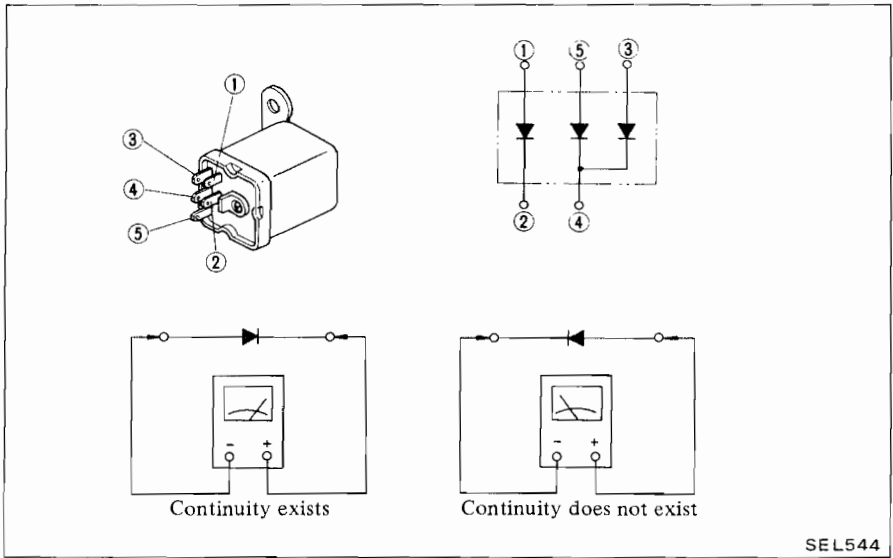
There should be continuity between two terminals when the seat belt is unfastened. Conversely there should not be continuity when fastened.

2. Remove kicking plate on the right side.
3. Disconnect harness connector.
4. Remove diode box.
5. Install diode box in the reverse order of removal.

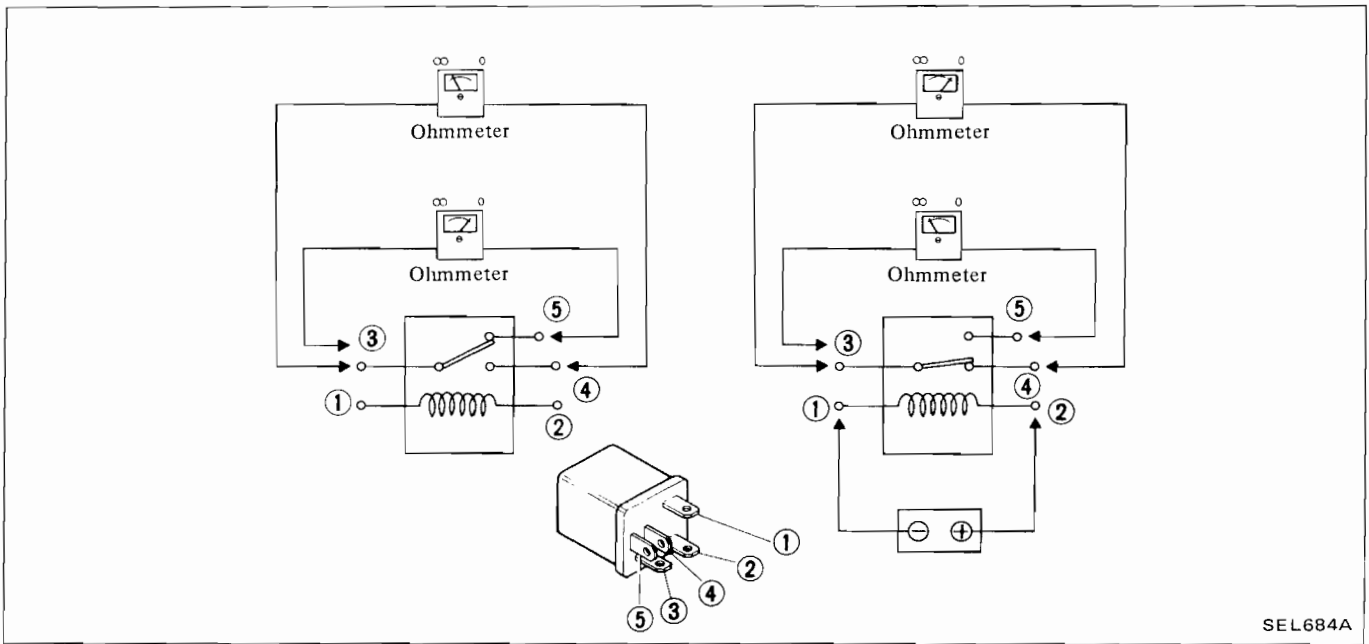
DIODE BOX

REMOVAL AND INSTALLATION

1. Disconnect battery ground cable.



BULB CHECK RELAY










WARNING DISPLAY**DESCRIPTION**

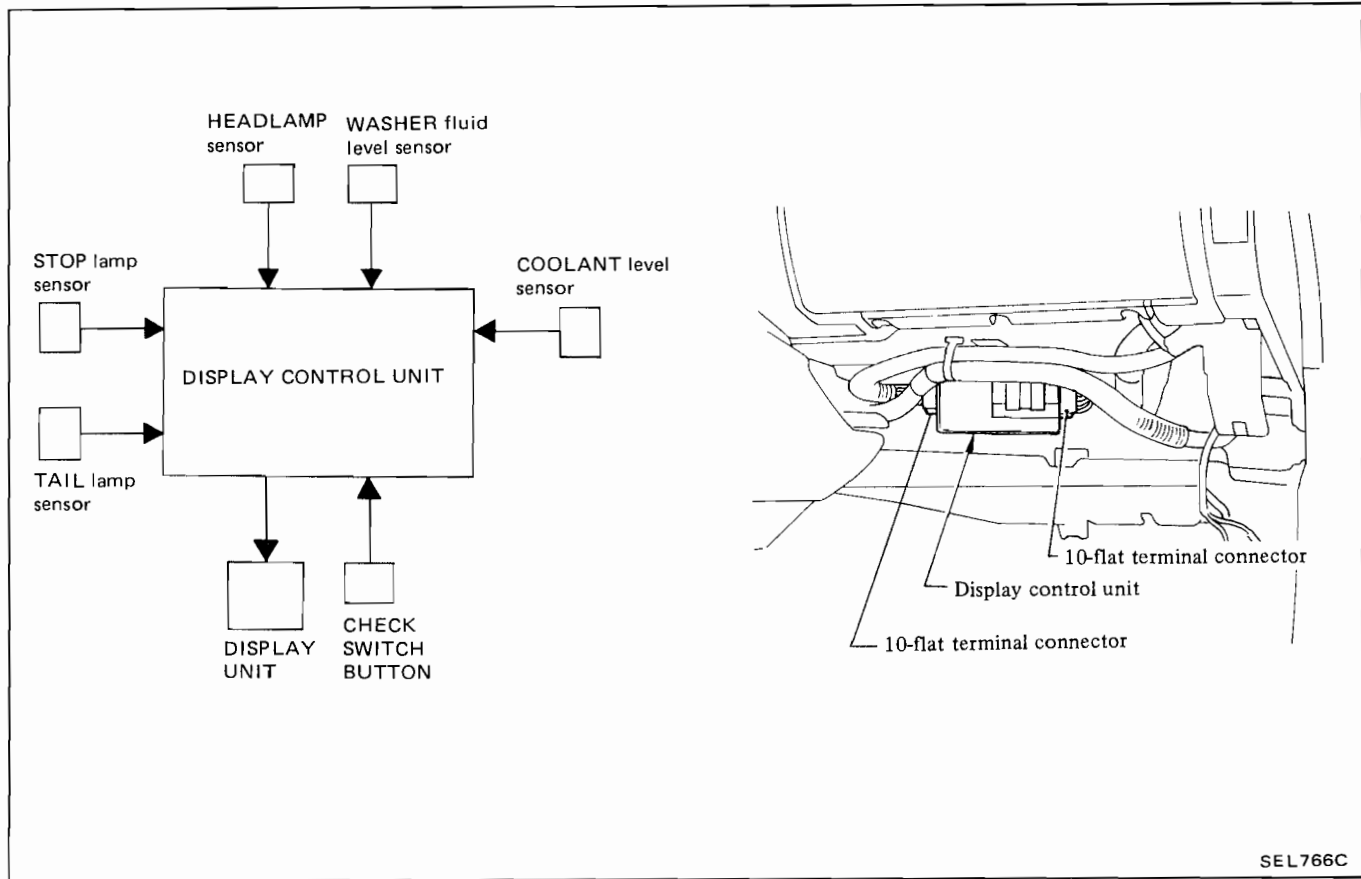
The warning display system consists of a warning indicator, a check switch,

a warning display control amplifier, and sensors which are arranged at each part of the car.

Pushing the check switch on the combination meter will indicate the following on the indicators.

Warning

Indication	Item	Warning
Red all over the surface 	Indication that there is a malfunction.	—
OK 	Indication that there is no malfunction.	—
STOP 	Burned-out stop lamp bulb warning.	Indicates that filaments in stop lamp bulbs are burned out more than one. (Broken harness circuit cannot be detected.)
HEAD 	Burned-out headlamp bulb warning.	Indicates that filaments in headlamp bulbs are burned out more than one. (Only one system is detected in case of broken harness circuits.)
TAIL 	Burned-out tail lamp bulb warning.	Indicates that filaments in tail lamp bulbs are burned out more than one. (Broken harness circuit cannot be detected.)
WASH 	Washer fluid level warning.	Indicates that washer fluid is less than specified level.
WATER 	Coolant level warning.	Indicates that engine coolant in radiator reservoir tank is less than specified level.

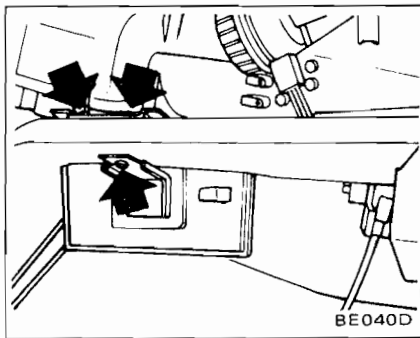


SEL766C

REMOVAL AND INSTALLATION

Display control unit

1. Disconnect battery ground cable.
2. Remove instrument lower cover on right side.
3. Remove glove box.
4. Disconnect wire connectors from display control unit.
5. Remove display control unit.
6. Installation is in the reverse order of removal.

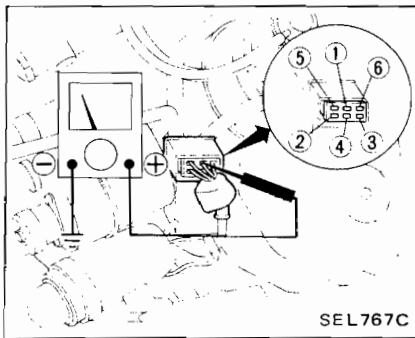


BE040D

INSPECTION

Headlamp sensor

1. Make sure all headlamp bulbs are normal and have specified rating.
2. Remove R.H. side instrument lower cover.
3. Disconnect 10-plain terminal connector from warning display amplifier at L.H. side.
4. Remove headlamp sensor with connecting harness connector.
5. Measure voltage at terminal ① by turning on lighting switch.



SEL767C

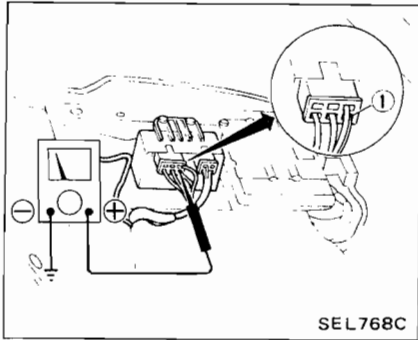
Voltmeter should register almost 0 volts.

6. Disconnect one of headlamp connectors or remove one of headlamp circuit fuses.
7. Measure voltage at terminal ① by turning on lighting switch. Voltmeter should register approximately 12 volts.

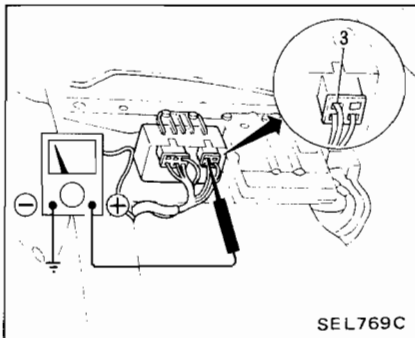
Tail and stop lamp sensor

1. Make sure all tail and stop lamps are normal and have specified rating.
2. Remove R.H. side instrument lower cover.
3. Disconnect 10-plain terminal connector from L.H. side warning display amplifier.
4. Remove front passenger seat.

5. Measure voltage at terminal ① by depressing brake pedal.



- Then, measure voltage at terminal ③ by turning on lighting switch.



Voltmeter should register almost 0 volts during each inspection.

6. Disconnect one of stop/tail lamp bulbs.

Measure voltage at terminal ① by depressing brake pedal.

Then, measure voltage at terminal ③ by turning on lighting switch.

Voltmeter should register approximately 10 volts during each inspection.

Washer fluid level sensor

Before inspection, make sure that washer fluid tank is full.

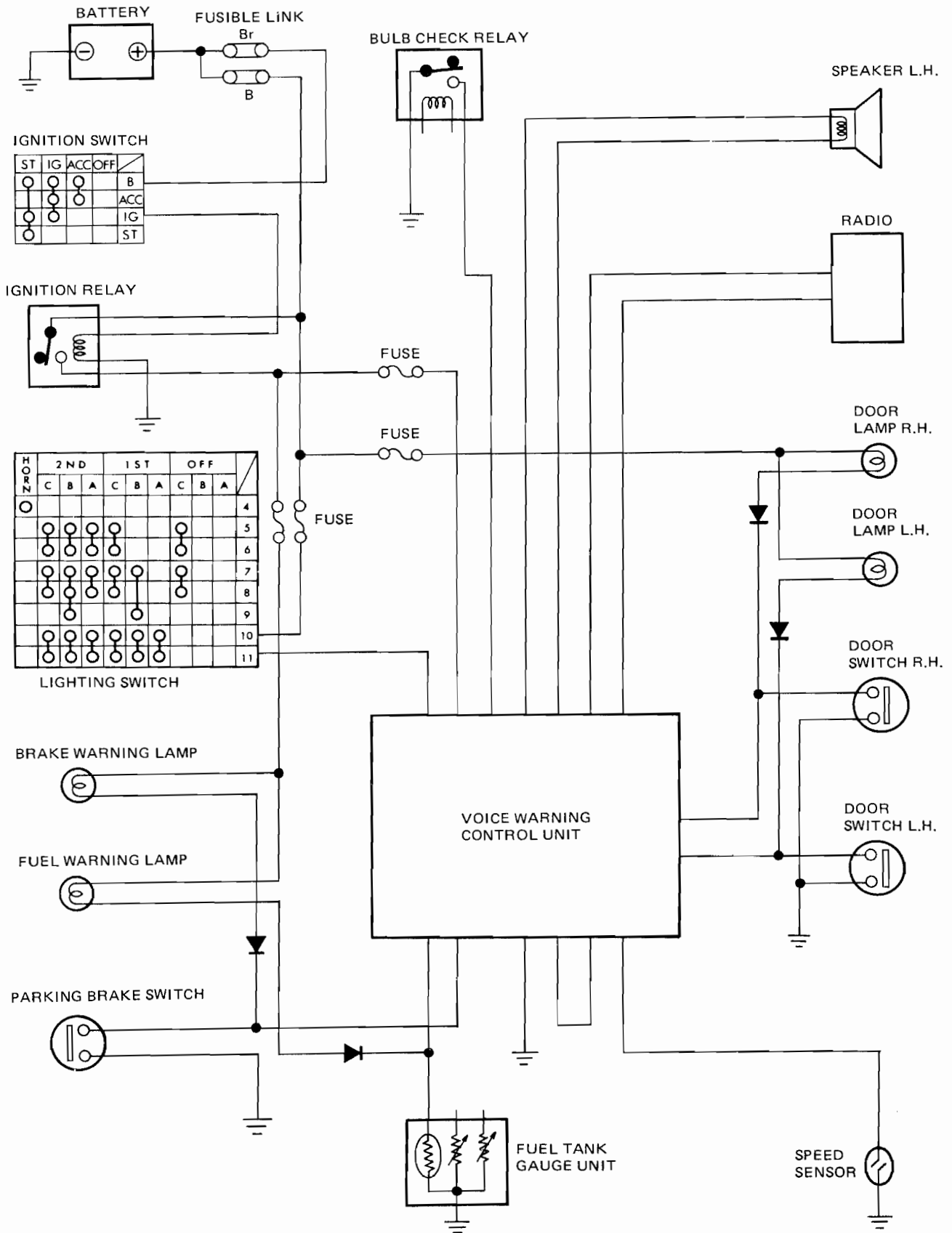
1. Disconnect sensor harness connectors.
2. There should not be continuity between two terminals of sensor.
3. There should be continuity between two terminals when fluid level sensor assembly is raised until it is out of washer tank.

Coolant level sensor

Before inspection, make sure that the coolant is filled to the correct level.

1. Disconnect sensor harness connectors.
2. There should not be continuity between two terminals of sensor.
3. There should be continuity between terminals when float has reached below low level by gradually lowering float with a suitable tool.

VOICE WARNING



SEL770C

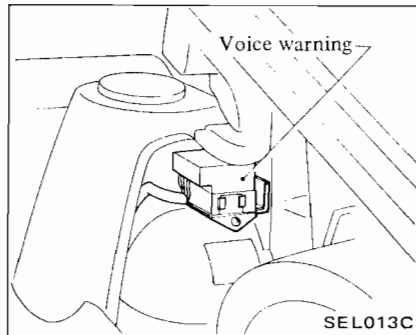
OPERATION

Item	Condition		Voice Warning	
Left door	Ignition switch "ON"	Door switch L.H. is "ON". (Left door is open)	Speed switch is "ON". Car speed is more than 10 km/h (6 MPH).	"Left door is open".
Right door		Door switch R.H. is "ON". (Right door is open)		"Right door is open".
Parking brake		Parking brake switch is "ON".	"Parking brake is ON".	
Fuel level		Fuel level less than 10ℓ (2-5/8 US gal, 2-1/4 Imp gal)	—	"Fuel level is low".
Light	Ignition switch "OFF"	Door switch L.H. is "ON". Left door is open.	Lighting switch is "ON".	"Lights are ON".

OPERATIONAL CHECK

Check to see that voice warning is given properly when items under "Condition" are as written.

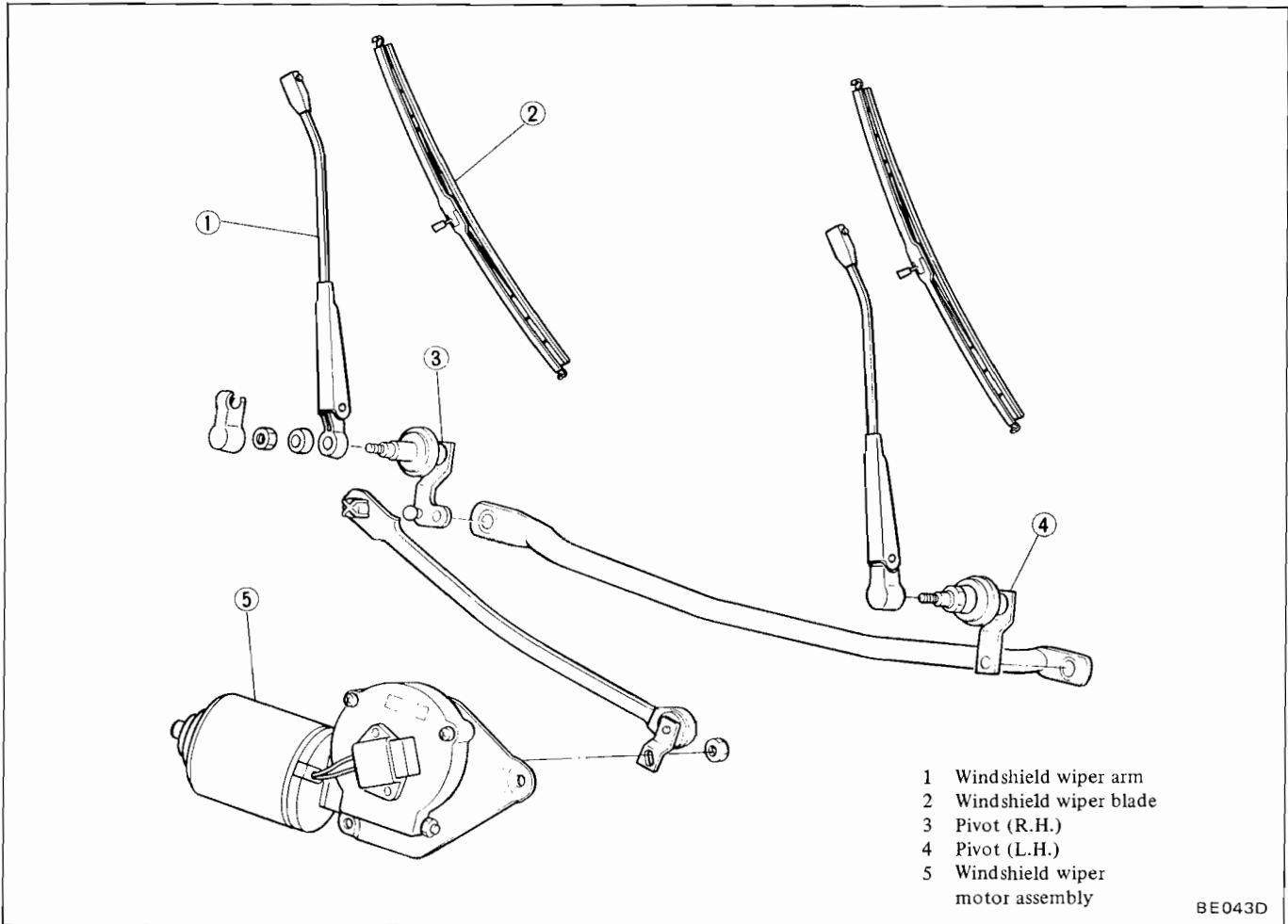
If any or all of the voice warnings are not given properly, refer to the "Troubleshooting" chart.

VOICE WARNING DEVICE**Location**

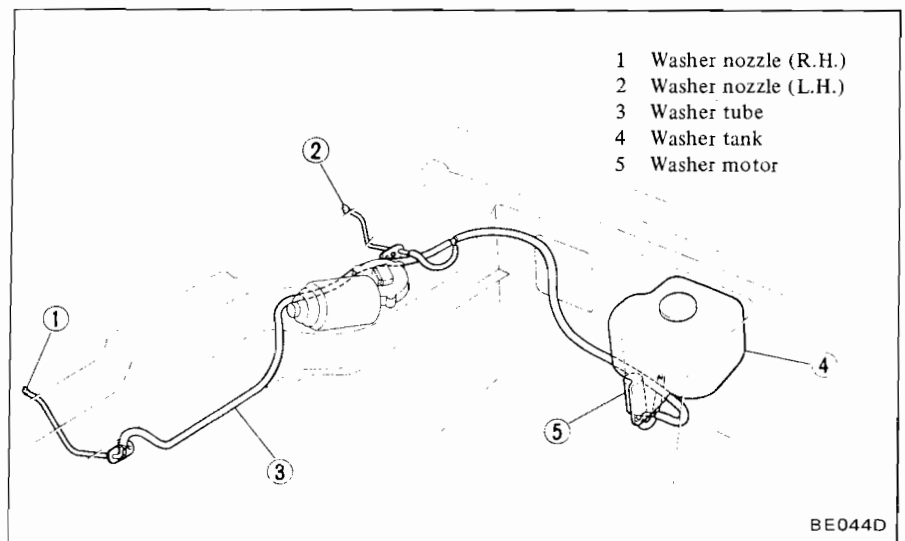
ELECTRICAL ACCESSORIES

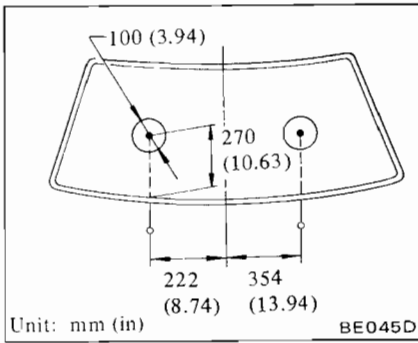
CAUTION: Before starting to work, be sure to turn ignition switch "OFF" and then disconnect battery ground cable.

WINDSHIELD WIPER AND WASHER



CAUTION:
Be careful not to bend linkage during removal.





CAUTION:

- a. Be sure to use only windshield washing solution. Never mix soap powder or detergent with solution.
- b. To avoid improper windshield washer operation, do not operate windshield washer continuously for more than 30 seconds or without washer fluid. Normally, windshield washer should be operated for 10 seconds or less at one time.

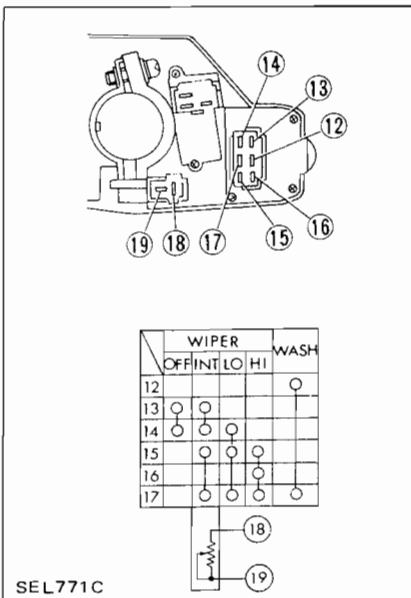
REMOVAL AND INSTALLATION

Wiper switch

Refer to Combination Switch.

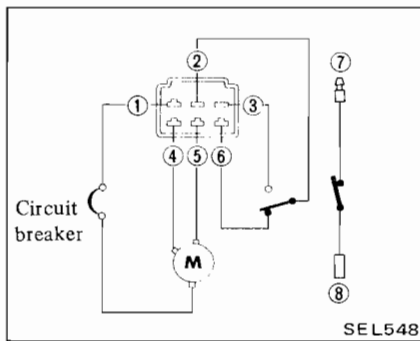
INSPECTION

Wiper switch



Wiper motor

1. There should be continuity at the following terminals:
Between ① and ④, ① and ⑤.
2. Securely connect positive terminal of a 12-volt DC power supply to terminal ① and ground terminal ④. Motor should run.
3. Next, ground terminal ⑤. Do not ground terminal ④ this time. Motor should run.
4. Ground either terminal ④ or ⑤ to keep wiper motor running.
Check continuity between terminals ② and ③, ② and ⑥, ⑦ and ⑧ respectively. Continuity should repeat "ON" and "OFF" periodically.

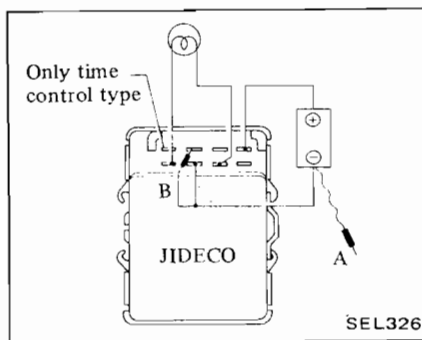


Intermittent amplifier (IC built-in)

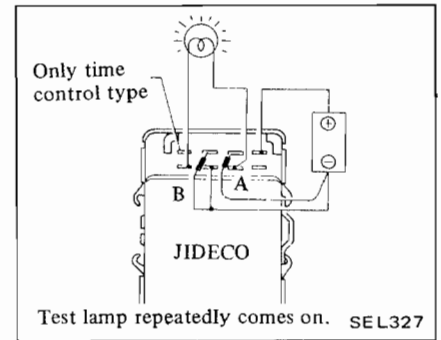
To check intermittent amplifier for proper operation, fabricate adapters shown below, and utilize the following procedures in the order listed. Failure to observe the order of these test procedures may lead to improper test results.

Be careful not to connect lead wires to incorrect terminals as this will damage transistors.

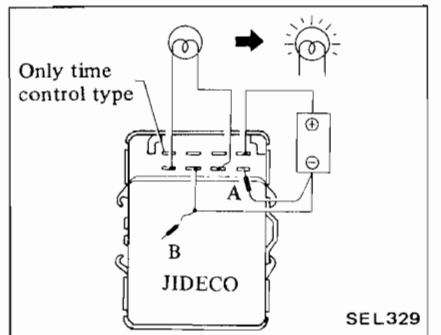
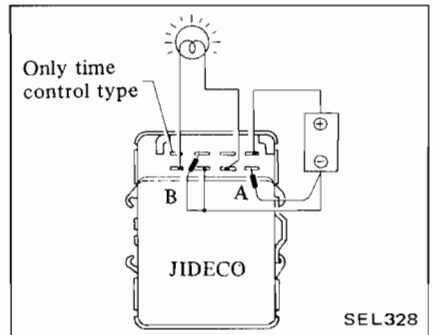
1. Connect test lead wires.



2. Make sure that test lamp comes on when negative lead wire (A) is connected.

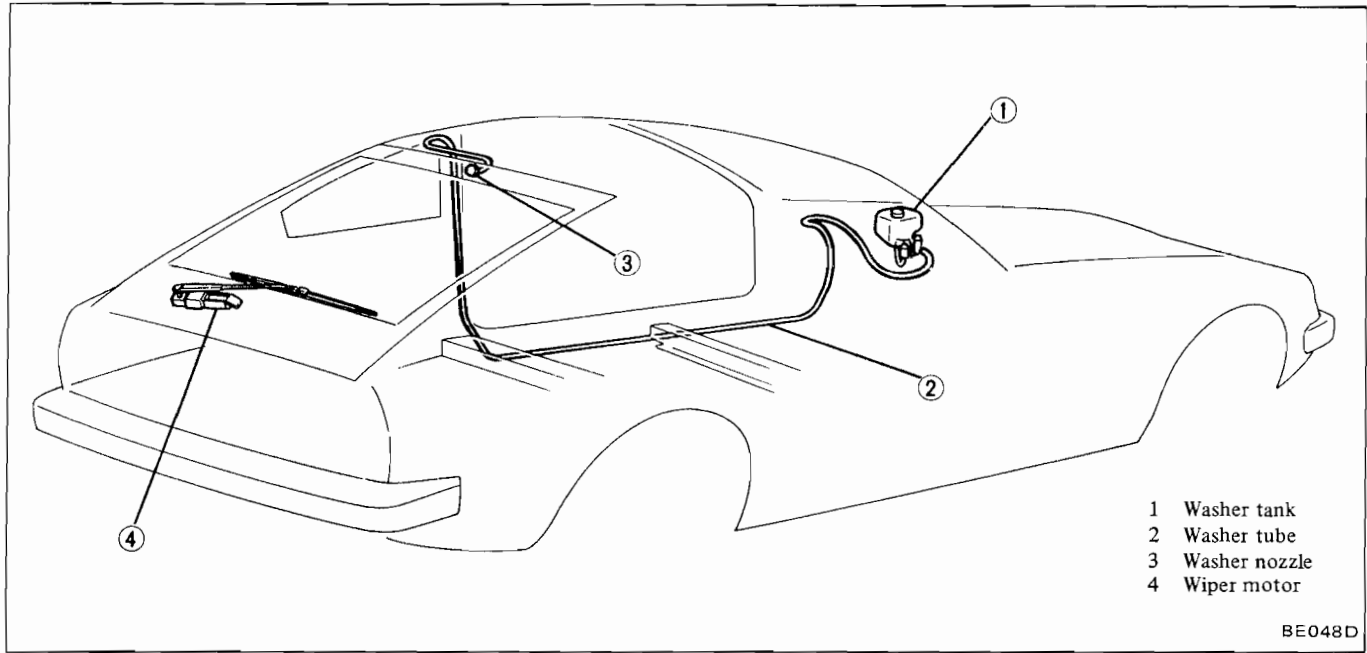


3. Disconnect lead wire (B).
Test lamp should go out and come back on in a few seconds.



REAR WINDOW WIPER AND WASHER

REMOVAL AND INSTALLATION



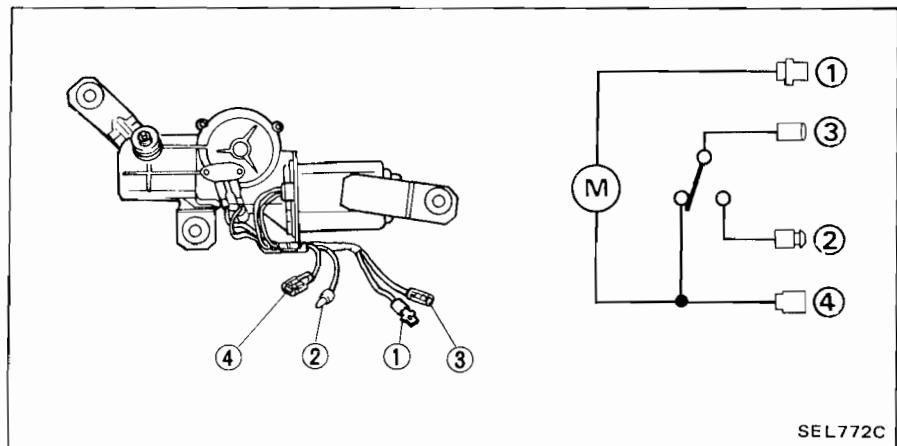
INSPECTION

Wiper motor

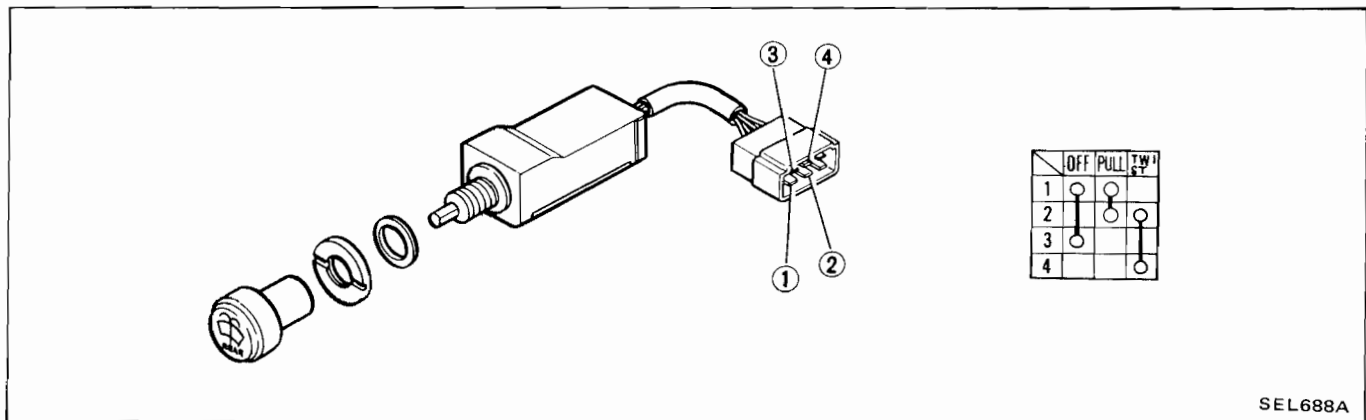
Inspect wiper motor as follows:

1. There should be continuity between terminals ① and ④.
2. Apply positive DC 12 volt to terminal ① and negative to terminal ④, and motor will rotate.

Check continuity between terminals ② and ③, and ② and ④. Continuity should repeat "ON" and "OFF" periodically.



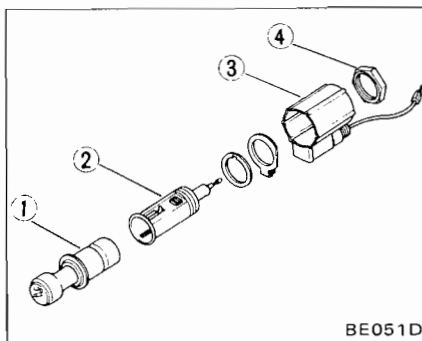
Rear wiper and washer switch



CIGARETTE LIGHTER

REMOVAL AND INSTALLATION

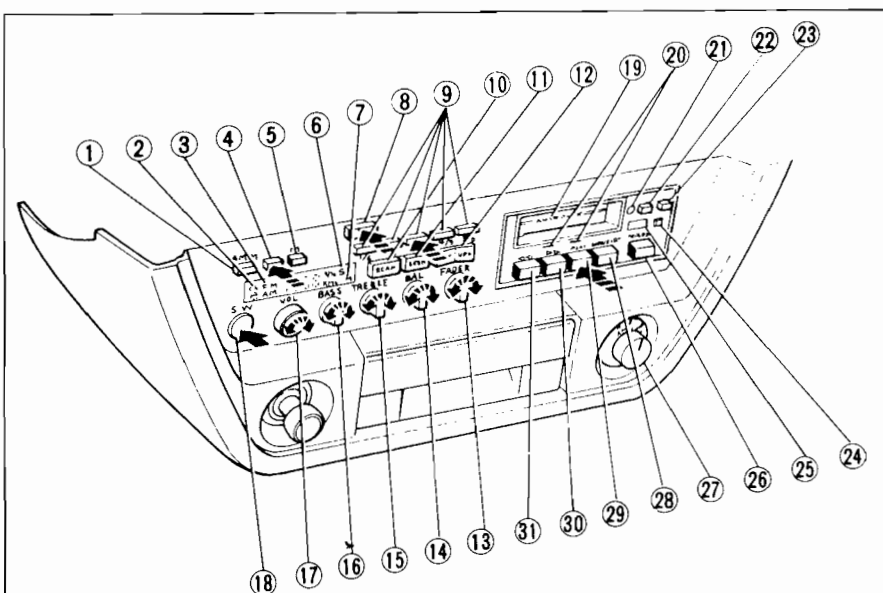
1. Disconnect battery ground cable.
2. Remove instrument under cover.
3. Remove instrument console.
4. Remove retaining nut at bottom of cigarette lighter.
5. Installation is in the reverse order of removal.



- | | |
|-----------|-----------------|
| 1 Lighter | 3 Housing cover |
| 2 Housing | 4 Retaining nut |

RADIO

DESCRIPTION



- | | |
|------------------------------------|-----------------------------|
| 1 AM-FM band selector | 16 BASS control knob |
| 2 Channel indicator | 17 Volume control knob |
| 3 AM-FM indicator | 18 Power ON-OFF switch |
| 4 Auto tuning sensitivity selector | 19 Tape door |
| 5 Memory button | 20 Tape operating indicator |
| 6 Stereo indicator | 21 Dolby indicator |
| 7 Memory indicator | 22 Dolby button |
| 8 Antenna height control button | 23 Tape selector |
| 9 Tuning pushbutton | 24 Reset button |
| 10 SCAN tuning switch | 25 Tape counter |
| 11 SEEK tuning switch | 26 Program select button |
| 12 Manual tuning switch | 27 Ambience control switch |
| 13 FADER control knob | 28 Stop and eject button |
| 14 BALANCE control knob | 29 Play button |
| 15 TREBLE control knob | 30 Fast forward button |
| | 31 Fast rewind button |

AD304

Audio radio

The radio features an automatic tuning system and five push buttons for station selection. Using the push buttons, it is possible to preset five FM stations and five AM stations. Other stations may be selected using the automatic or manual tuning switch. The ignition switch must be set at "ON", or "ACC". The stereo indicator remains lighted during FM stereo reception. The channel indicator indicates channel number of tuning push button and continues to glow during reception.

When receiving a stereo broadcast in mountainous areas, etc. where FM is weak, the radio will automatically change from stereo to monaural to prevent static from entering the radio. At this time, the stereo indicator shuts off.

When the AM-FM band selector is changed to AM or FM, the radio is automatically tunes in the previously selected station in the applicable band.

Automatic tuning

• SEEK tuning

When the SEEK tuning switch is pressed, an automatic seeking operation begins with low frequencies and proceeds to the higher frequencies. This seeking operation stops when any station is received, and the radio remains tuned in that station. The seeking operation can be restarted by pressing the switch again.

• SCAN tuning

When the SCAN tuning switch is pressed, scanning begins from low to high frequencies. When any station is received, the scan stops for five seconds. If nothing is done by the listener during this period, scanning starts again.

If the switch is again pressed during this five second period, the radio remains tuned to that station even after the switch is released. This scanning motion can be restarted by pressing the switch again.

All automatic tuning will continue if the broadcasting station is exceptionally weak. In such a case, set the auto tuning sensitivity selector button to the "DX" (pushed-in) position. For normal use, set the button in the "LOC" (pushed-in) position.

Manual tuning

When the UP or DOWN end of the manual tuning switch is momentarily pressed, AM frequency will increase or decrease in units of 10 kHz, and FM frequency in units of 0.2 MHz.

Scanning will continue as long as the switch is being pressed.

4-speaker balance control

Adjust the right and left speaker volume by turning the BALANCE control knob. Adjust the volume for the front and rear speakers by turning the FADER control knob.

Ambience control

The ambience control allows for a feeling of sound direction and distance and enables the listener to enjoy a full ambience effect from radio broadcasting. The ambience control switch provides the following functions:

Direct

When the control switch is in the center position, no ambience effect is obtained.

All

When the control switch is turned clockwise, the ambience effect will be sensed by all occupants of the car.

Driver

If the control switch is turned counterclockwise, the ambience effect is sensed only by the driver.

The ambience control provides maximum effect when the 4-speaker balance control is in the center position.

Setting the push buttons

Depending on the AM-FM band selector position, the desired AM stations can be set by using push buttons 1 through 5, and the FM stations by using push buttons 6 through 0.

1. Select the desired station by automatic or manual tuning.

2. Lightly press the desired station push button while also pressing the memory button. This will cause the previously memorized station to be cancelled and replaced by the newly selected station.

3. Other station selector buttons can be set to desired stations in the same manner.

- **The memory indicator will remain lighted for five seconds after the memory button is pressed. If the push button is pressed during this period, the desired station can be set. If any other operations (such as manual tuning, seeking, scanning, band changeover and turning on and off power switch) are performed during this period, the memory of the station set already will be cancelled.**
- **When the battery cable is disconnected, when the radio is removed, or when the fuse in the power circuit blows, the memory will also be cancelled. In such a case, set the desired station.**

Antenna

With the ignition switch set at "ON" or "ACC", the antenna will automatically extend, when the power switch of the radio is set at "ON".

The antenna will automatically retract when the power switch is off.

The antenna will also retract when the ignition switch is turned off with the power switch of the radio set at "ON".

CAUTION:

Before turning on power to the radio, make sure that there is no one near the antenna outlet and there is enough space for it to extend.

Setting antenna height

The antenna switch located on the radio permits the selection of antenna height in two stages.

When the power antenna is pushed once ("↕"), the antenna will extend to half height. When pushed again ("↕"), the antenna will extend to full height.

Stereo tape deck (Cassette)

Turn the ignition key to the "ON" or "ACC" position and insert the tape cassette gently through the tape door.

- To play the deck, push the play button. When playing, the channel indicator will come on.
- To select a program, push the program select button.
- To stop, push the stop and eject button.
- To remove the tape, stop the tape deck and push the stop and eject button.
- Make volume, tone and speaker balance adjustments, following the same procedures as the radio.
- To rapidly select a particular program, push the fast forward or rewind button.
- If the stereo tape deck is operated when the radio is turned "ON", the power supply for the radio will be automatically cut off. At the same time, the antenna will retract.
- When playing a tape recorded with a "Dolby" system, press the "Dolby" button. When the "Dolby" indicator comes on, high frequency tape noise will be reduced.
- When playing a high performance tape (metal tape or chrome tape), be sure to depress the tape selector button.
- Use the "Dolby" button and tape selector according to the tape you wish to hear. Incorrect changeover will diminish the sound quality.
- When the ignition key is turned "OFF" while playing the stereo tape deck, the stereo tape deck will stop and pinch roller will come off the tape.

REMOVAL AND INSTALLATION

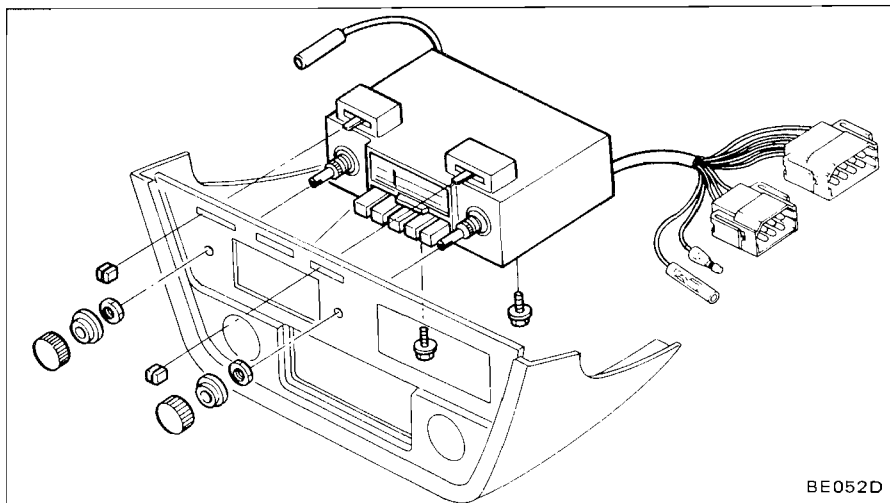
Radio receiver

1. Disconnect battery ground cable.
2. Remove instrument under cover.
3. Remove instrument console.
4. Pull out knob and dials on radio

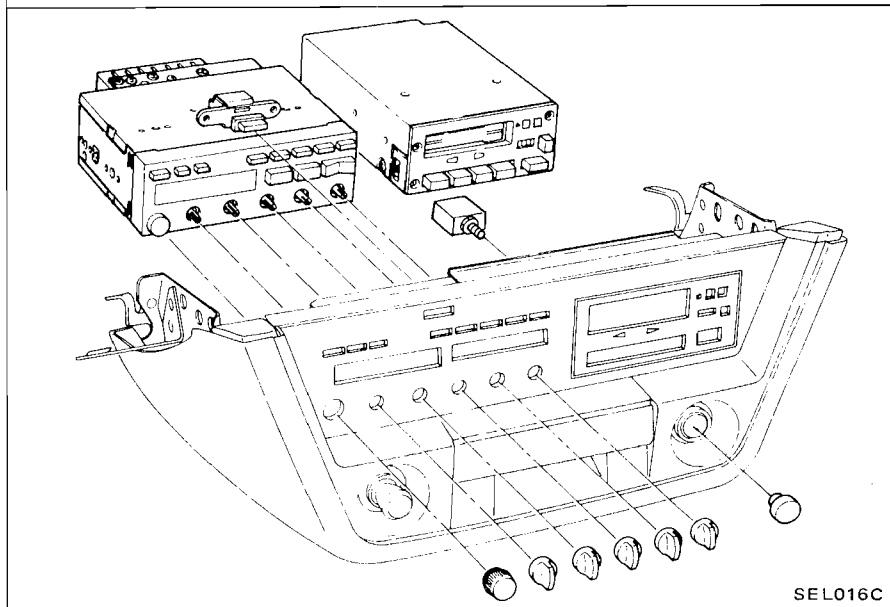
receiver and remove nuts retaining escutcheon to radio receiver.

5. Loosen screws retaining radio receiver. Radio receiver can then be taken out.

6. Installation is in the reverse order of removal.

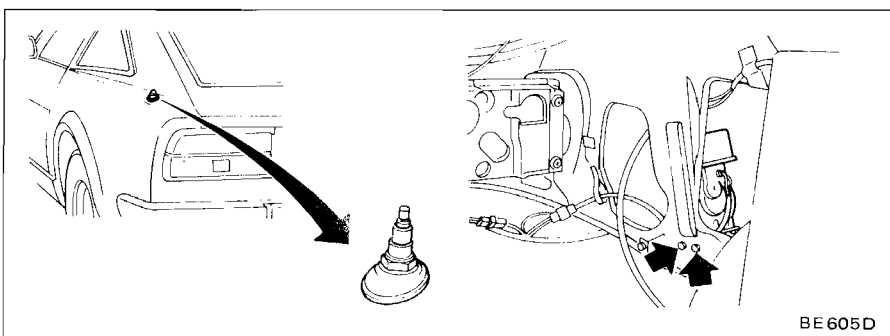


BE052D

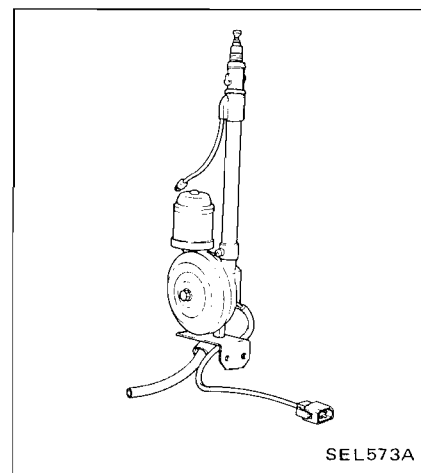


SEL016C

Antenna



BE 605D



SEL573A

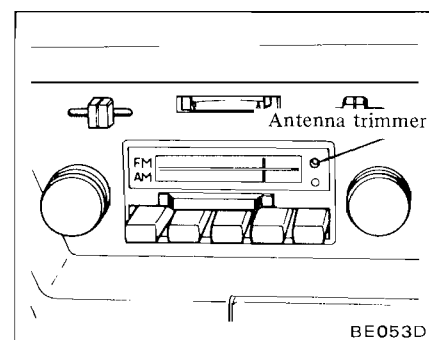
ADJUSTING ANTENNA TRIMMER (GL model)

The antenna trimmer should be adjusted in the following cases:

- Fading and weak AM reception.
- After installation of new antenna, feeder cable or radio receiver.

Before adjusting, be sure to check harness and antenna feeder cable connectors for proper connection.

1. Extend antenna completely.
2. Turn radio on, and turn volume control to increase speaker volume.
3. Tune in the weakest station (barely audible) on dial at the range around 14 (1,400 kHz).
4. Turn antenna trimmer to left or right slowly, and set it in the position where reception strongest.



BE053D

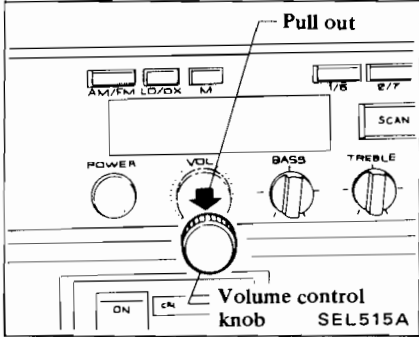
CAUTION:

Do not turn antenna trimmer more than one-half turn.

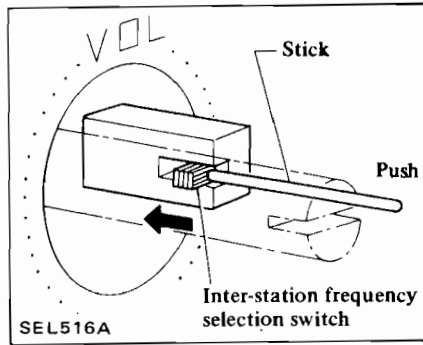
Changing inter-station frequency interval setting

Radio is preset at 10 kHz inter-station frequency intervals for AM reception. To set it at 9 kHz intervals, proceed as follows:

1. Remove volume control knob from radio.



2. Flip inter-station frequency selection switch to "9 kHz".



This switch is a depress-only type and once it is depressed, it does not retract. Do not depress unless it is for change-over use.

3. Replace volume control knob in its original position.

INSPECTION (GL model)

Power antenna motor

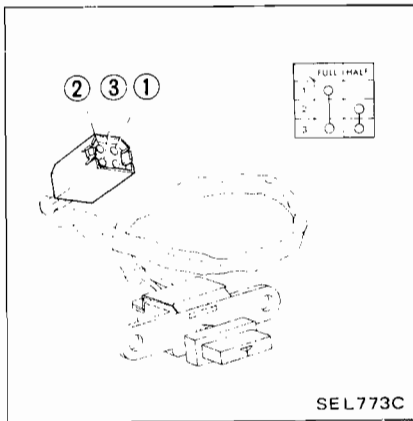
Antenna operation	Fully extended height	↑	↑	↓	↑	↓	
	Half extended height						
	Fully retracted height	↑		↓		↓	
Checking measures		B	A	B	C	A	C

[A]

[B]

[C]

SEL645A

Power antenna switch**Power antenna timer**

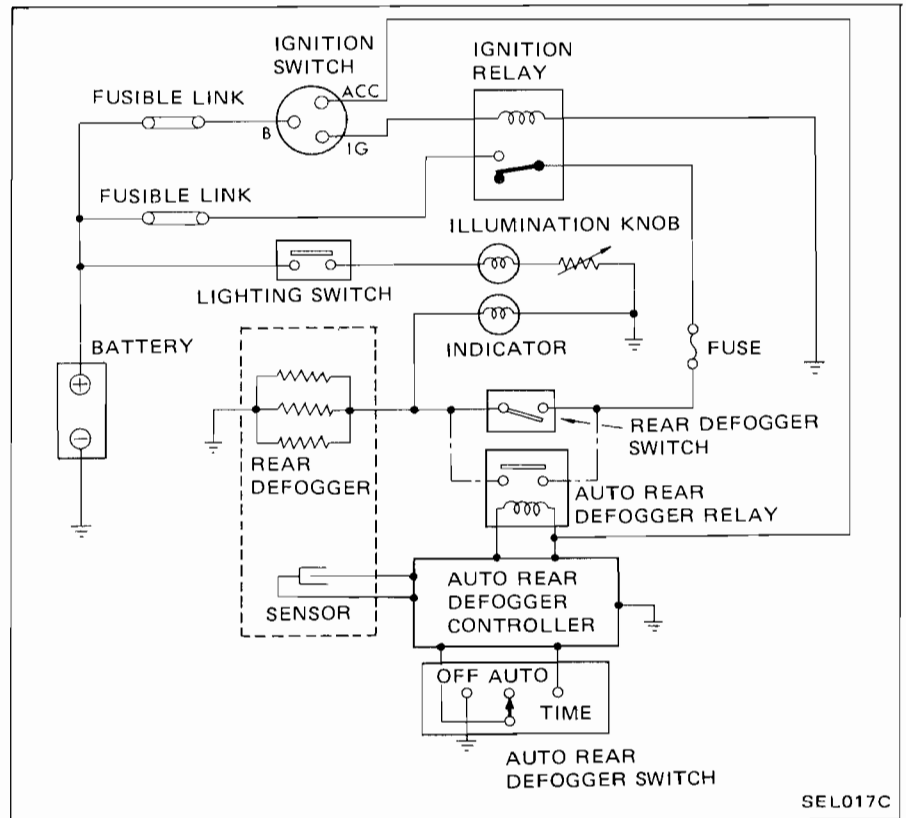
The inspection of the power antenna timer as a unit is difficult, so that it should be inspected as a power antenna system when it is installed on the car.

STEREO**REMOVAL AND INSTALLATION**

1. Disconnect battery ground cable.
2. Remove instrument lower cover.
3. Remove instrument center console.
4. Remove radio receiver.
5. Remove screws securing stereo and remove stereo.
6. Installation is in the reverse order of removal.

REAR WINDOW DEFOGGER**DESCRIPTION**

The electric rear window defogger system consists of a defogger switch, sensor and filaments in the rear window. The filaments and sensor are printed on the rear window. Heat from filaments keeps the rear window free of fog and frost.

**REMOVAL AND INSTALLATION****Defogger switch**

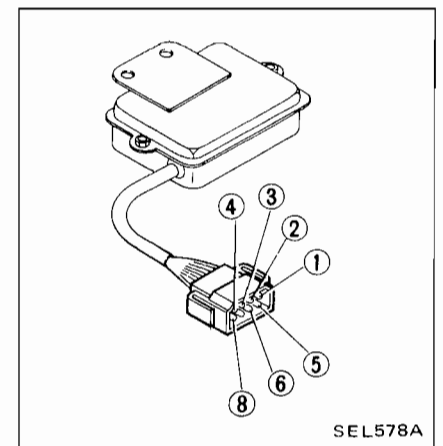
1. Disconnect battery ground cable.
2. Remove defogger switch by prying it off with a screwdriver and pull it out.
3. Disconnect harness connector.
4. Install defogger switch in the reverse order of removal.

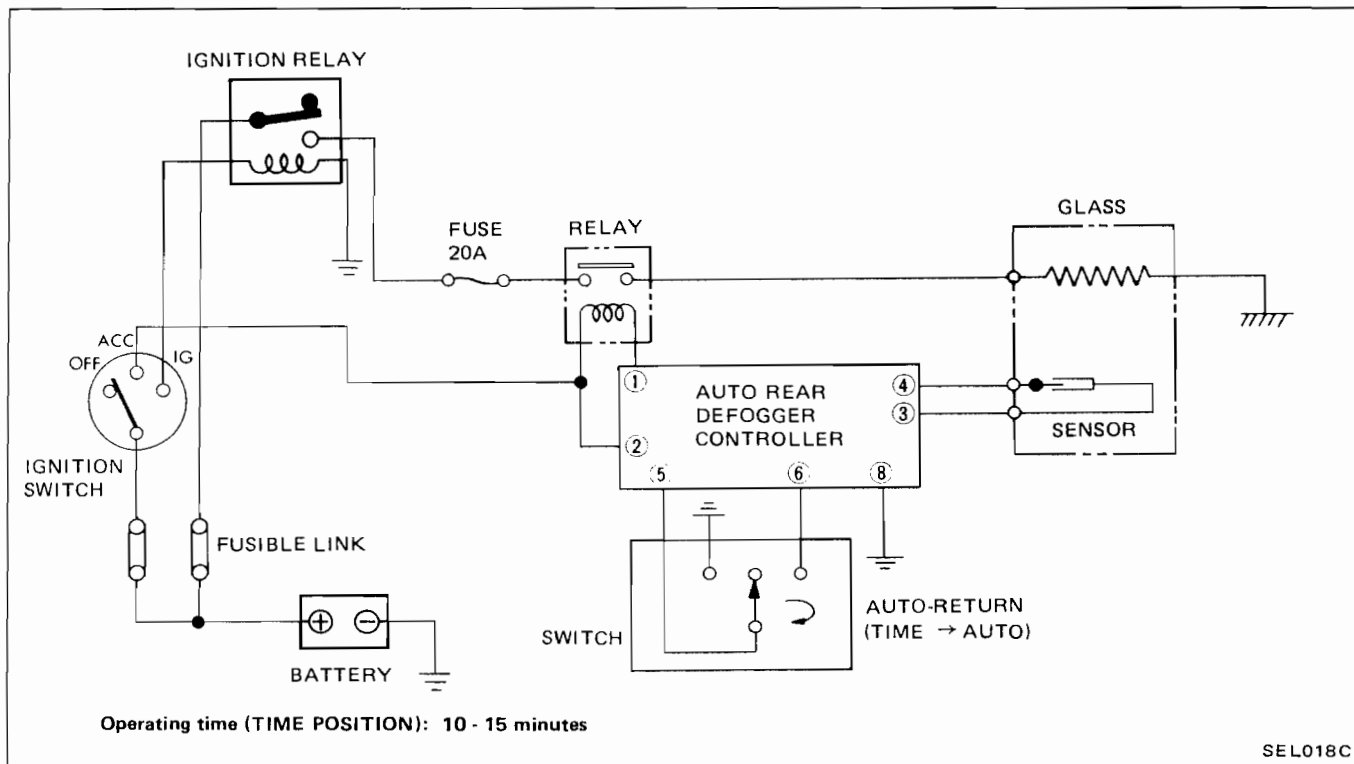
Rear window filaments and sensor

The filaments and sensor are printed inside the rear window glass. Therefore, the element cannot be removed.

INSPECTION**Auto rear defogger unit****Location**

Auto rear defogger unit is located under the left seat.

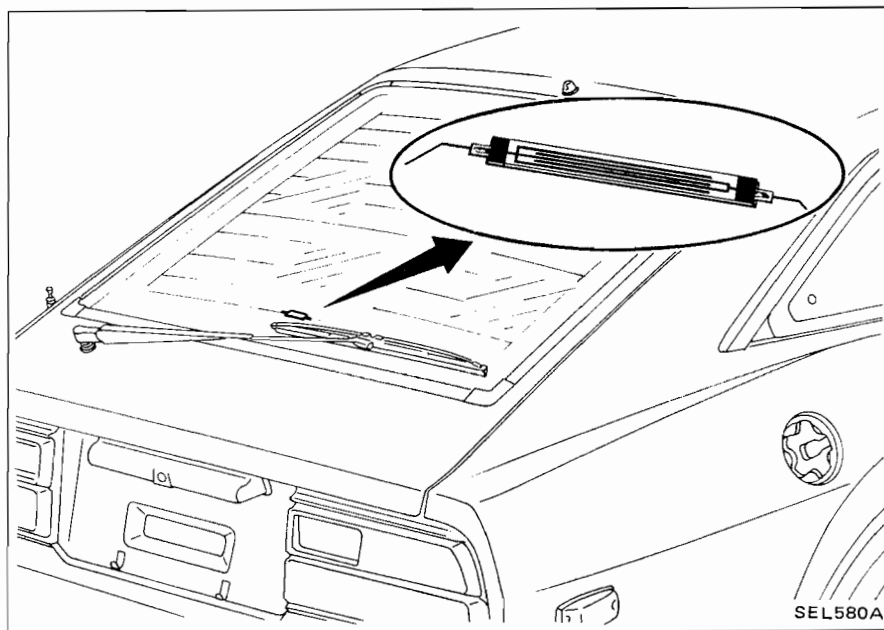




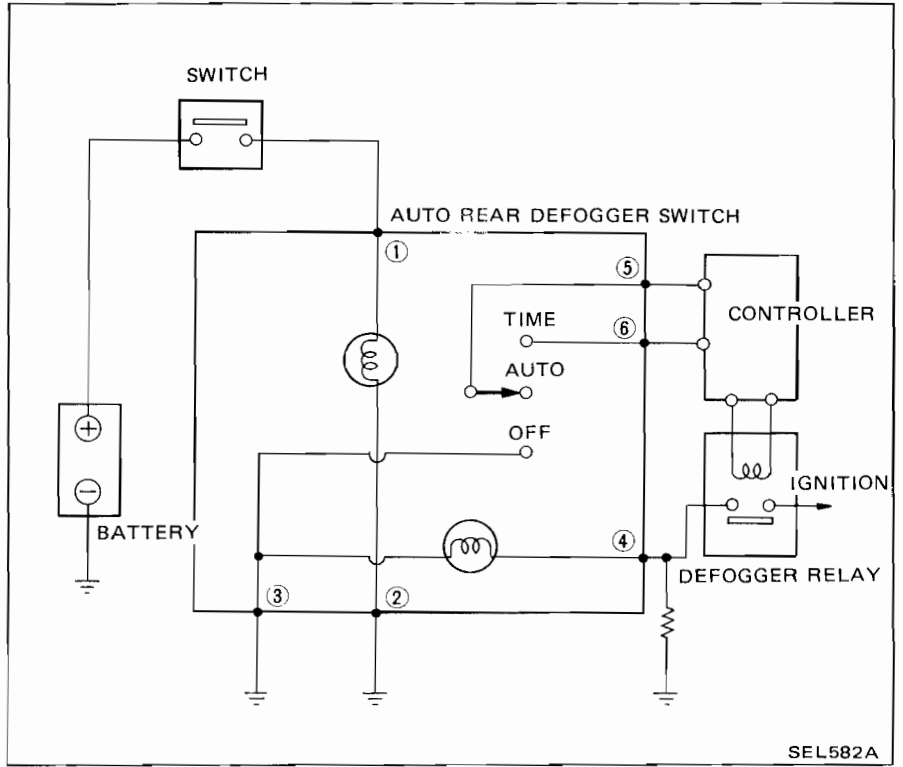
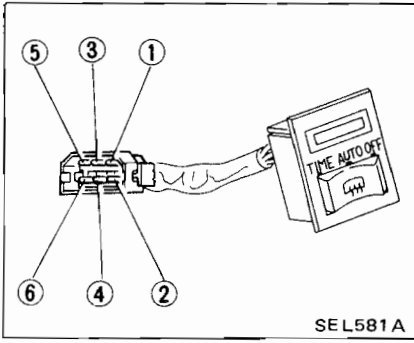
Auto rear defogger sensor

Location

Auto rear defogger sensor is located on the inside of the back window.

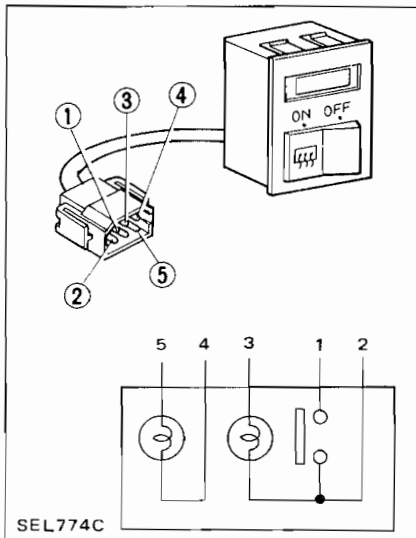


Auto rear defogger switch



Defogger switch

Test continuity of switch with test lamp or ohmmeter. Test must be carried out with switch at both "ON" and "OFF".

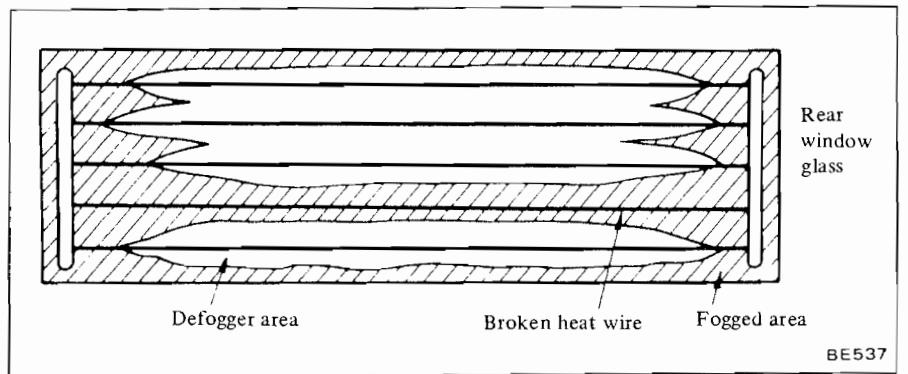


Rear window filaments

Rear window defogger filaments can be inspected for circuit breaks by one of three methods.

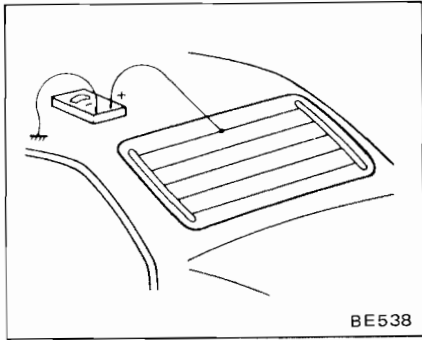
Method 1:

Start engine and turn on window defroster system. If area around a specified filament is not defogged, that line is broken.



Method 2:

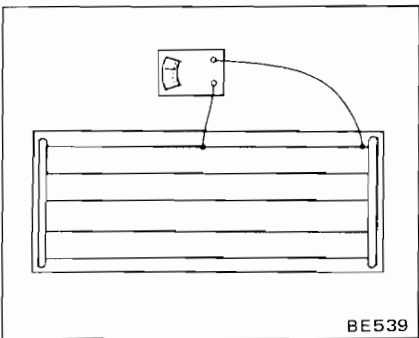
Start engine and turn on window defroster system. With a direct-current voltmeter setup as shown in figure below, check each heat wire for discontinuity. If meter indicates 12 volts or 0 on a specific wire, that line is broken. (Normal indication: 6 volts) a break in that line can then be detected by moving positive lead of meter along line until an abrupt variation in meter indication is encountered.



Method 3:

With an ohmmeter setup as shown in figure below, place one lead at one end of a heat wire and the other in the middle section of that wire. If meter registers, on a specific grid line, a value twice as much as on any other line, that line is broken.

A break in that line can then be located by an abrupt variation in meter indication as test lead moves along broken heat wire.



FILAMENT MAINTENANCE

Repair equipment

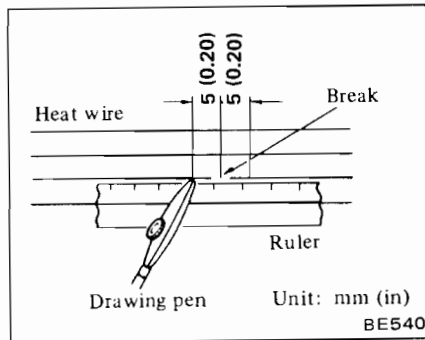
1. Conductive silver composition (Dupont No. 4817)
2. Ruler, 30 cm (12 in) long
3. Drawing pen
4. Heat gun
5. Alcohol
6. Cloth

Repair procedure

1. Wipe broken heat wire and its surrounding area clean with a cloth dampened in alcohol.
2. Apply a small amount of conductive silver composition to tip of drawing pen.

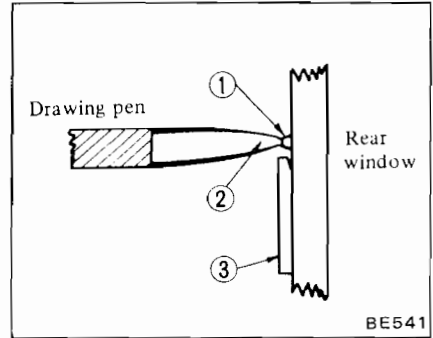
Shake silver composition container before use.

3. Place ruler on glass along broken line to be repaired. Deposit conductive silver composition on break with drawing pen. Slightly overlap existing heat wire on both sides [preferably 5 mm (0.20 in)] of the break.



4. Wipe clean silver composition from tip of drawing pen.
5. After repair has been completed, check repaired wire for continuity. This check should be conducted 10 minutes after silver composition is deposited.

Do not touch repaired area while test is being conducted.

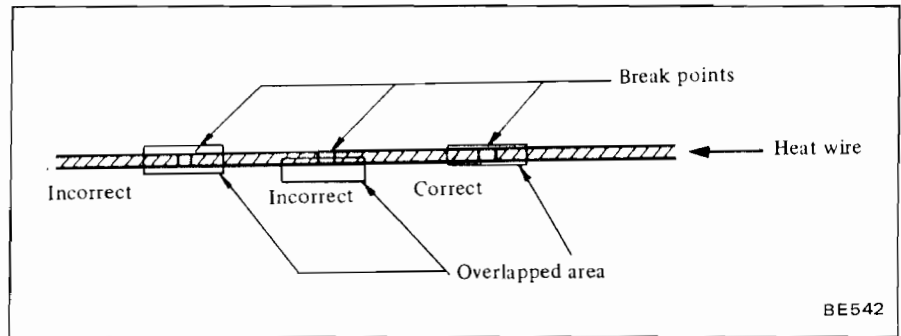


6. Apply a constant stream of hot air directly to the repaired area for approximately 20 minutes with a heat gun. A minimum distance of 3 cm (1.2 in) should be kept between repaired area and hot air outlet. If a heat gun is not available, let the repaired area dry for 24 hours.

After repair

Wipe repaired area clean with a soft, clean cloth.

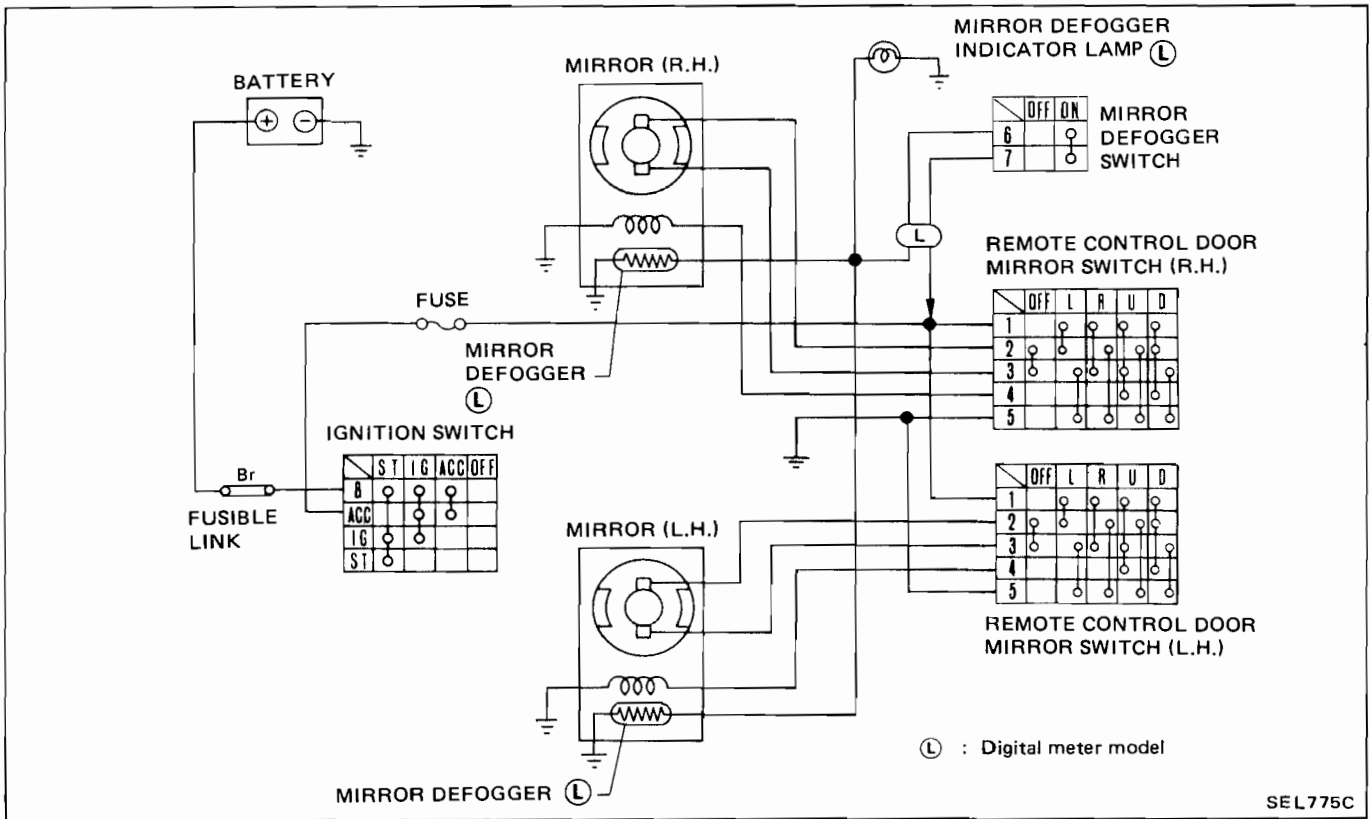
Do not use a cleaning solvent containing much soapy water.



REMOTE-CONTROL DOOR MIRROR

DESCRIPTION

The remote-control door mirror consists of a door mirror assembly and a control switch. The door mirror is mounted on the door. The control switch is installed on the console box.



REMOVAL AND INSTALLATION

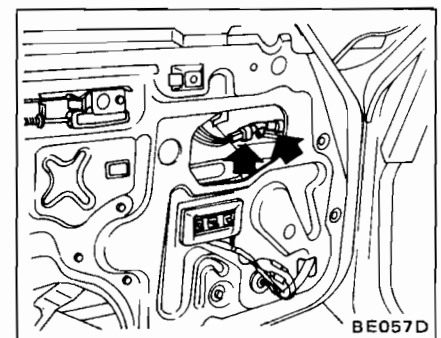
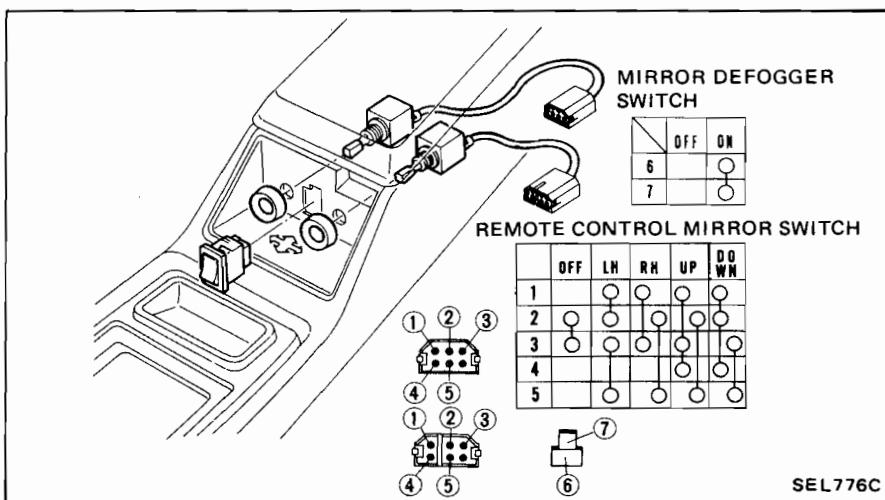
Control switch

1. Disconnect battery ground cable.
2. Loosen screws retaining console box, and disconnect wire connectors.

3. Remove ring nuts retaining switch of console box.
4. Switch body can be taken out from behind console box.
5. Installation is in the reverse order of removal.

Door mirror assembly

1. Disconnect battery ground cable.
2. Remove door finisher and sealing screen.
3. Disconnect harness connectors.
4. Remove nuts retaining mirror, and remove mirror with harness.



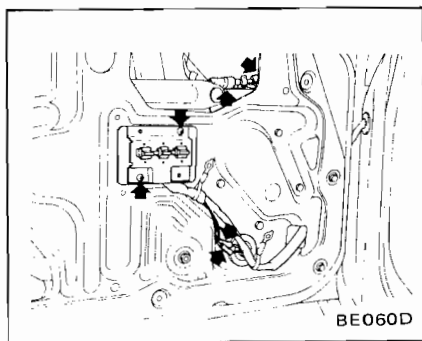
5. Installation is in the reverse order of removal.

POWER WINDOW SYSTEM

REMOVAL AND INSTALLATION

Power window main switch

1. Disconnect battery ground cable.
2. Remove instrument lower cover on left side.
3. Remove driver side door finisher and sealing screen.
4. Remove door glass and power window regulator. (Refer to Section BF.)
5. Disconnect connectors at dash side and disconnect remote-control mirror harness connectors located inside door.
6. Remove main switch with harness by loosening retaining screws.



7. Installation is in the reverse order of removal. After installation, adjust door glass. Refer to Door (Section BF) for adjustment.

Sub-switch

1. Disconnect battery ground cable.
2. Remove instrument lower cover on right side.
3. Remove passenger side door finisher and sealing screen.
4. Remove door glass and power window regulator.
5. Remove glove box.
6. Disconnect connectors at dash side and disconnect remote-control mirror harness connectors located inside door.

7. Remove sub-switch with harness by loosening retaining screws.
8. Installation is in the reverse order of removal. After installation, adjust door glass. Refer to Door Glass (Section BF) for adjustment.

Motor

1. Disconnect battery ground cable.
2. Remove regulator assembly with motor. Refer to Door Glass and

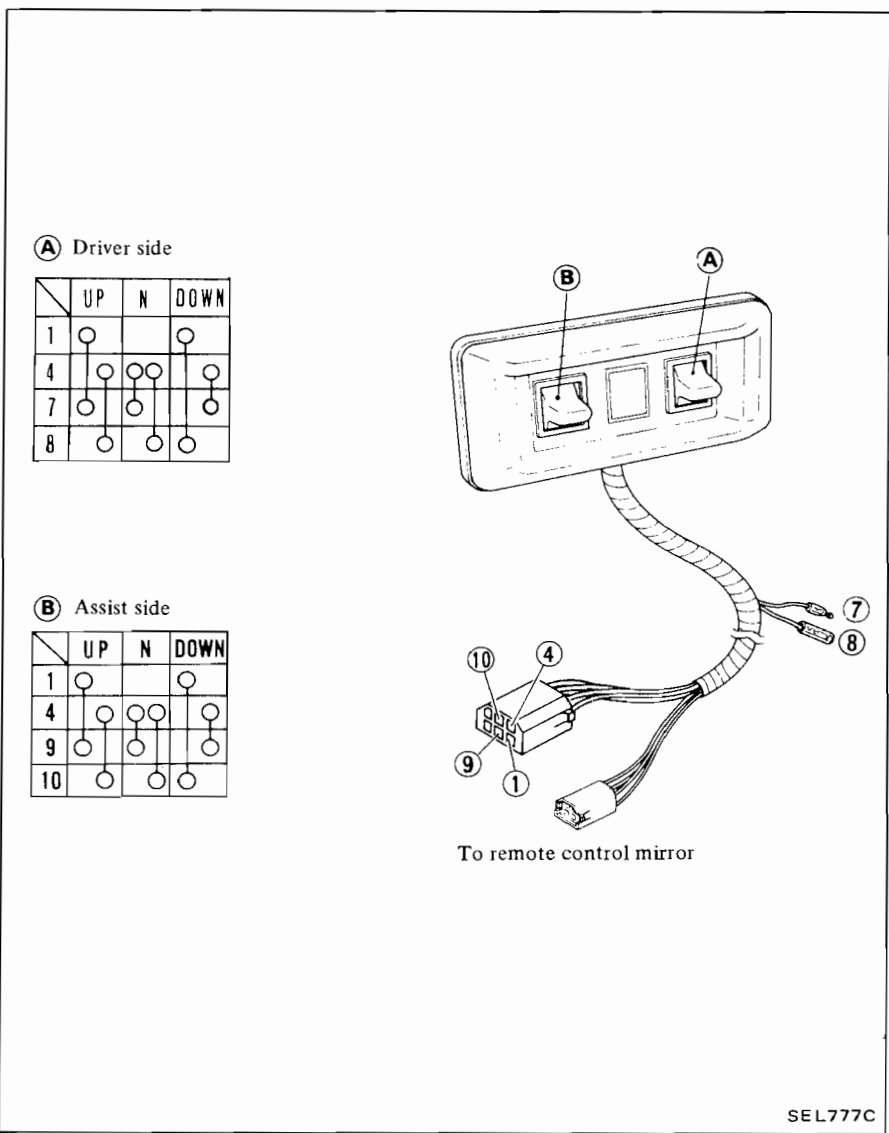
Regulator (Section BF) for removal and installation.

3. Separate motor from regulator.
4. Installation is in the reverse order of removal. After installation, adjust door glass. Refer to Door Glass (Section BF) for adjustment.

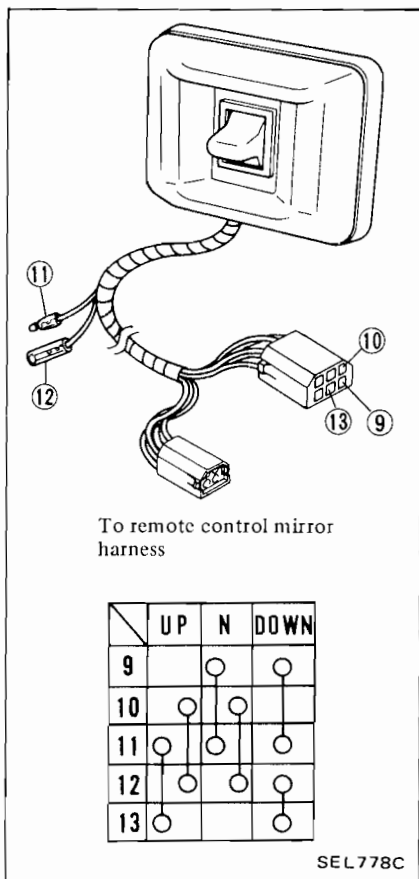
INSPECTION

Test continuity through switch with an ohmmeter.

Main switch



Sub-switch

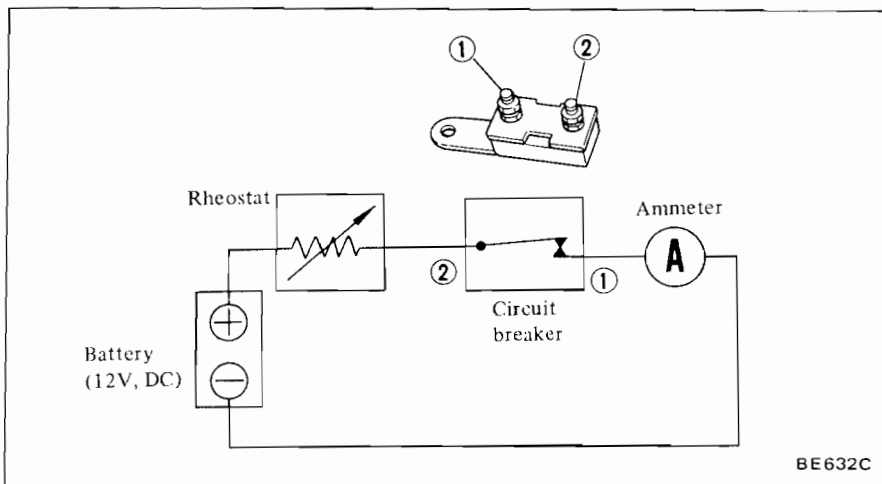


Power window motor

- Test as follows:
1. Apply DC 12 volt to motor terminal and make sure that motor rotates.
 2. Then reverse polarity of DC 12 volt power supply and make sure that motor rotates reversely.

Circuit breaker

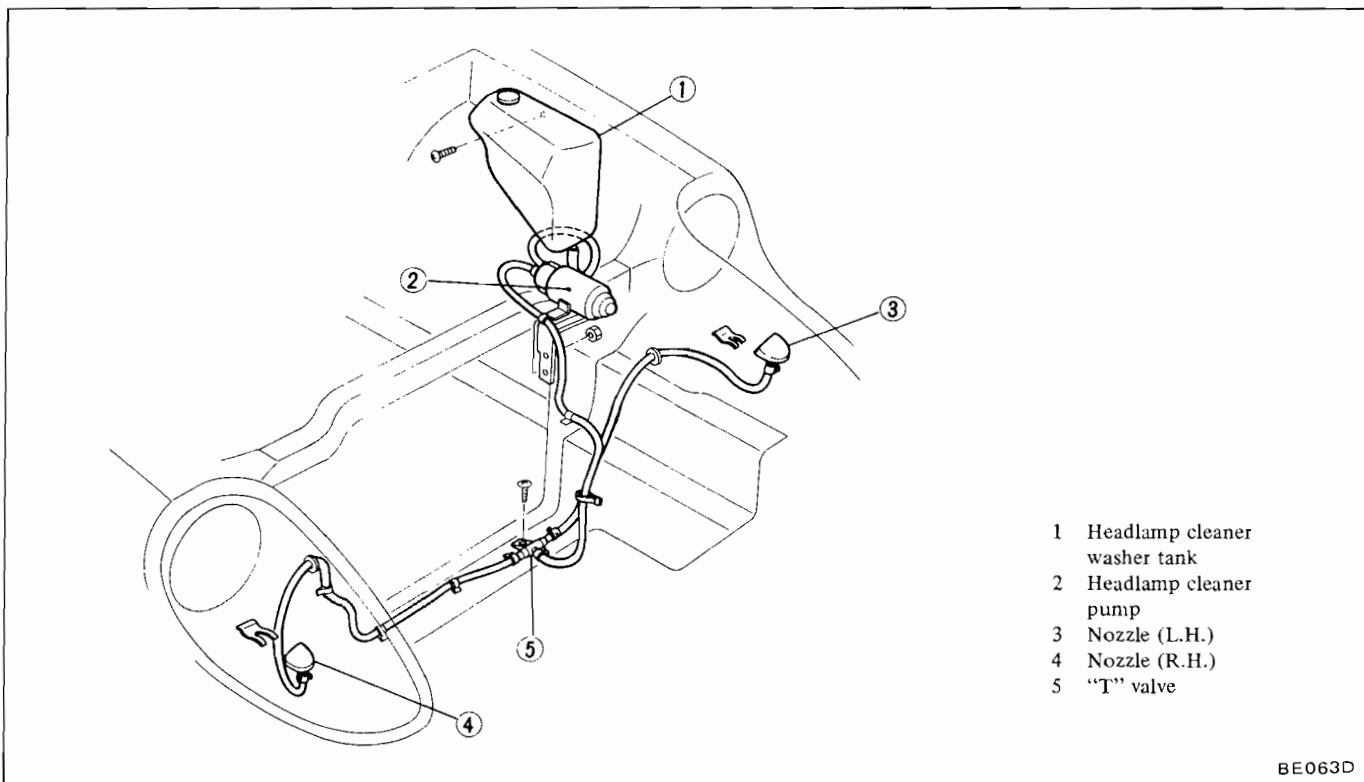
- Test as follows:
1. Set up a circuit as shown in figure



- to the right.
2. Gradually decrease rheostat resistance until ammeter indicates 30 amperes.
 3. At this point connector reading should decrease to 0 ampere within between 13 and 35 seconds.

CAUTION:
Use rheostat of below 1 ohm and over 400 watt ratings.

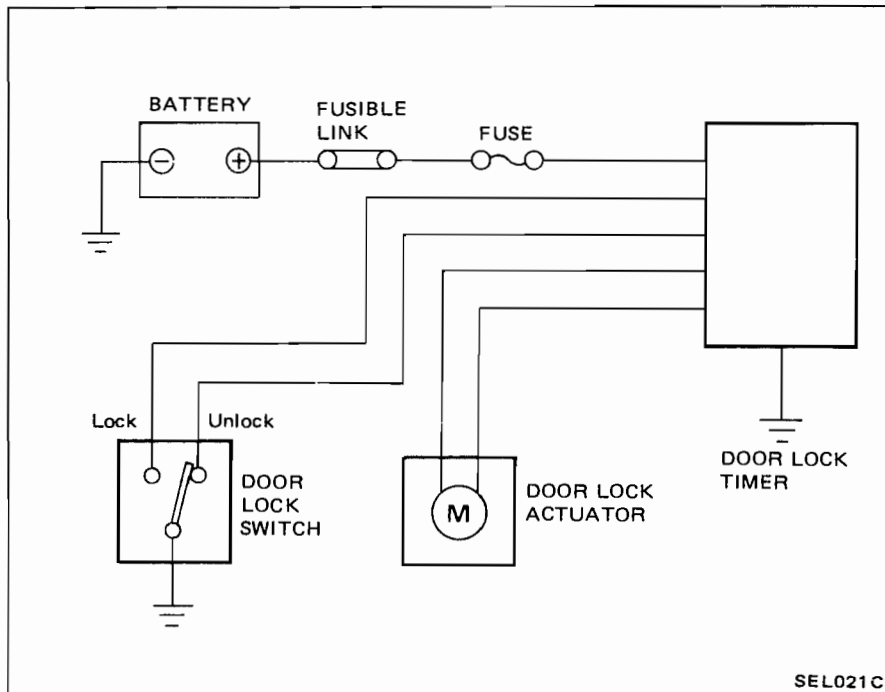
HEADLAMP CLEANER



POWER DOOR LOCK

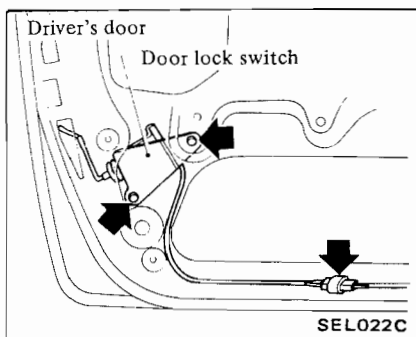
DESCRIPTION

The power door lock consists of a door lock switch, actuator and door lock timer. When the door lock knob or outer door handle key on the driver side is moved to “LOCK” or “UNLOCK”, the front passenger door is locked or unlocked simultaneously. The front passenger door can be locked or unlocked manually and independently of the driver’s door.

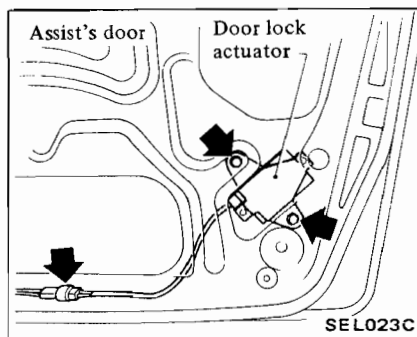


REMOVAL AND INSTALLATION

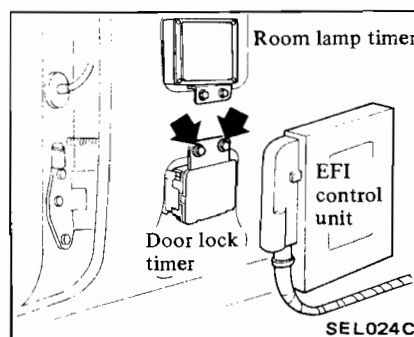
Door lock switch



Door lock actuator

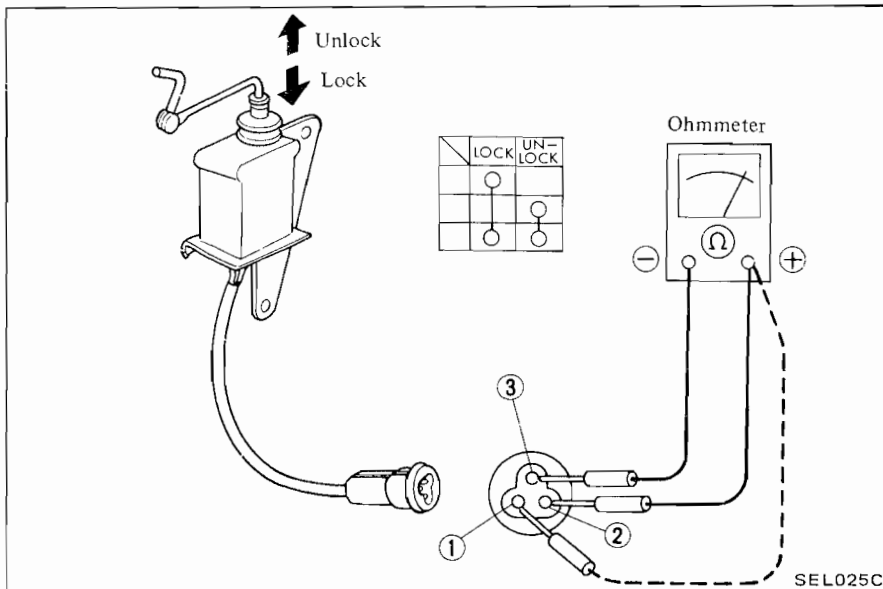


Door lock timer

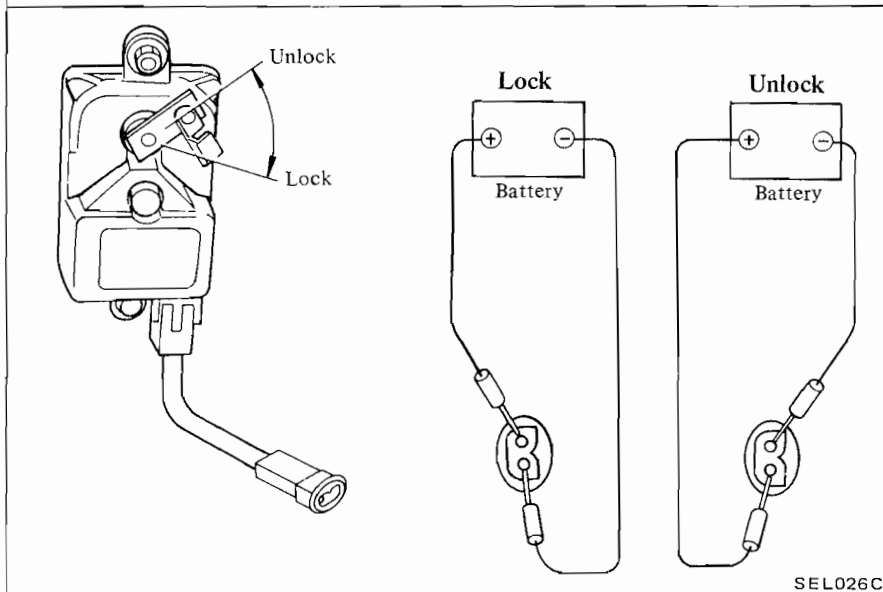


INSPECTION

Door lock switch

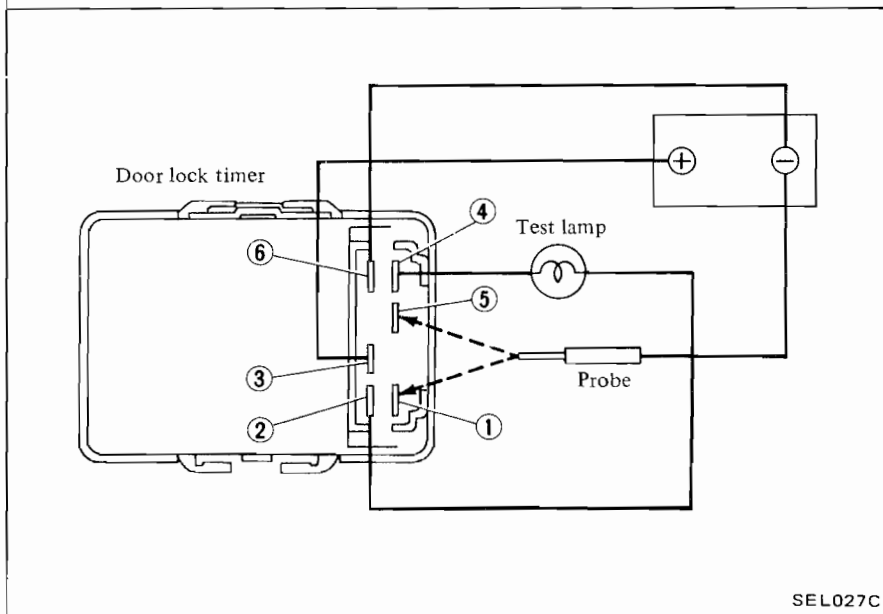


Door lock actuator



Door lock timer

1. Connect test lamp and test lead as shown in figure on the right.
2. Momentarily contact and release terminal ① with probe.
3. Momentarily contact and release terminal ⑤ with probe.
4. Ensure that, when probe contacts terminals in steps 2 and 3, test lamp comes on, then goes out in one to two seconds.

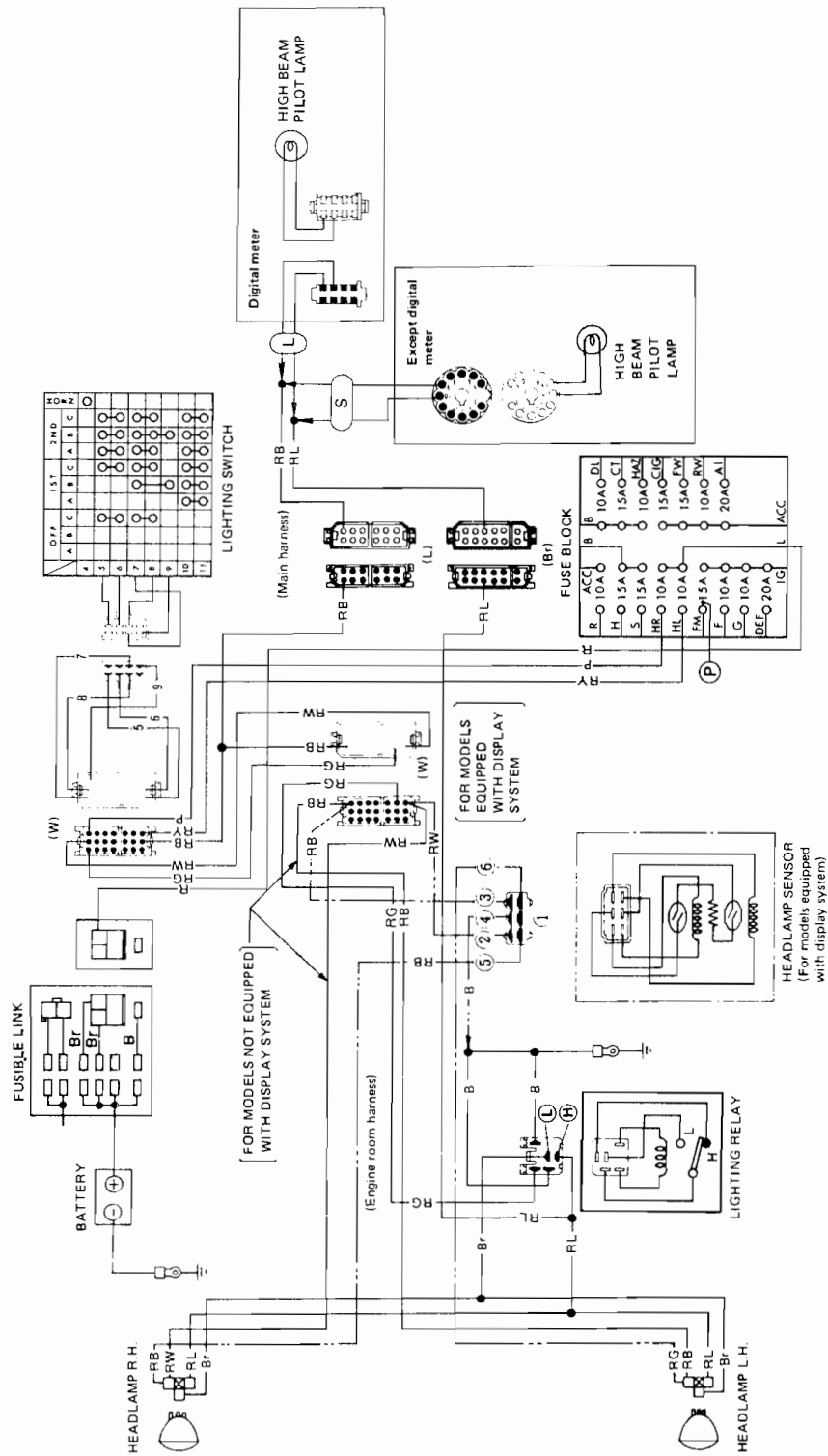


CIRCUIT DIAGRAMS AND TROUBLE DIAGNOSES

CAUTION: Before starting to work, be sure to turn ignition switch "OFF" and then disconnect battery ground cable.

LIGHTING SYSTEM

HEADLAMP

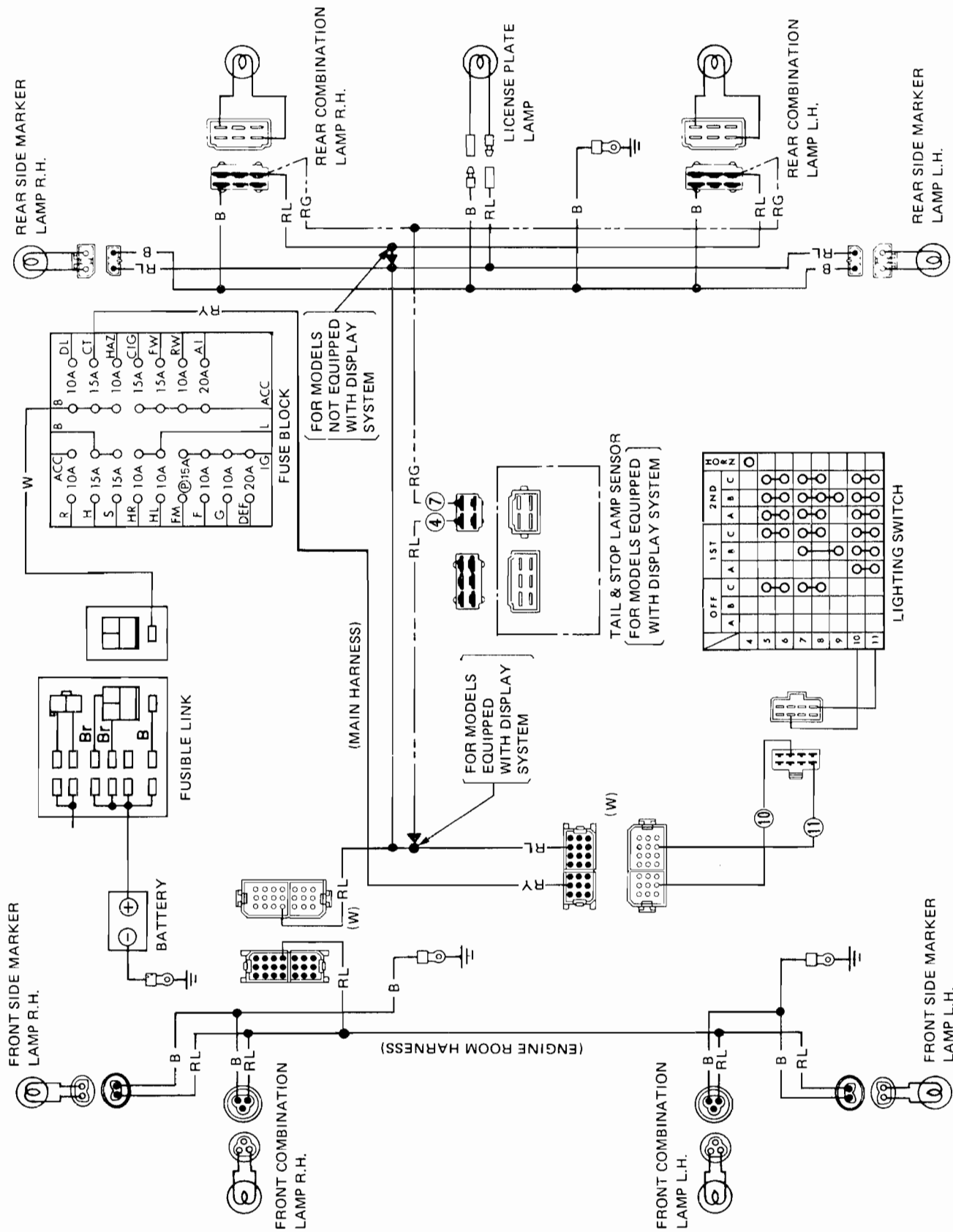


SEL779C

EL-70

Condition	Probable cause	Corrective action
Headlamps do not come on either high or low beams.	<p>Burnt fusible link.</p> <p>Loose connection or open circuit.</p> <p>Faulty lighting switch. [High (low) beam comes on when ⑤ and ⑥, ⑦ and ⑧ (and ⑨) terminals of harness connector to combination switch are connected with test lead including 10A fuse]</p> <p>Faulty lighting relay. [High (low) beam comes on when lighting switch is set to "2nd" position and ④ (①) terminal of harness connector to lighting relay is grounded with test lead including 10A fuse].</p> <p>Faulty headlamp sensor. (For models equipped with display system) [R.H. (L.H.) beam comes on when lighting switch is set to "2nd" position, and ② and ⑤ (③ and ⑥) terminals of harness connector to headlamp sensor are connected with test lead including 10A fuse].</p>	<p>Correct cause and replace fusible link.</p> <p>Check wiring and/or repair connection.</p> <p>Replace if necessary.</p> <p>Replace if necessary.</p> <p>Replace if necessary.</p>
High beam cannot be switched to low beam or vice versa.	<p>Faulty lighting relay. [High (low) beam comes on when lighting switch is set to "2nd" position and ④ (①) terminals of harness connector to lighting relay are connected with test lead including 10A fuse].</p> <p>Faulty lighting switch. [High (low) beam comes on when ⑤ and ⑥, ⑦ and ⑧ (and ⑨) terminals of harness connector to combination switch are connected with test lead including 10A fuse]</p>	<p>Replace if necessary.</p> <p>Replace if necessary.</p>
Headlamps dim.	<p>Partly discharged or run-down battery.</p> <p>Inoperative charging system.</p> <p>Poor ground or loose connection.</p>	<p>Measure specific gravity of electrolyte and recharge or replace battery if necessary.</p> <p>Measure voltage at headlamp terminals. If it is less than 12.8V, check charging system for proper operation.</p> <p>Clean and/or tighten.</p>
Headlamp lights on only one side.	<p>Loose headlamp connection.</p> <p>Faulty headlamp beam.</p>	<p>Repair.</p> <p>Replace.</p>
One headlamp dim	Burnt fuse.	Correct cause and replace.

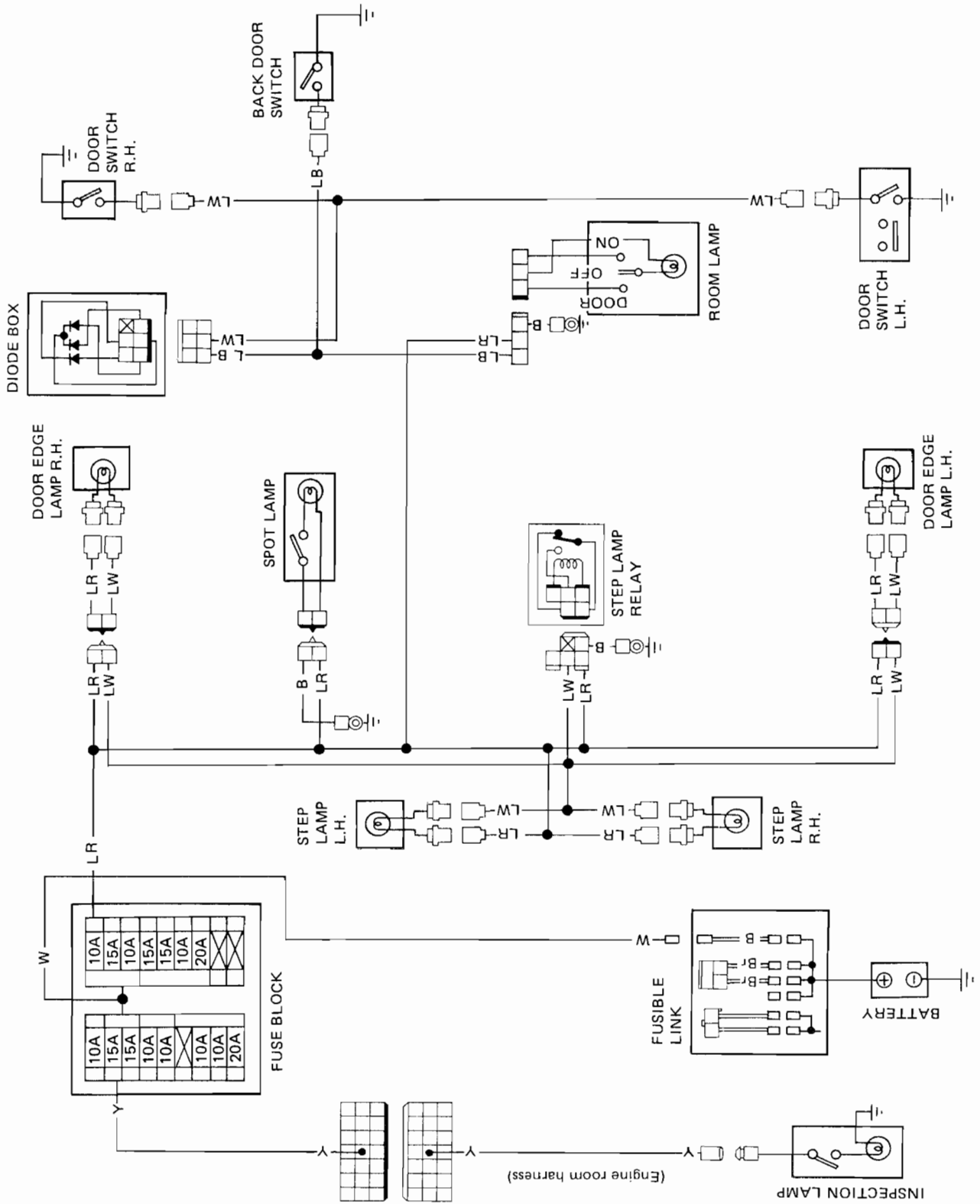
TAIL, CLEARANCE, SIDE MARKER AND LICENSE PLATE LAMP



SEL029C

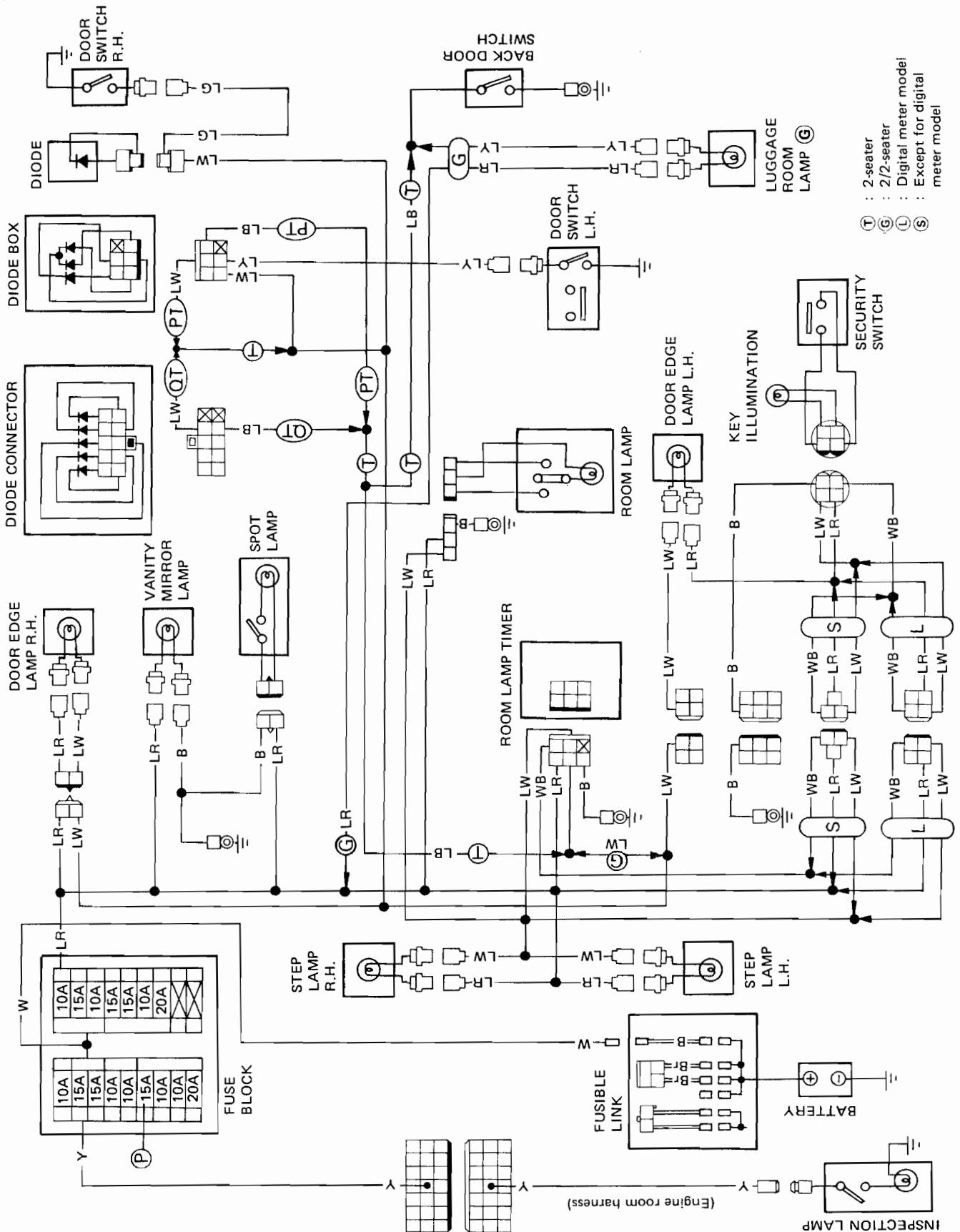
Condition	Probable cause	Corrective action
Neither left nor right lamp lights.	Burnt fuse. Loose connection or open circuit. Faulty lighting switch. [Lamps light when ⑩ and ⑪ terminals of harness connector to combination switch are connected with test lead including 10A fuse].	Correct cause and replace. Check wiring and/or repair connection. Replace if necessary.
Neither side of tail lamp lights.	Faulty or loose connection of tail and stop lamp sensor. (For models equipped with display system) [Tail lamps light when ④ and ⑦ terminals of harness connector to tail and stop lamp sensor are connected with test lead including 10A fuse].	Check and repair or replace.
Lamp on only one side does not light.	Burnt bulb. Loose bulb. Loose connection to lamp.	Replace. Correct. Correct.

SECURITY (Room, step, door edge), LUGGAGE ROOM, STOP AND ILLUMINATION LAMPS
Except GL model



SEL780C

GL model

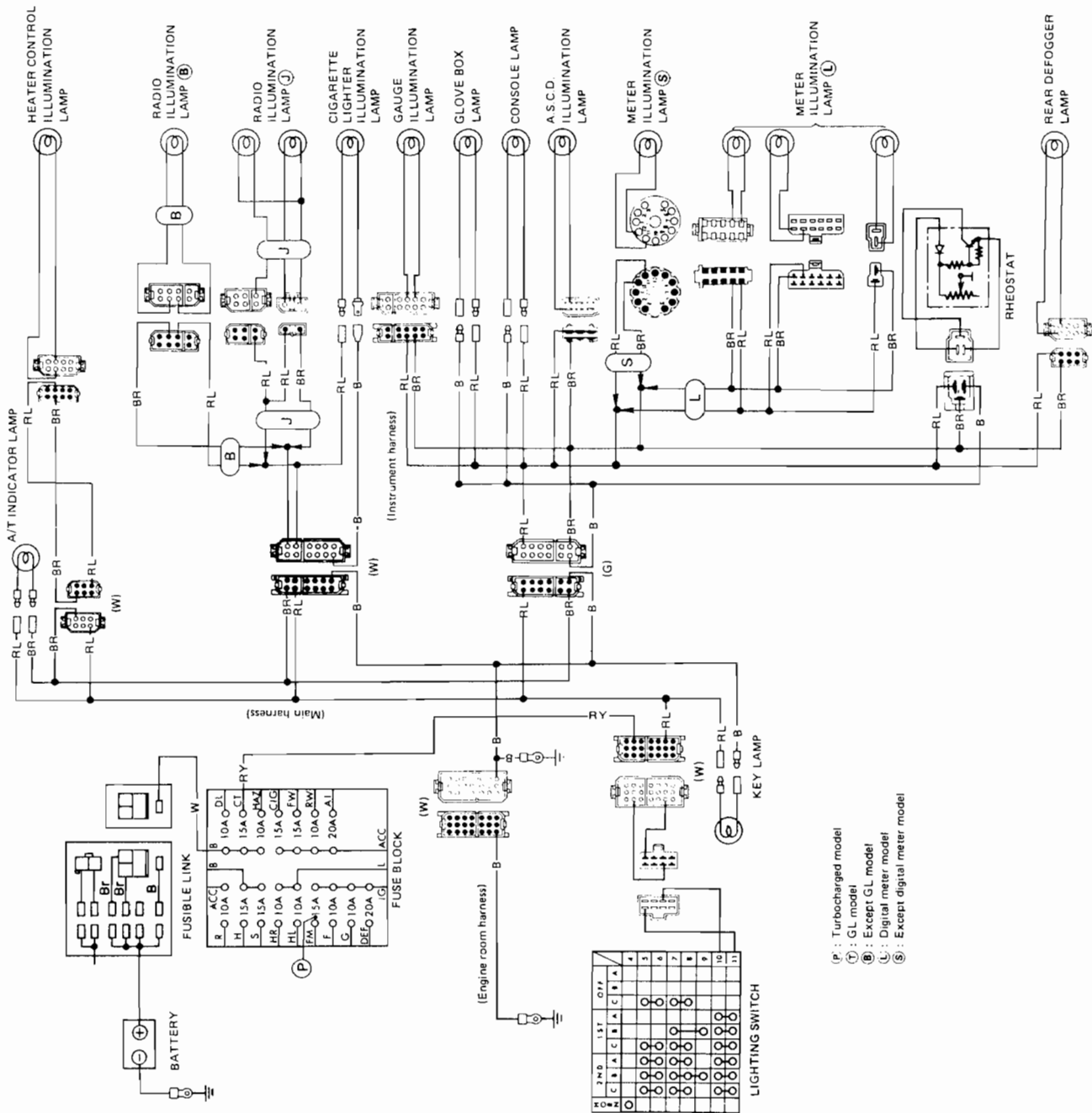


- T : 2-seater
- G : 2/2-seater
- L : Digital meter model
- S : Except for digital meter model

SEL781C

EL-75

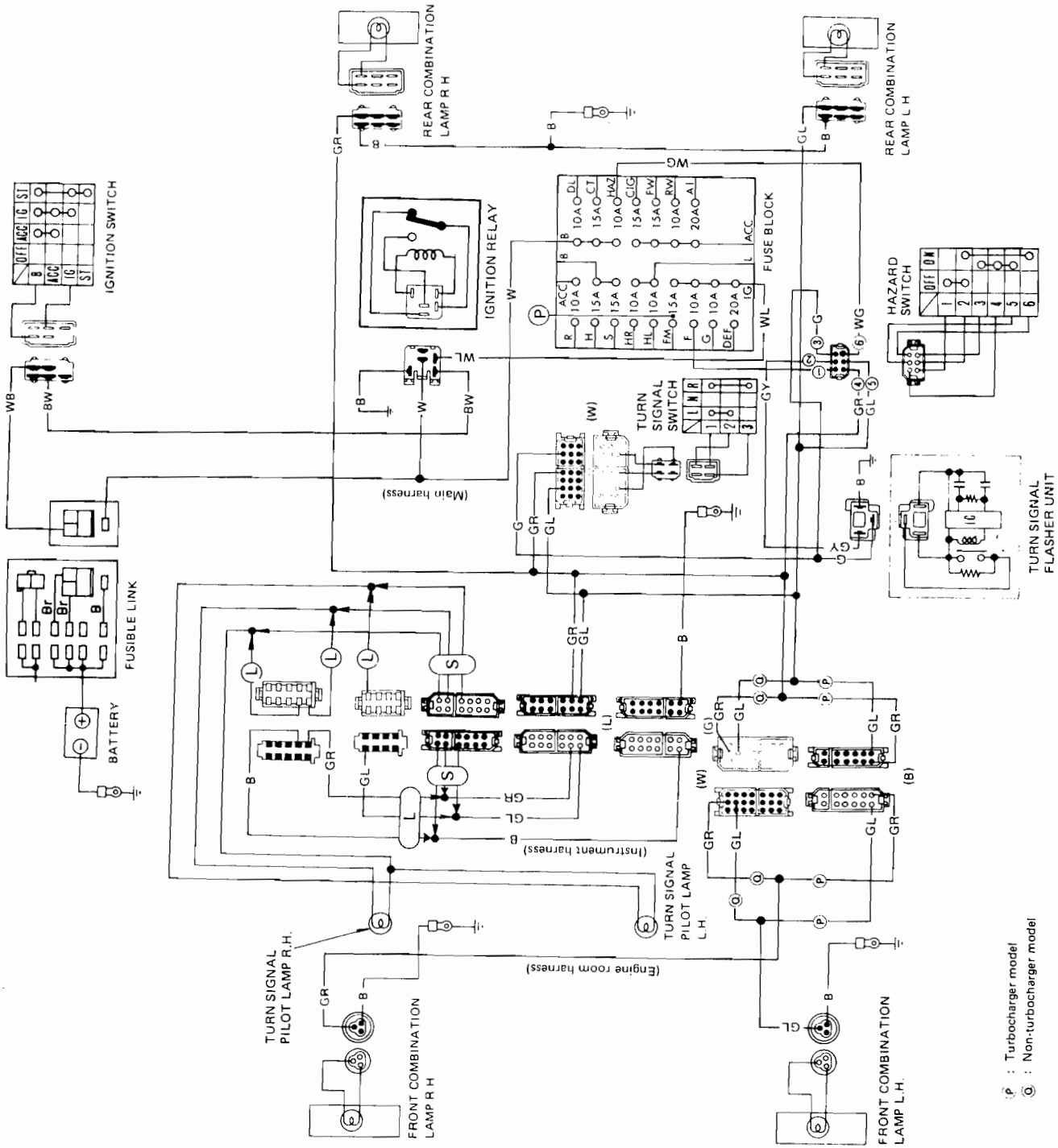
ILLUMINATION LAMP



SEL782C

SIGNAL SYSTEM

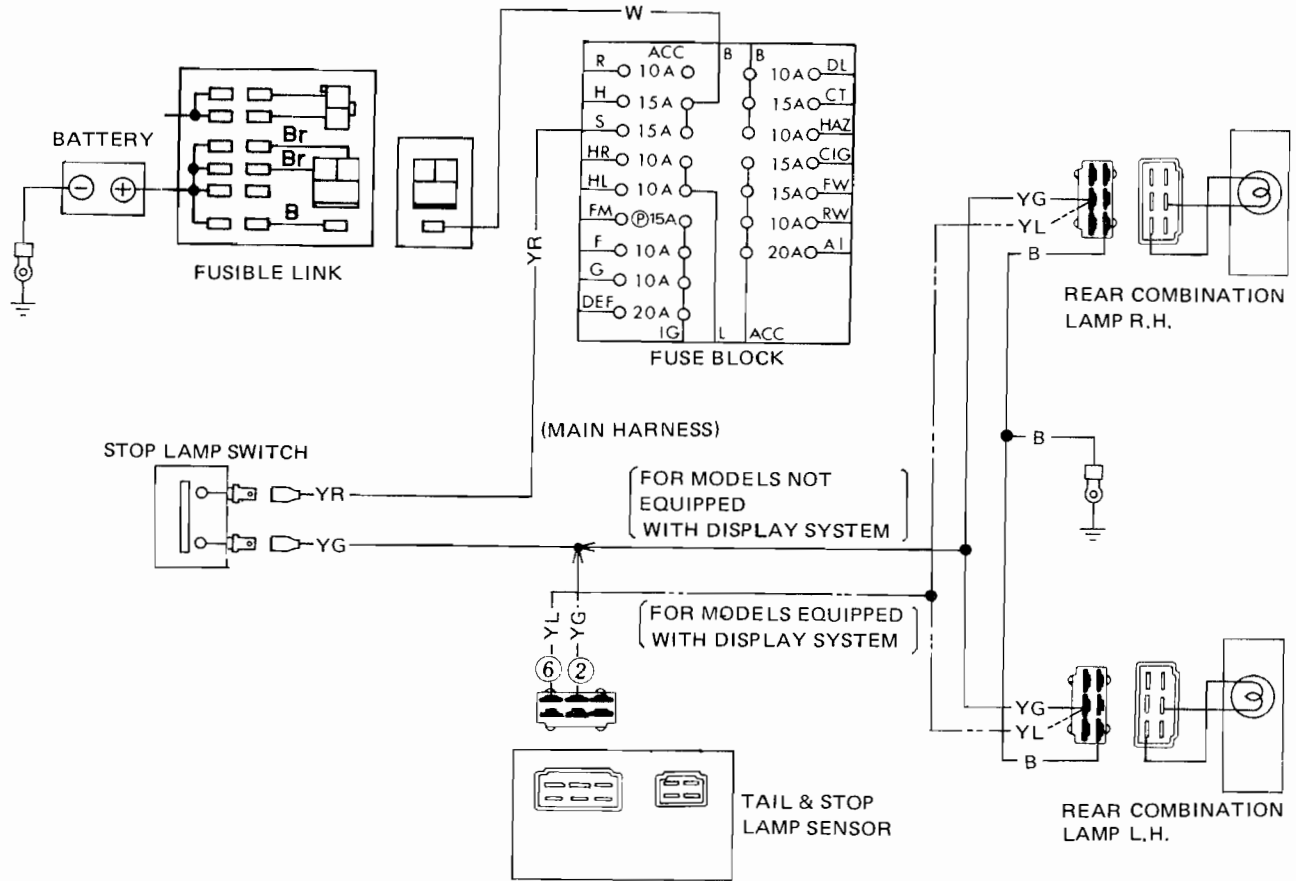
TURN SIGNAL AND HAZARD WARNING LAMP



SEL783C

Condition	Probable cause	Corrective action
Turn signals do not operate. (Hazard warning lamps operate)	Burnt fuse. Loose connection or open circuit. Faulty flasher unit. Faulty turn signal switch. Faulty hazard switch. [Turn signals operate when ① and ② terminals of harness connector to hazard switch are connected with test lead including 10A fuse].	Correct cause and replace. Check wiring and/or repair connection. Replace. Conduct continuity test and replace if necessary. Replace if necessary.
Hazard warning lamps do not operate. (Turn signals operate)	Burnt fuse. Faulty hazard warning flasher unit. Faulty hazard switch. [Left (Right) side lamps operate when ③ and ⑤ (③ and ④) terminals of harness connector to hazard switch are connected with test lead including 10A fuse].	Correct cause and replace. Replace. Replace if necessary.
No flasher click is heard.	Burnt bulb. Loose connection.	Replace. Reconnect firmly.
Flashing cycle is too slow (Pilot lamp does not go out.), or too fast.	Bulb other than specified wattage being used. Burnt bulbs. Loose connection. Faulty flasher unit.	Replace with one specified. Replace. Repair. Replace.
Flashing cycle is irregular.	Burnt bulb. Loose connection. Bulbs other than specified wattage being used.	Replace. Repair. Replace with one specified.

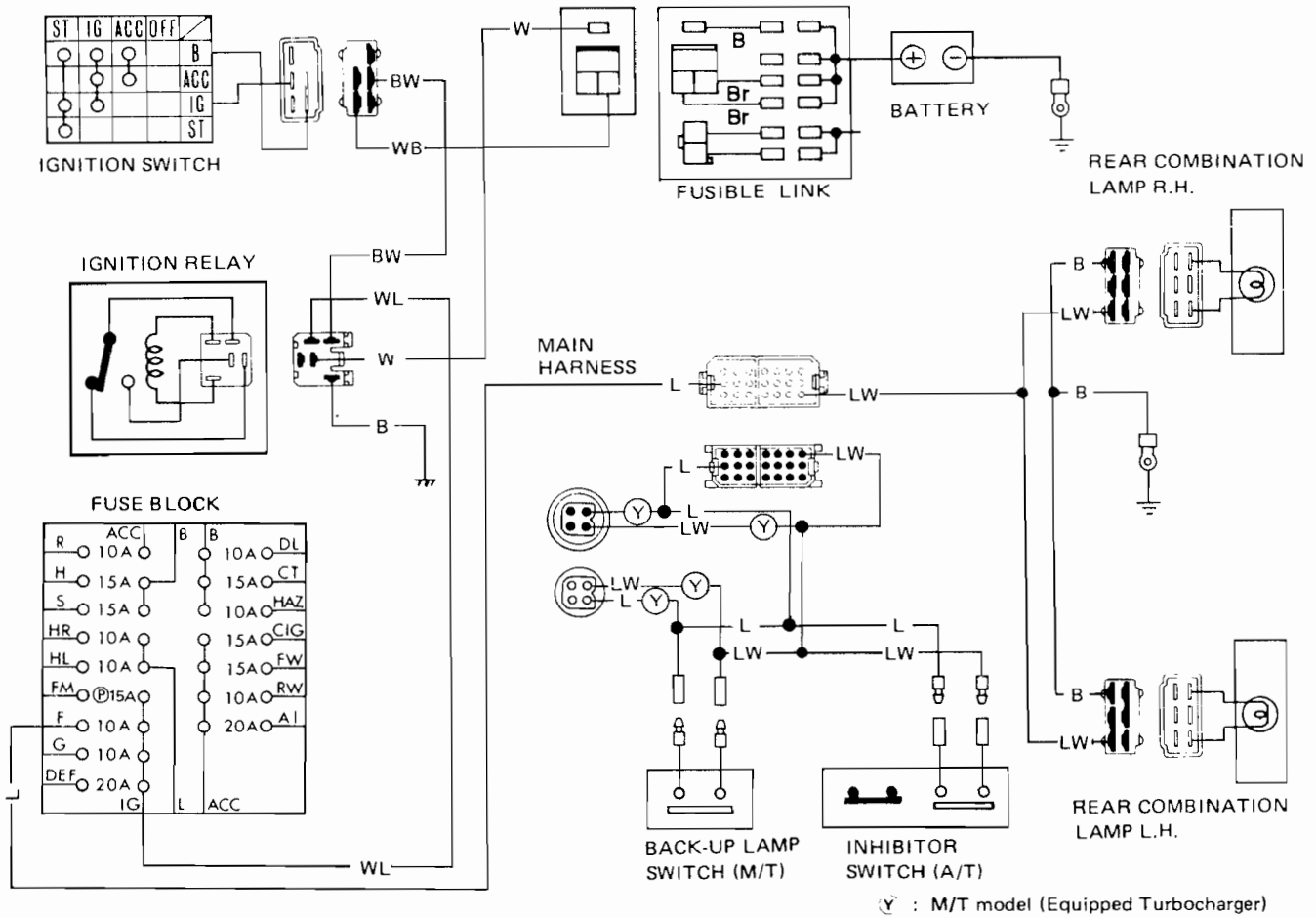
STOP LAMP



SEL033C

Condition	Probable cause	Corrective action
Neither left nor right lamp lights.	<p>Burnt fuse.</p> <p>Faulty stop switch.</p> <p>Faulty tail and stop lamp sensor (For models equipped with display system) [Stop lamps light when ② and ⑥ terminals of main harness connector to tail and stop lamp sensor are connected with test lead including 10A fuse].</p> <p>Loose connection or open circuit.</p>	<p>Correct cause and replace.</p> <p>Conduct continuity test and replace if necessary.</p> <p>Replace if necessary.</p> <p>Check wiring and/or repair connection.</p>
Lamp on only one side lights.	<p>Burnt bulb.</p> <p>Loose bulb.</p> <p>Loose connection or open circuit.</p>	<p>Replace.</p> <p>Repair lamp socket.</p> <p>Check wiring and/or repair connection.</p>

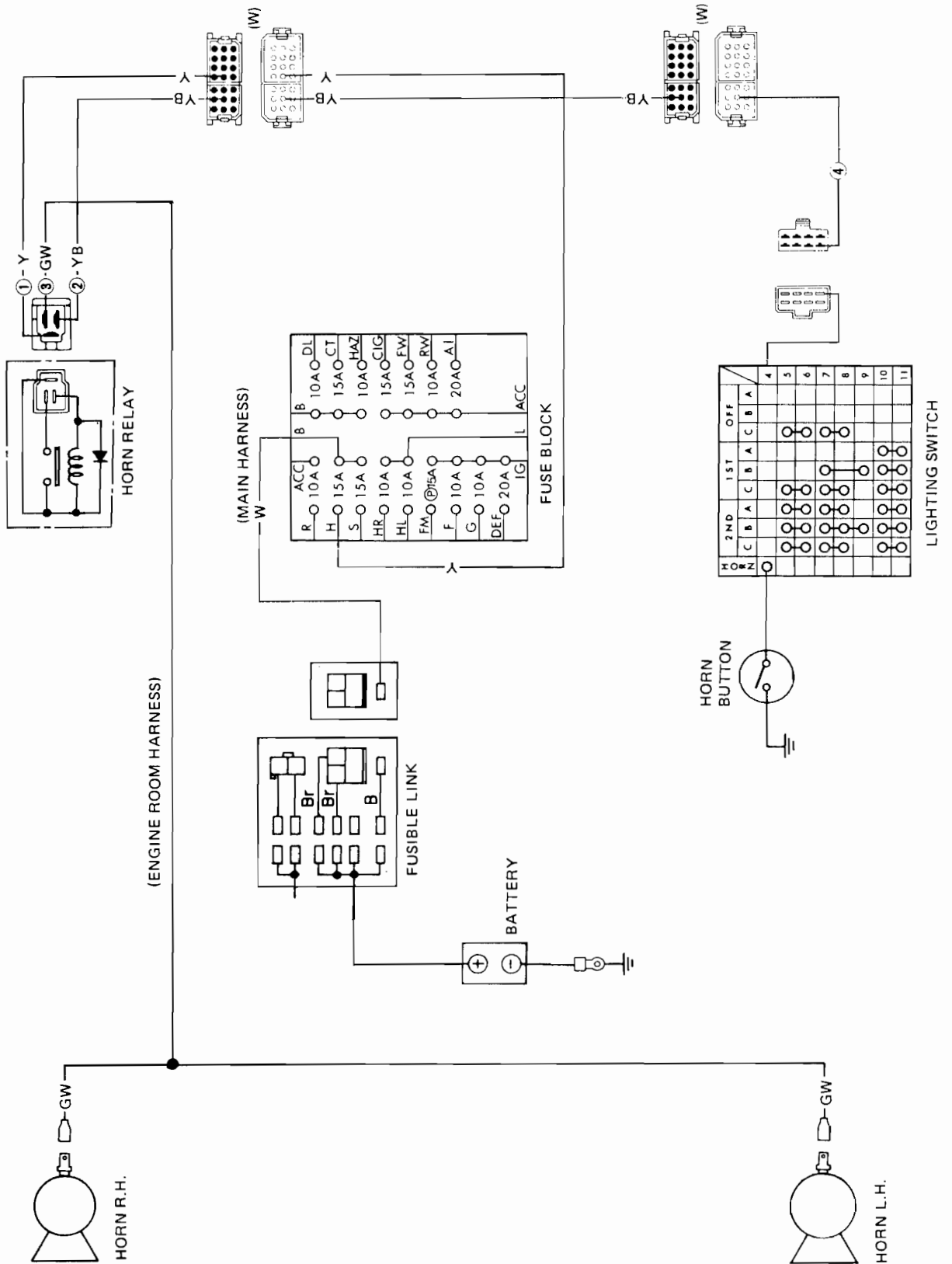
BACK-UP LAMP



SEL034C

Condition	Probable cause	Corrective action
Neither left nor right lamp lights.	Faulty back-up lamp switch (M/T) or inhibitor switch (A/T). Burnt fuse. Loose connection or open circuit.	Conduct continuity test and replace if necessary. Correct cause and replace. Check wiring and/or repair connection.
Lamp on only one side lights.	Burnt bulb. Loose bulb. Loose connection or open circuit.	Replace. Repair lamp socket. Check wiring and/or repair connection.

HORN

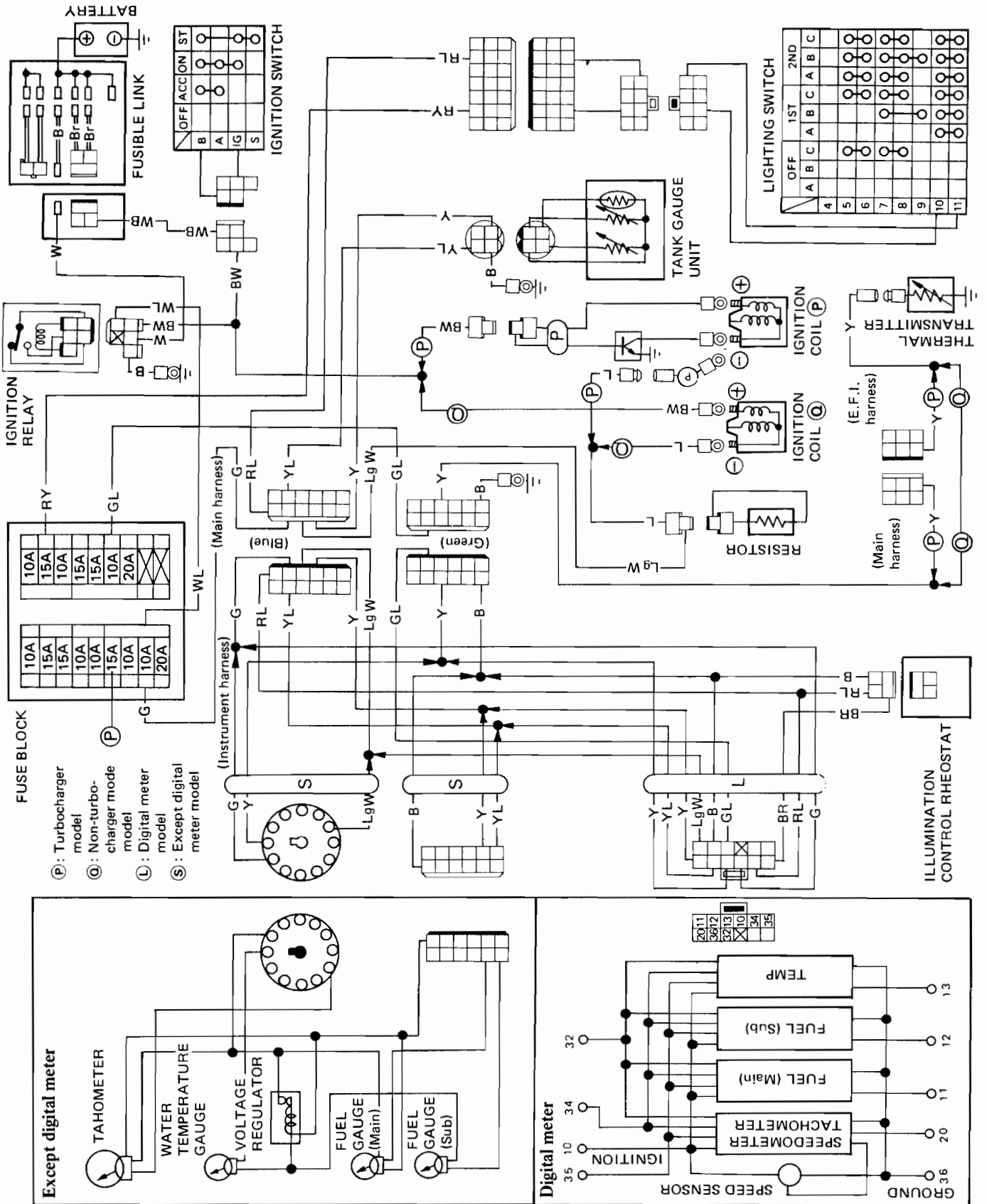


SEL035C

EL-81

Condition	Probable cause	Corrective action
Neither high nor low horn operates.	<p>Burnt fuse.</p> <p>Faulty horn button contact. [Horn sounds when ④ terminal of inst. harness connector to combination switch is grounded.]</p> <p>Faulty horn relay. [Horn sounds when ① and ③ terminals of engine harness to horn relay are connected with a test lead including 10A fuse.]</p> <p>Loose connection or open circuit.</p>	<p>Correct cause and replace fuse.</p> <p>Repair horn button.</p> <p>Replace.</p> <p>Check wiring and/or repair connection.</p>
High (Low) horn does not operate.	<p>Faulty horn or loose horn terminal connection.</p> <p>Break in wire to horn.</p>	<p>Correct horn terminal connection or replace horn.</p> <p>Repair.</p>
Horn does not stop to sound.	<p>Short-circuited horn button and/or horn button lead wire. [When inst. harness is disconnected from combination switch, horn stops sounding.]</p> <p>Faulty horn relay.</p>	<p>Repair horn button or its wiring.</p> <p>Replace.</p>
Reduced volume and/or tone quality.	<p>Loose or poor connector contact. (Fuse, relay, horn and/or horn button.)</p> <p>Faulty horn.</p>	<p>Repair.</p> <p>Replace.</p>

COMBINATION METER



SEL784C

TROUBLE DIAGNOSES (Except digital meter model)

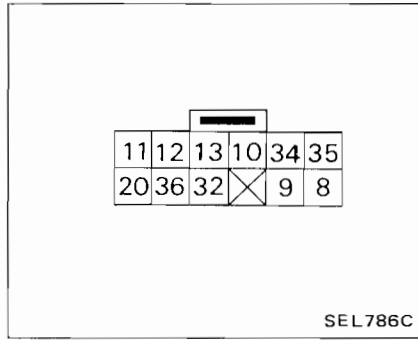
Condition	Probable cause	Corrective action
Water temperature gauge		
Gauge does not operate.	Faulty thermal transmitter or loose terminal connection. (When yellow wire to thermal transmitter is grounded, gauge pointer fluctuates.) Faulty water temperature gauge.	Replace thermal transmitter or correct terminal connection. Replace water temperature gauge.
Gauge indicates only maximum temperature.	Faulty thermal transmitter. (Gauge pointer returns to original position when ignition switch is turned off.) Faulty water temperature gauge. (Gauge pointer indicates maximum temperature even after ignition switch is turned off.)	Replace thermal transmitter. Replace water temperature gauge.
Gauge does not operate accurately.	Faulty water temperature gauge. Loose or poor connection.	Replace water temperature gauge. Correct connector terminal contact.
Fuel level gauge		
Main (Sub) fuel level gauge does not operate.	Faulty fuel gauge tank unit. [Pointer deflects when fuel gauge tank unit yellow (yellow-blue) wire is grounded.] Faulty fuel level gauge. Loose connection or open circuit.	Replace fuel gauge tank unit. Replace. Check wiring and/or repair connection.
Pointer indicates only "F" ("¼") position.	Faulty fuel gauge tank unit. Faulty fuel level gauge.	Replace. Replace.
Fuel level gauge does not operate accurately.	Faulty fuel gauge tank unit. Faulty fuel level gauge. Poor or loose connection. Faulty gauge voltage regulator. (Gauge pointer fluctuates excessively)	Replace. Replace fuel level gauge. Correct connector terminal contact. Replace water temperature gauge (Sub).

Condition	Probable cause	Corrective action
<p>Speedometer</p> <p>Neither speedometer pointer nor odometer operates.</p>	<p>Loose speedometer cable union nut.</p> <p>Broken speedometer cable No. 1 or No. 2.</p> <p>Damaged speedometer drive pinion gear (Transmission side).</p> <p>Faulty speedometer.</p>	<p>Retighten.</p> <p>Replace.</p> <p>Replace.</p> <p>Replace.</p>
<p>Unstable speedometer pointer.</p>	<p>Improperly tightened or loose speedometer cable union nut.</p> <p>Damaged speedometer cable.</p> <p>Faulty speedometer.</p>	<p>Retighten.</p> <p>Replace.</p> <p>Replace.</p>
<p>Unusual sound occurs in response to increase in driving speed.</p>	<p>Excessively bent or twisted speedometer cable inner wire or lack of lubrication.</p> <p>Faulty speedometer.</p>	<p>Replace or lubricate.</p> <p>Replace.</p>
<p>Inaccurate speedometer indication.</p>	<p>Faulty speedometer.</p>	<p>Replace.</p>
<p>Inaccurate odometer operation.</p>	<p>Improperly meshed second and third gear or worn gears.</p> <p>Faulty feeding due to deformed odometer and pinion carrier.</p>	<p>Replace speedometer.</p> <p>Replace speedometer.</p>

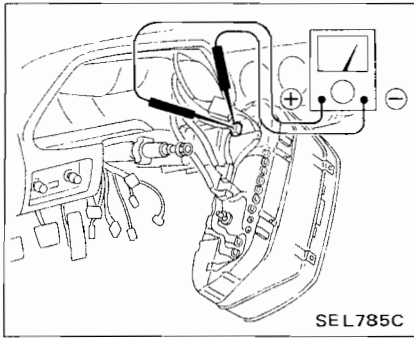
TROUBLE SHOOTING (Digital meter)

Precautions for trouble-shooting

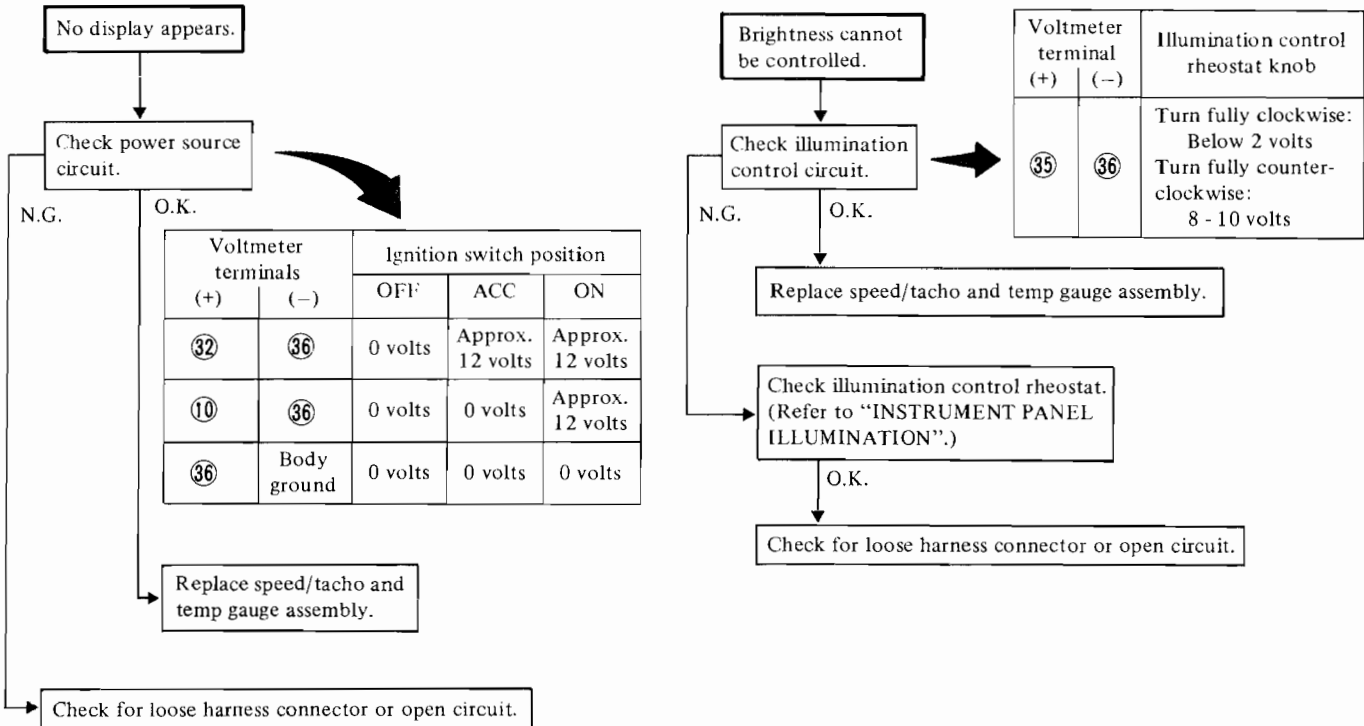
- Remove combination meter assembly and its harness connector as a unit. Do not disconnect harness connector.
- Attach test probes of circuit tester to terminals on harness side of harness connector to conduct continuity tests and/or measure voltage across terminals.

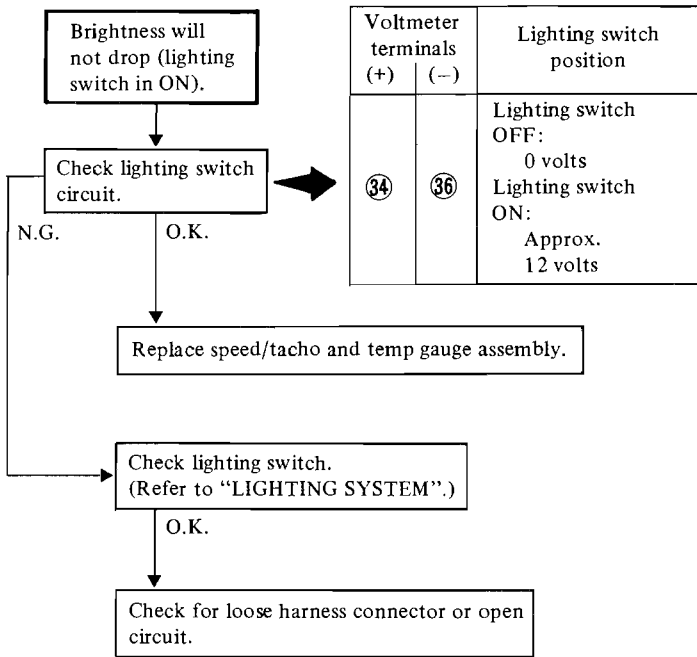


- Speedometer/tachometer assembly and multi-gauge assembly cannot be disassembled. Check continuity tests only on harness side.
- **Do not touch terminals and elements of electronic display units with your bare hand and do not get them dirty**, as this may produce static electricity and result in erroneous operation.

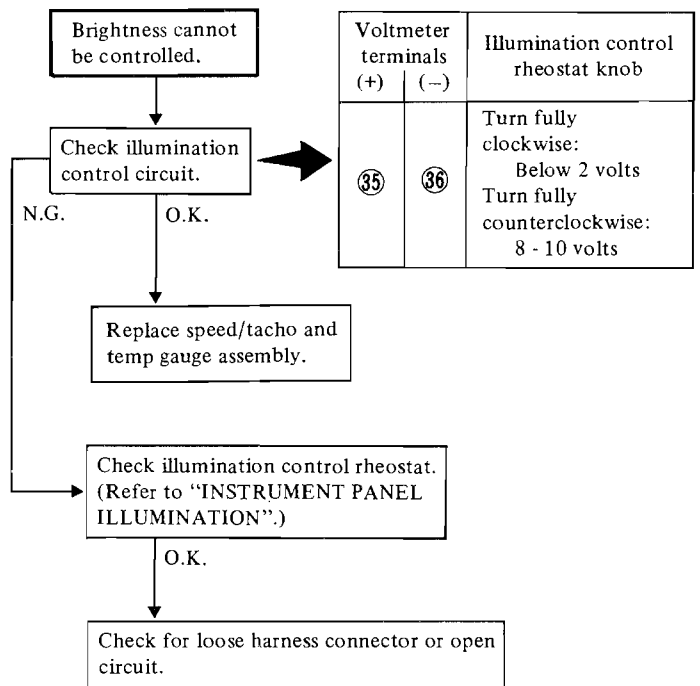
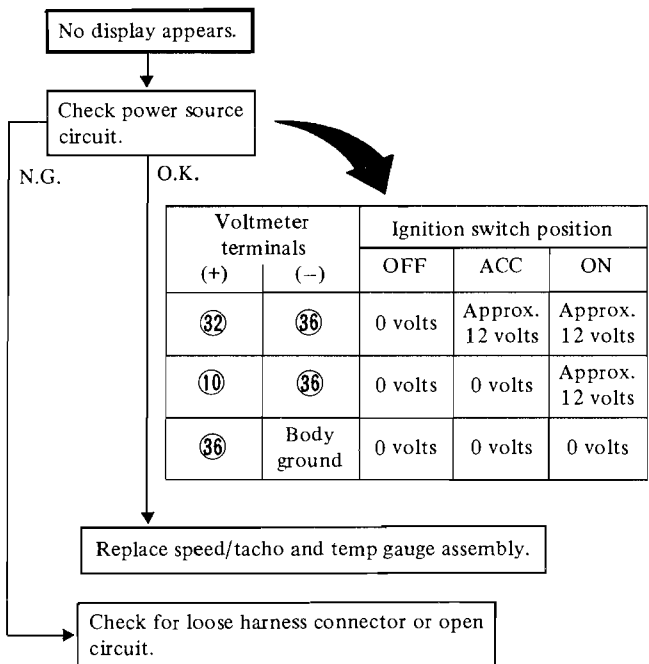


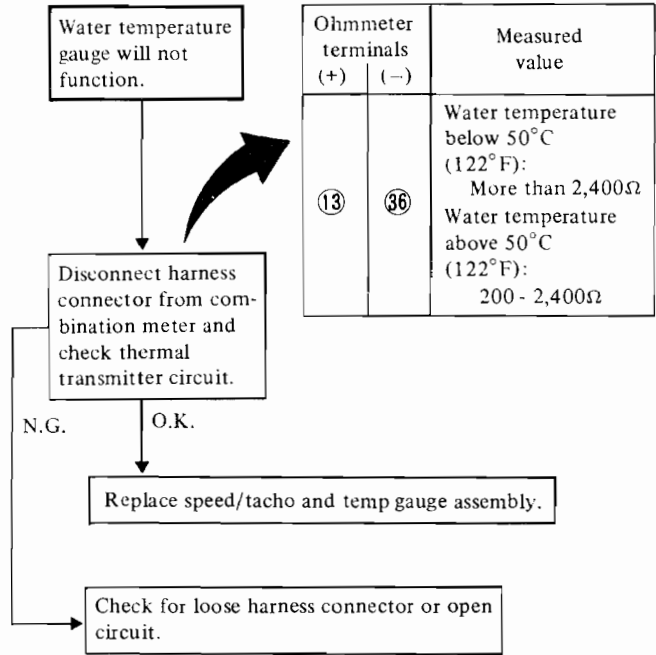
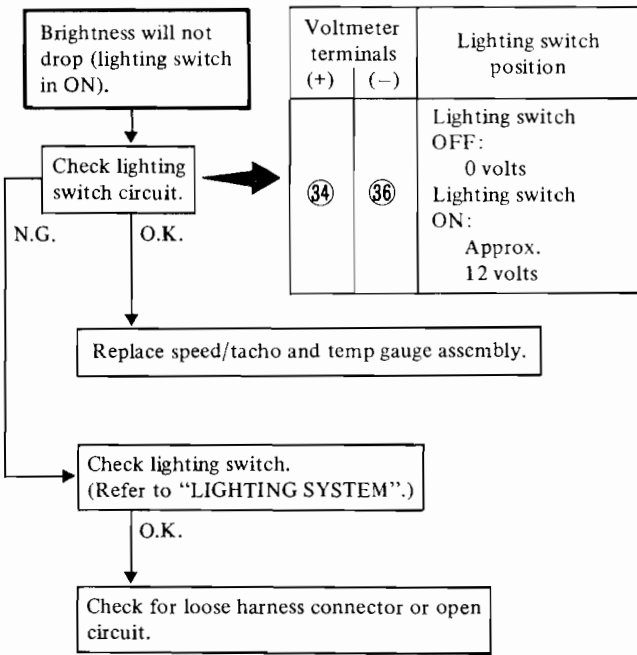
Speedometer/tachometer



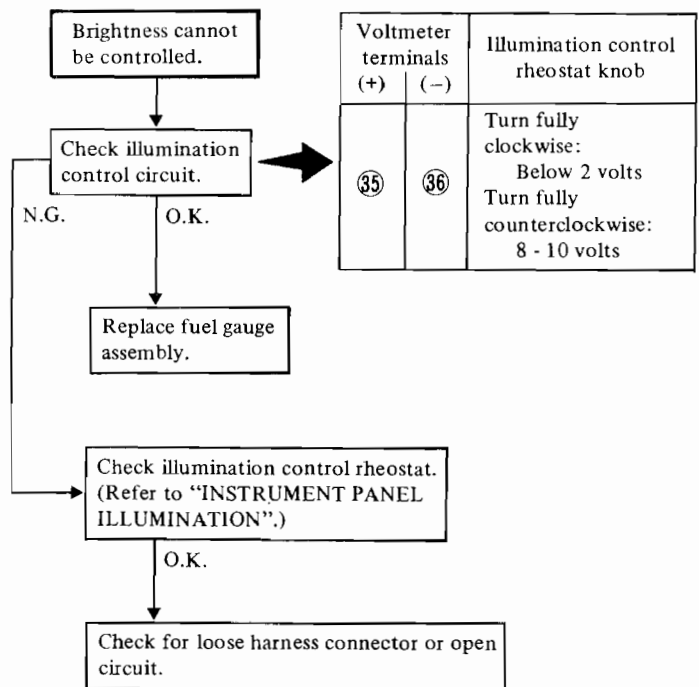
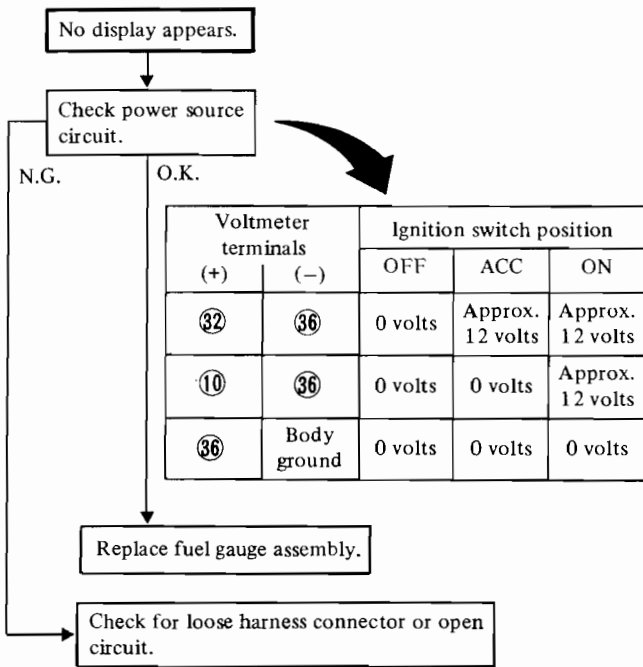


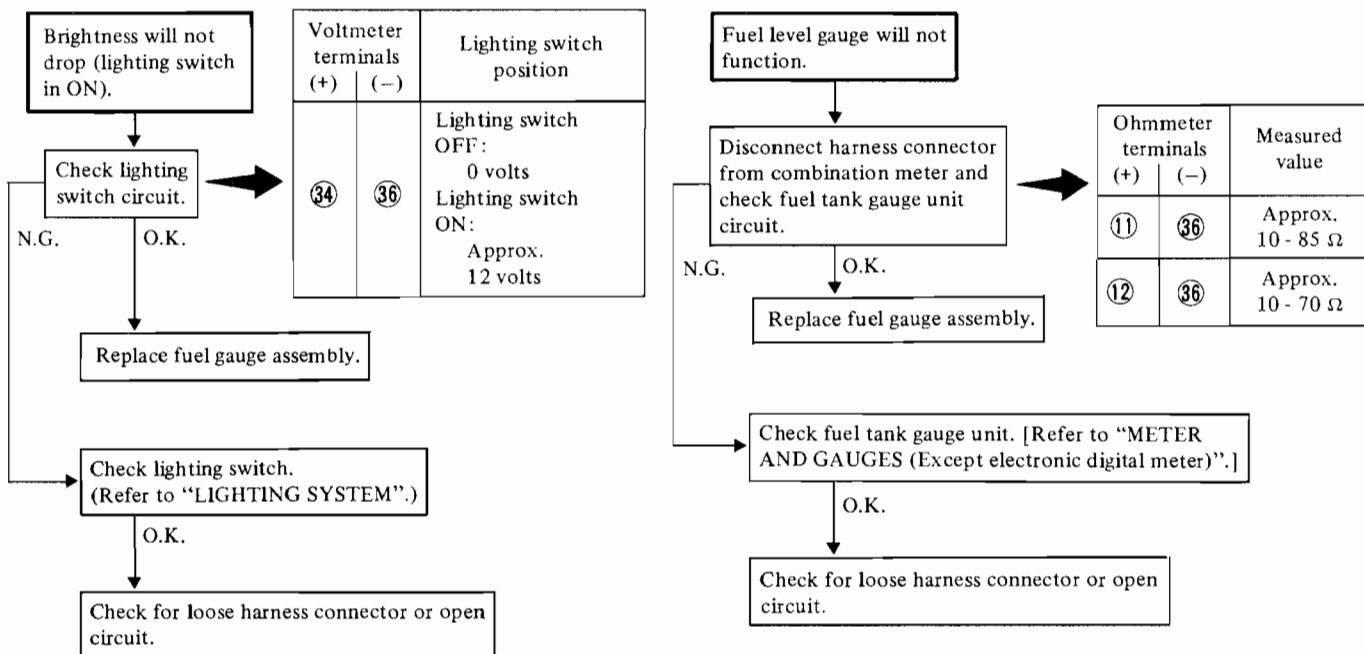
Water temperature gauge



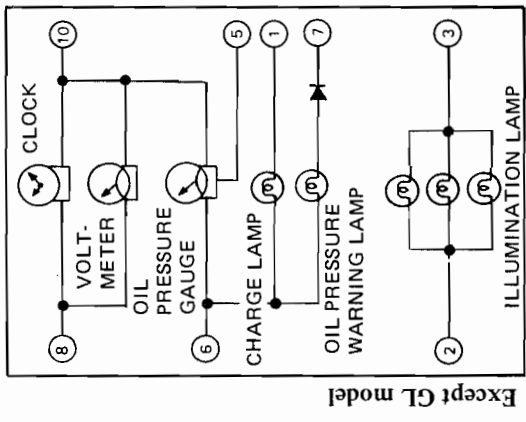
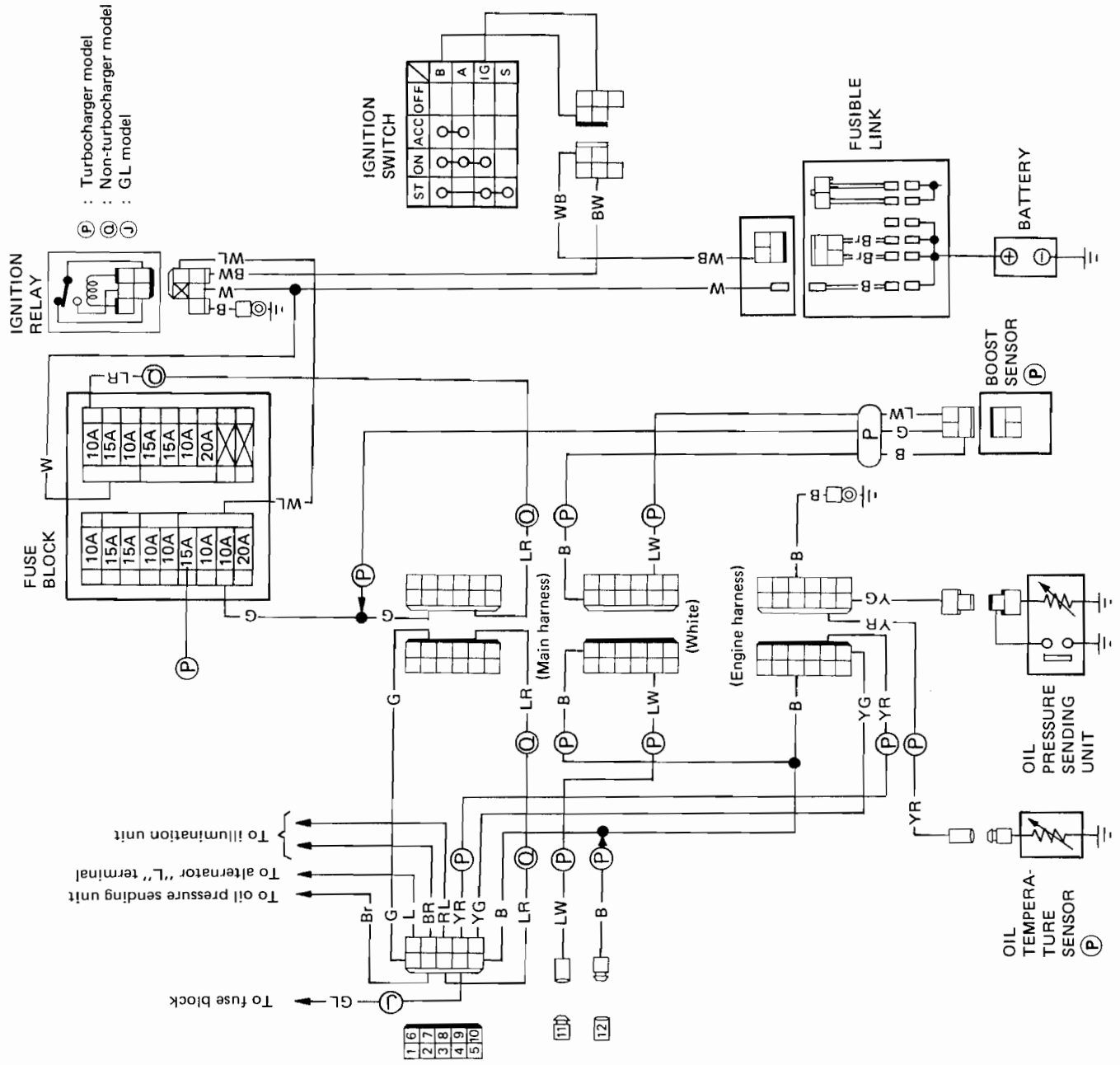


Fuel level gauge

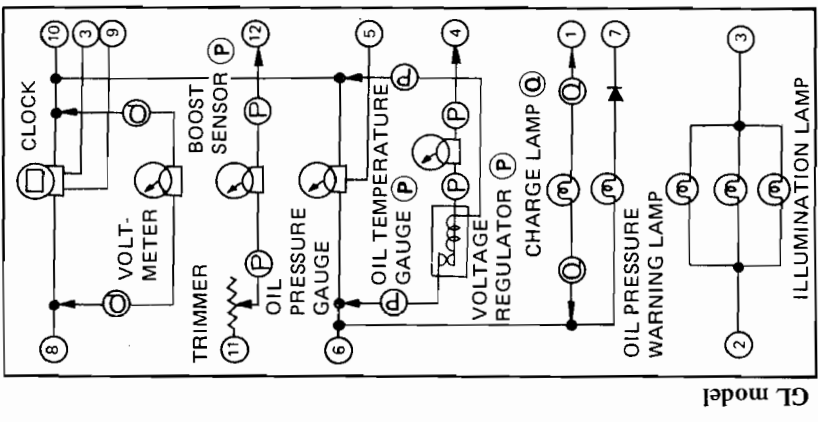




COMBINATION GAUGE

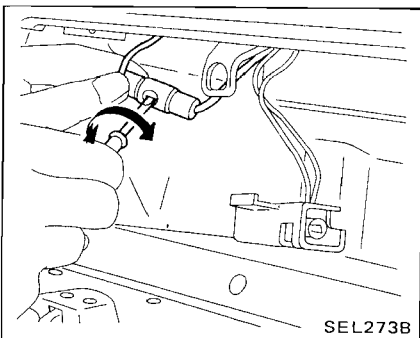


Except GL model



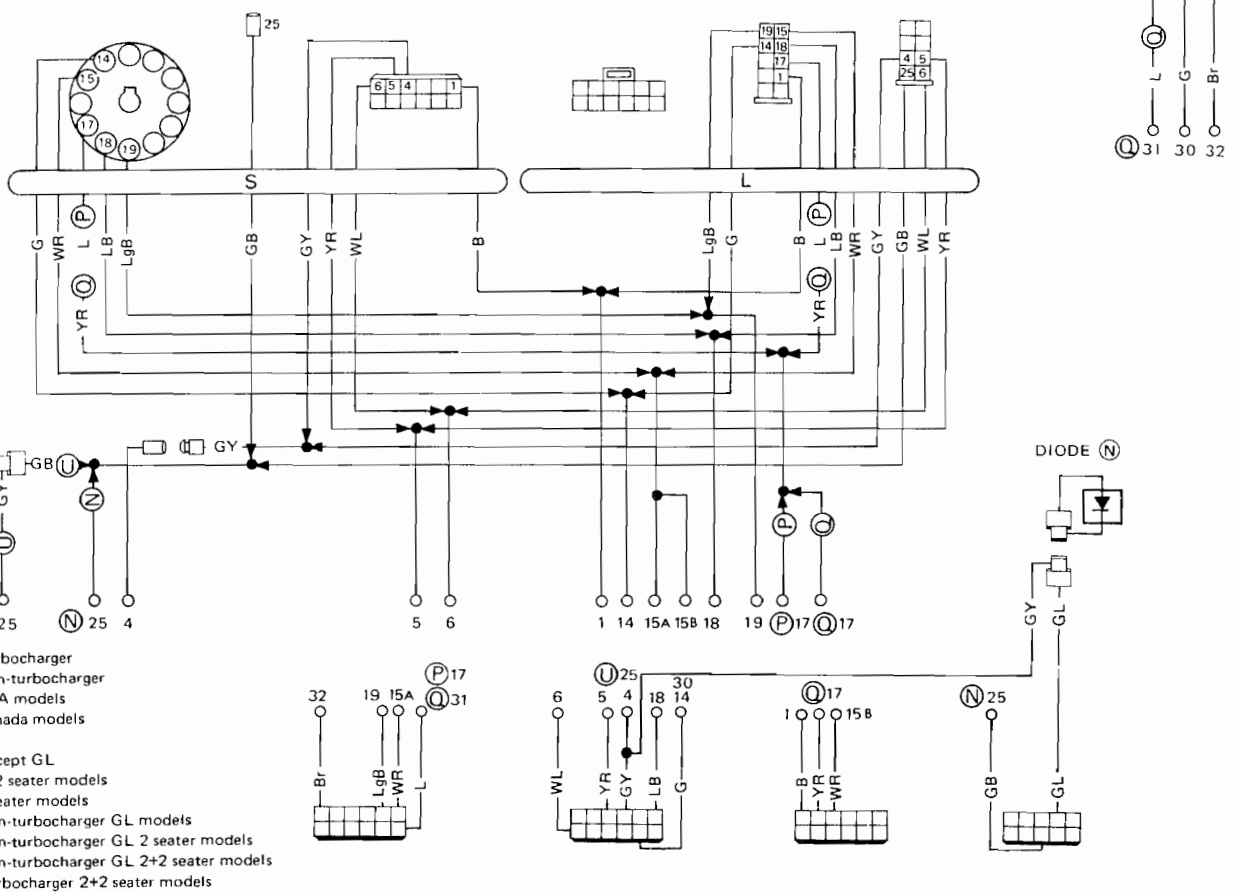
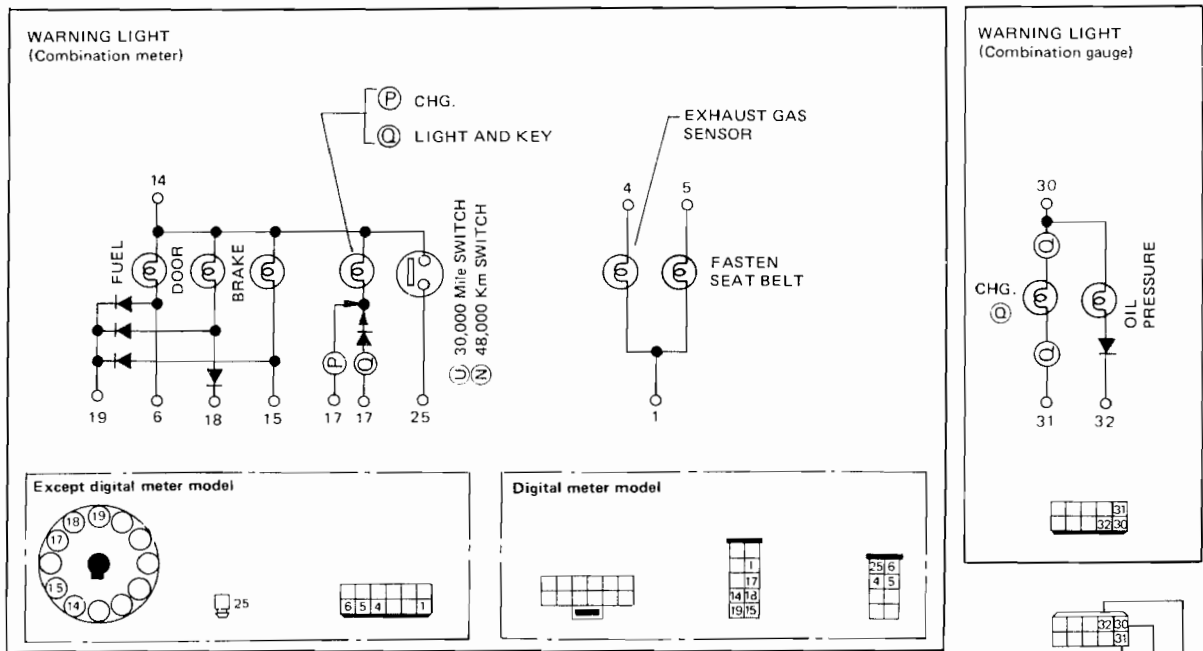
GL model

SEL787C

Condition	Probable cause	Corrective action
Voltmeter Voltmeter does not operate, or abnormally indicates.	Faulty voltmeter. Loose or poor connection.	Replace. Check wiring and/or repair connection.
Oil pressure gauge Oil pressure gauge does not operate.	Faulty oil pressure sending unit or loose terminal connection.	Replace oil pressure sending unit or correct terminal connection.
Gauge indicates only maximum pressure.	Faulty oil pressure gauge unit. (Gauge pointer returns to original position when ignition switch is turned off.) Faulty oil pressure gauge. (Gauge pointer indicates maximum pressure even after ignition switch is turned off.)	Replace. Replace.
Oil temperature gauge Gauge does not operate, or does not give proper reading	Faulty oil temperature gauge. Faulty oil temperature sensor. Loose or poor connection.	Replace. Replace. Check wiring and/or repair connection.
Boostmeter Boostmeter does not operate, or does not give proper reading.	Loose vacuum hose (between boost sensor and intake manifold). Faulty boostmeter. Faulty boost sensor. Loose or poor connection.	Repair. Replace. Replace. Check wiring and/or repair connection.
	Adjusting 0 kPa (0 mmHg, 0 inHg) point Use a screwdriver to adjust trimmer located on interior upper wall of glove compartment.	

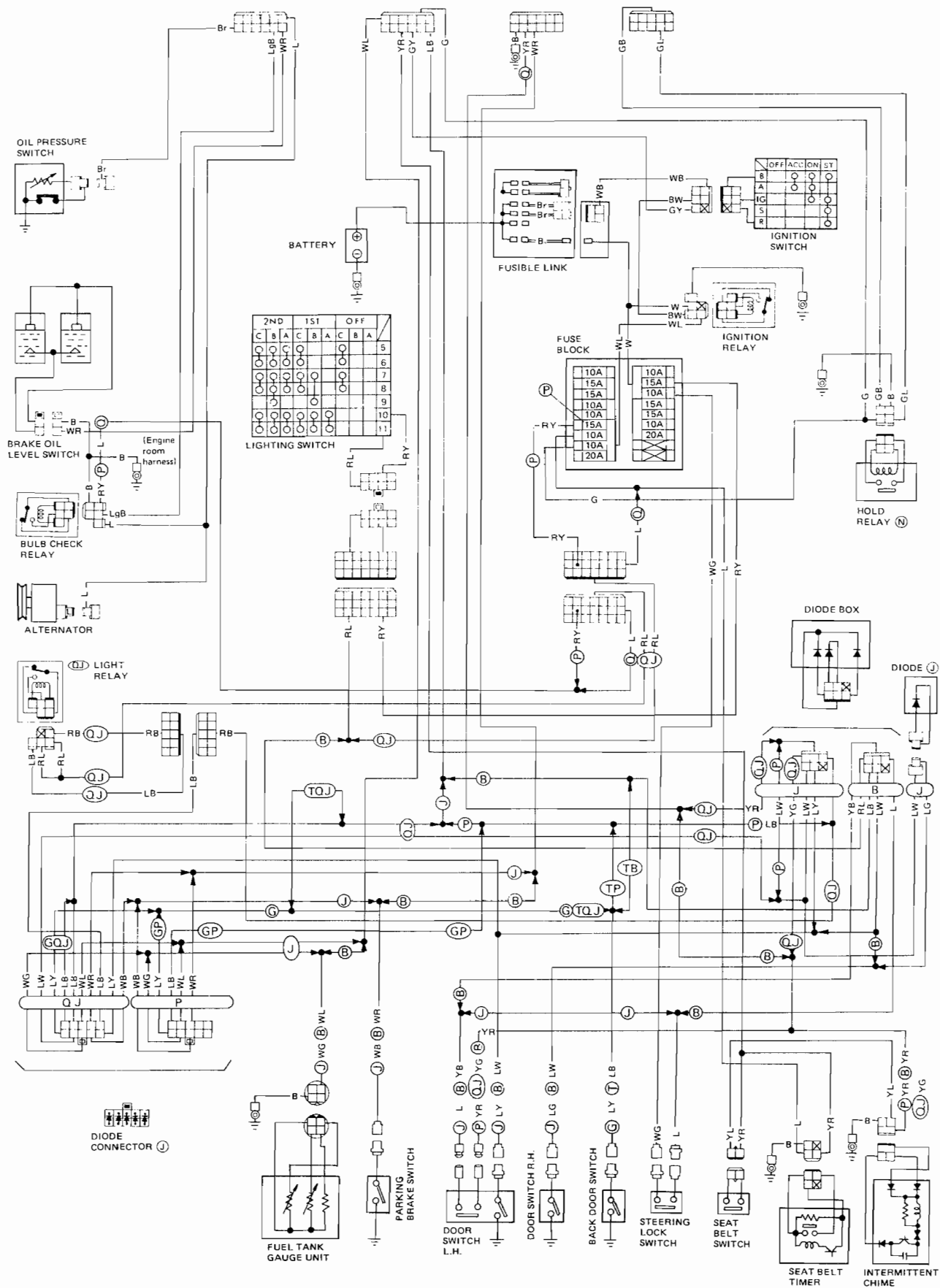
WARNING SYSTEM

WARNING LIGHT



- (P) Turbocharger
- (Q) Non-turbocharger
- (U) USA models
- (N) Canada models
- (J) GL
- (B) Except GL
- (T) 2+2 seater models
- (C) 2 seater models
- (Q) Non-turbocharger GL models
- (T,Q) Non-turbocharger GL 2 seater models
- (G,Q) Non-turbocharger GL 2+2 seater models
- (GP) Turbocharger 2+2 seater models

SEL810C

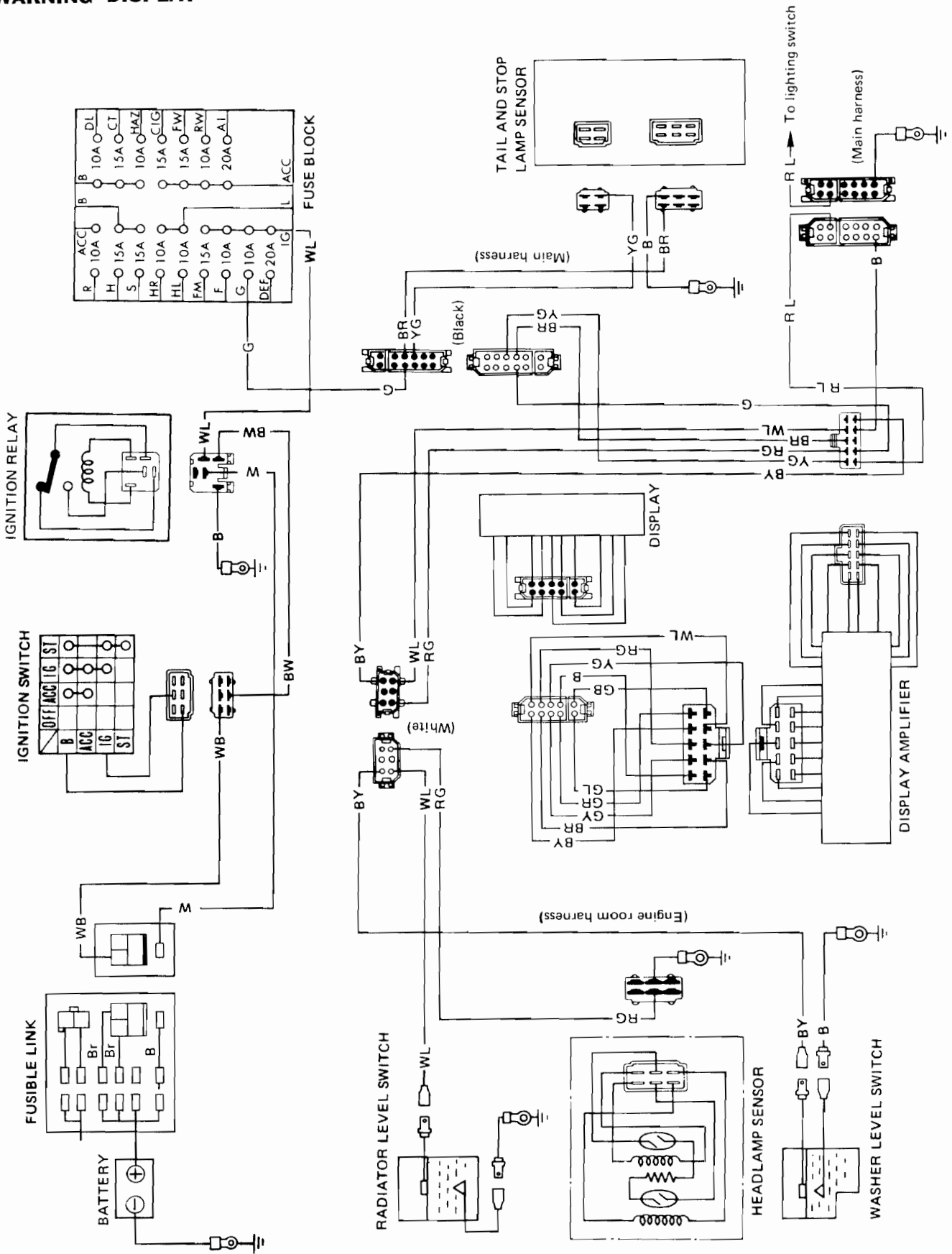


SEL788C

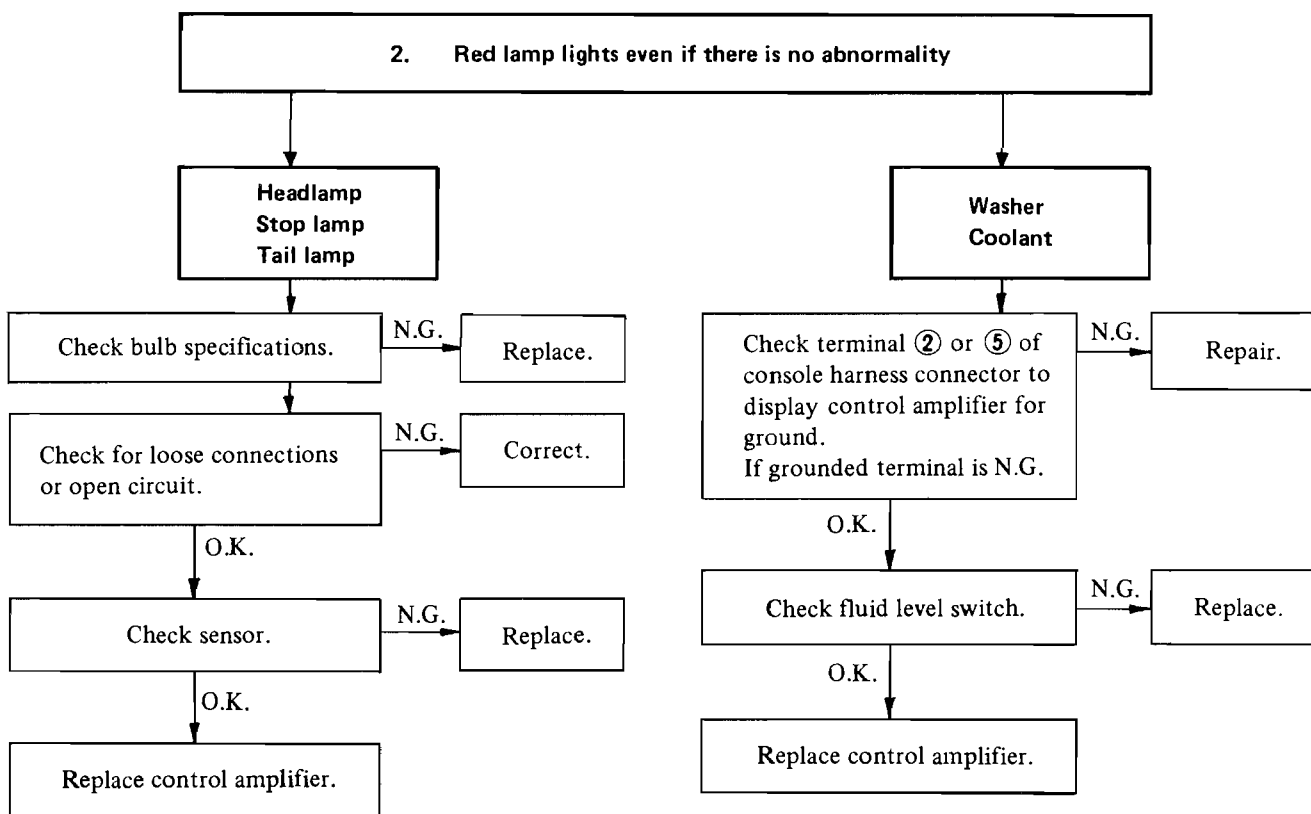
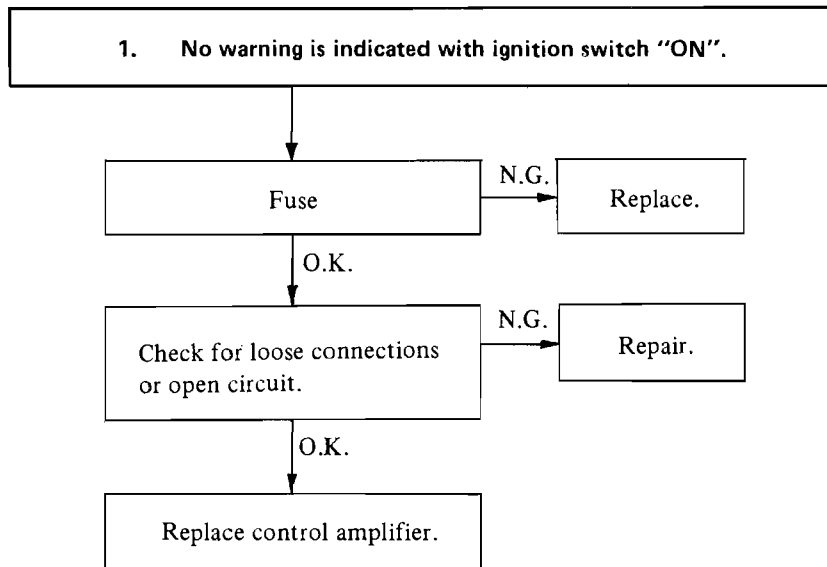
Condition	Probable cause	Corrective action
Lamp does not glow when ignition switch is turned "ON" without running engine.	Burnt bulb or loose bulb. Loose or poor connection. Faulty printed circuit board. Faulty bulb check relay. (When door and fuel warning lamps only do not glow.)	Replace bulb or correct. Correct connector terminal contacts. Replace. Replace.
Door, fuel level and charge warning lamp do not go out when engine is started.	Faulty bulb check relay or alternator.	Correct, adjust or replace.
Charge warning lamp Lamp does not go out when engine is started.	Faulty charging system.	Inspect charging system.
Oil pressure warning lamp Lamp does not light when ignition switch is set to "ON".	Faulty oil pressure switch or loose switch terminal connection. (When lead wire connected to switch is grounded, warning lamp lights.)	Replace or correct connection.
Lamp does not go out while engine is being operated.	Lack of engine oil. Oil pressure too low. Faulty oil pressure switch.	Check oil level and add oil as required. Inspect engine oil pressure system. Replace.
Brake warning lamp Lamp does not go out.	Faulty hand brake switch (When hand brake lever is released). Faulty brake fluid level switch (When brake fluid level is normal).	Replace. Replace.
Door warning lamp Lamp does not glow with door opened and engine running.	Faulty door switch.	Replace.
Fuel warning lamp Lamp does not glow when fuel is almost empty [below about 13.5 liters (3 3/4 US gal, 3 Imp gal)].	Faulty fuel tank gauge unit.	Replace.
Lamp does not go out with about specified volume of fuel.	Faulty fuel tank gauge unit.	Replace.

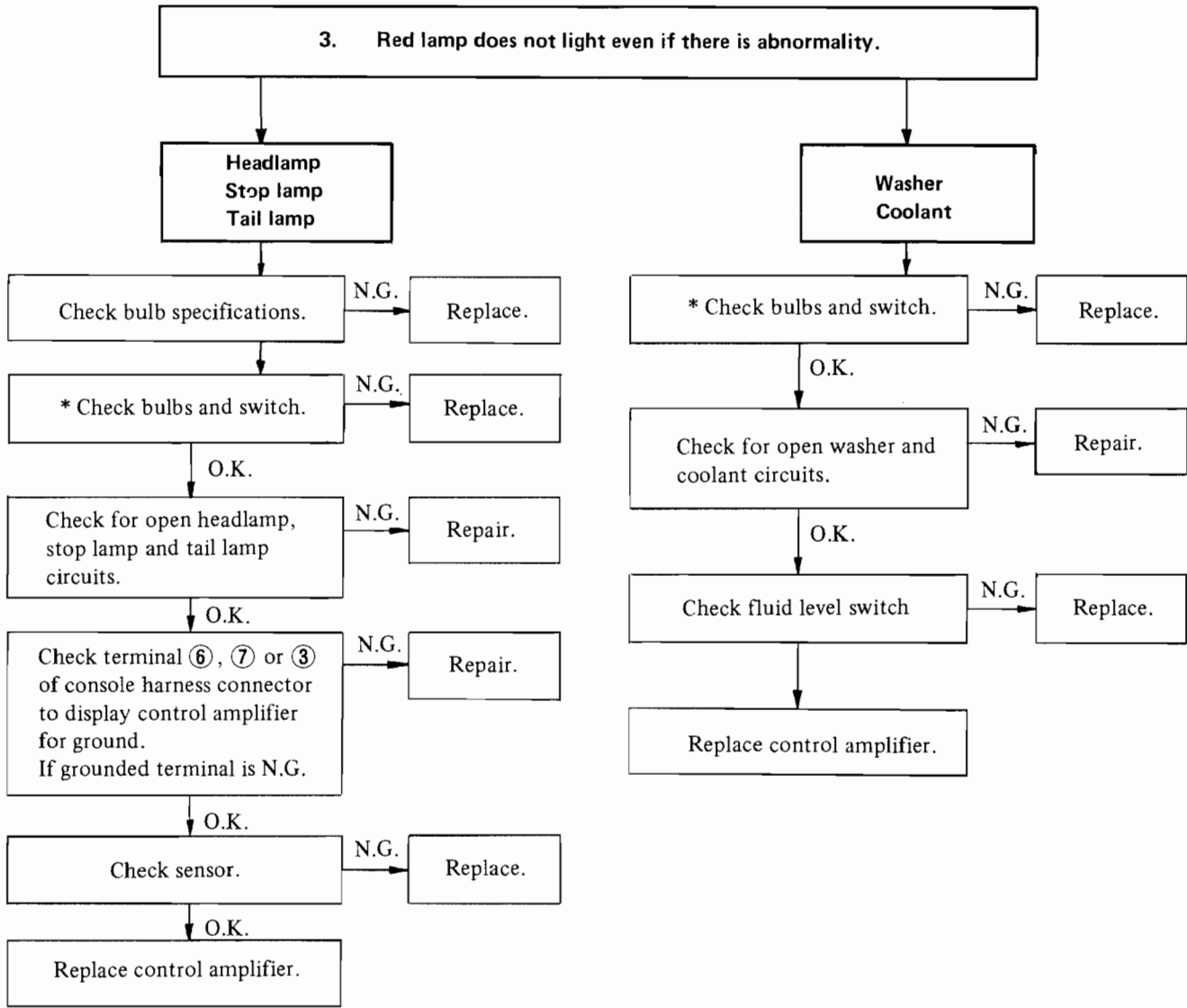
Condition	Probable cause	Corrective action
<p>Seat belt</p> <p>Neither chime sounds nor warning lamp glows when ignition switch is turned to “ON” position. (Lamp should glow for 4 to 8 seconds. Chime should sound for 4 to 8 seconds without fastening seat belt).</p>	<p>Loose connection or open circuit. Faulty timer unit.</p>	<p>Correct connector terminal contacts. Replace.</p>
<p>Either chime or warning lamp does not operate when ignition switch is turned to “ON” position.</p>	<p>Burnt bulb. Loose connection or open circuit. Faulty seat belt switch. Faulty chime</p>	<p>Replace. Correct connector terminal contacts. Repair or replace. Replace.</p>
<p>Light and key</p> <p>Neither chime sounds nor warning lamp glows with ignition key in ignition switch or lighting switch on, when driver side door is open.</p>	<p>Loose connection or open circuit. Faulty door switch. Faulty steering lock switch. Faulty lighting system. (Clearance lamp does not light).</p>	<p>Correct connector terminal contacts. Repair or replace. Repair or replace. Correct.</p>
<p>Either chime or warning lamps do not operate with proper condition.</p>	<p>Loose connection or open circuit. Burnt bulb. Faulty chime</p>	<p>Correct connector terminal contacts. Replace. Replace.</p>

WARNING DISPLAY

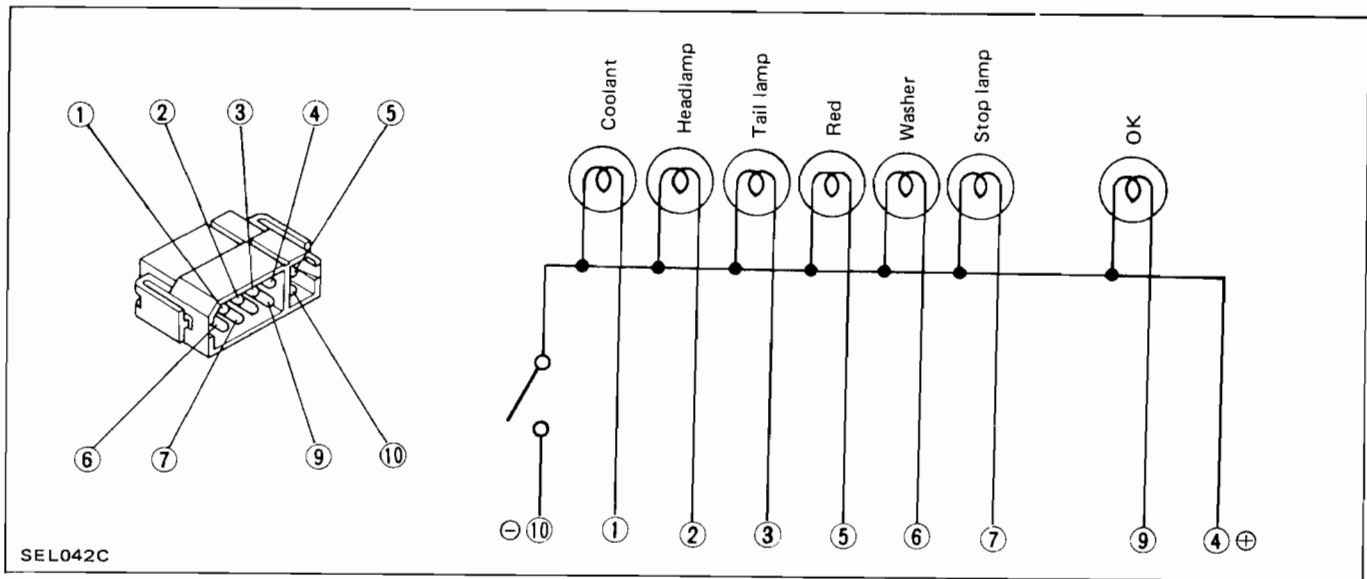


SEL789C

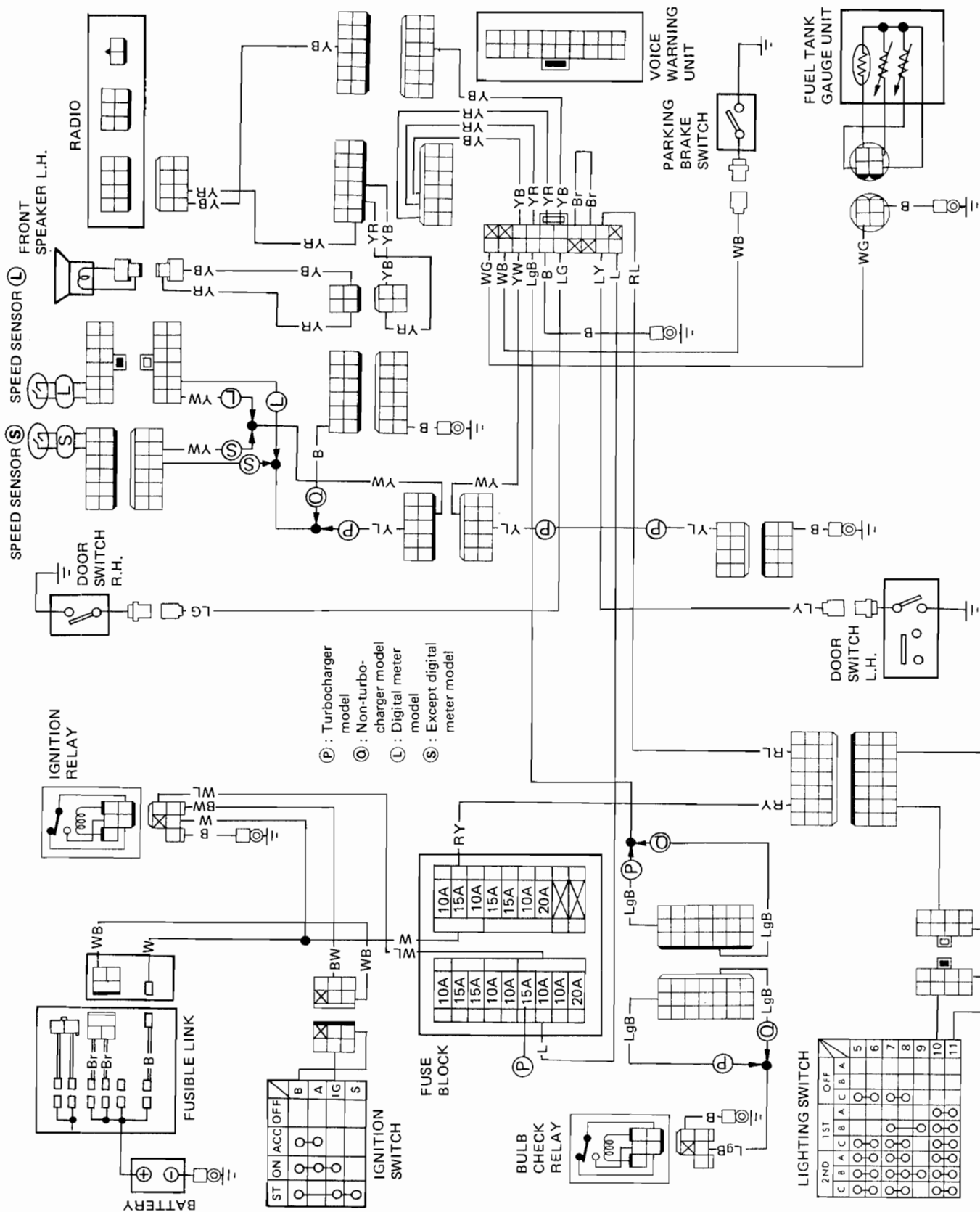




* Method of checking bulbs and switch



VOICE WARNING

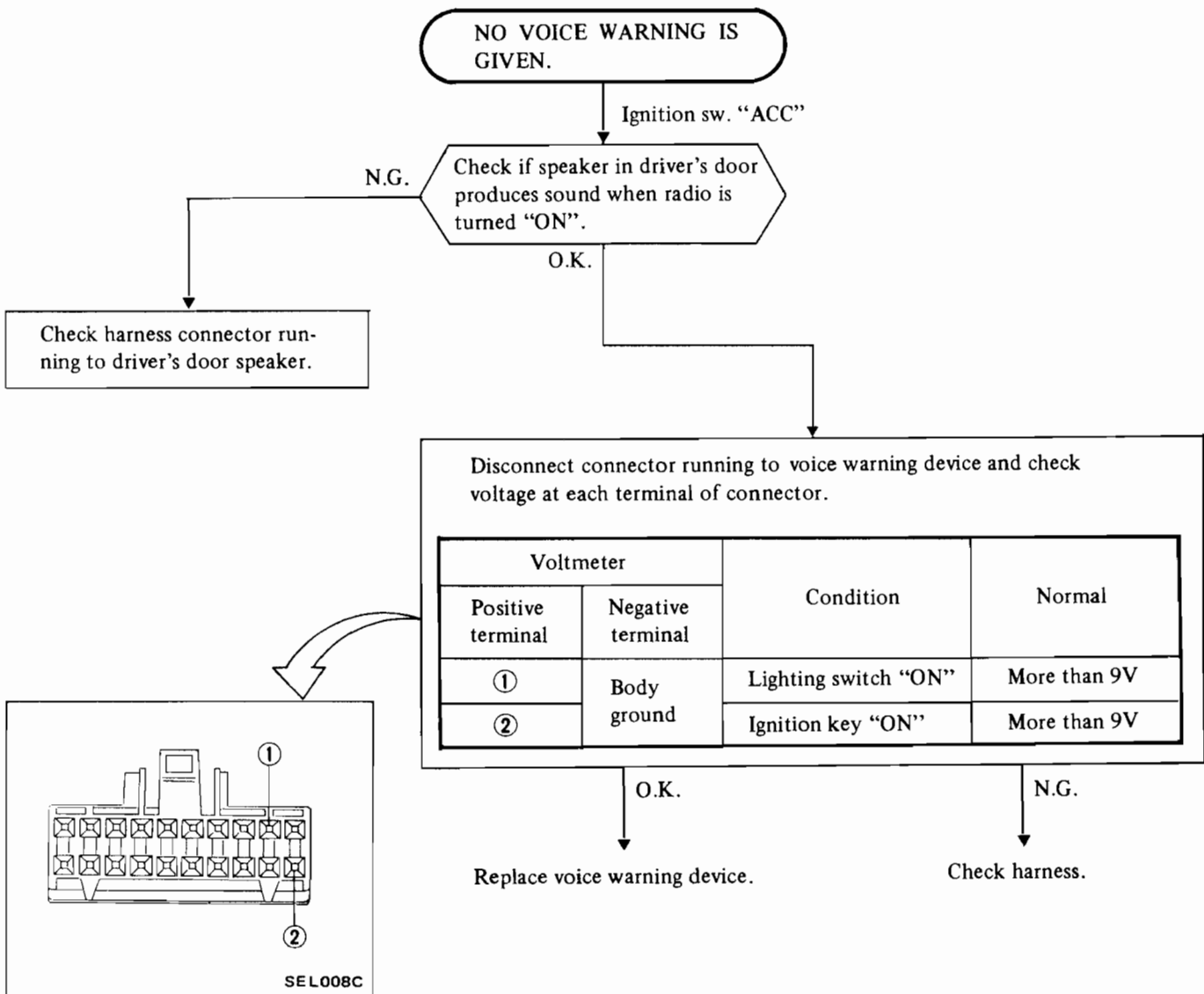


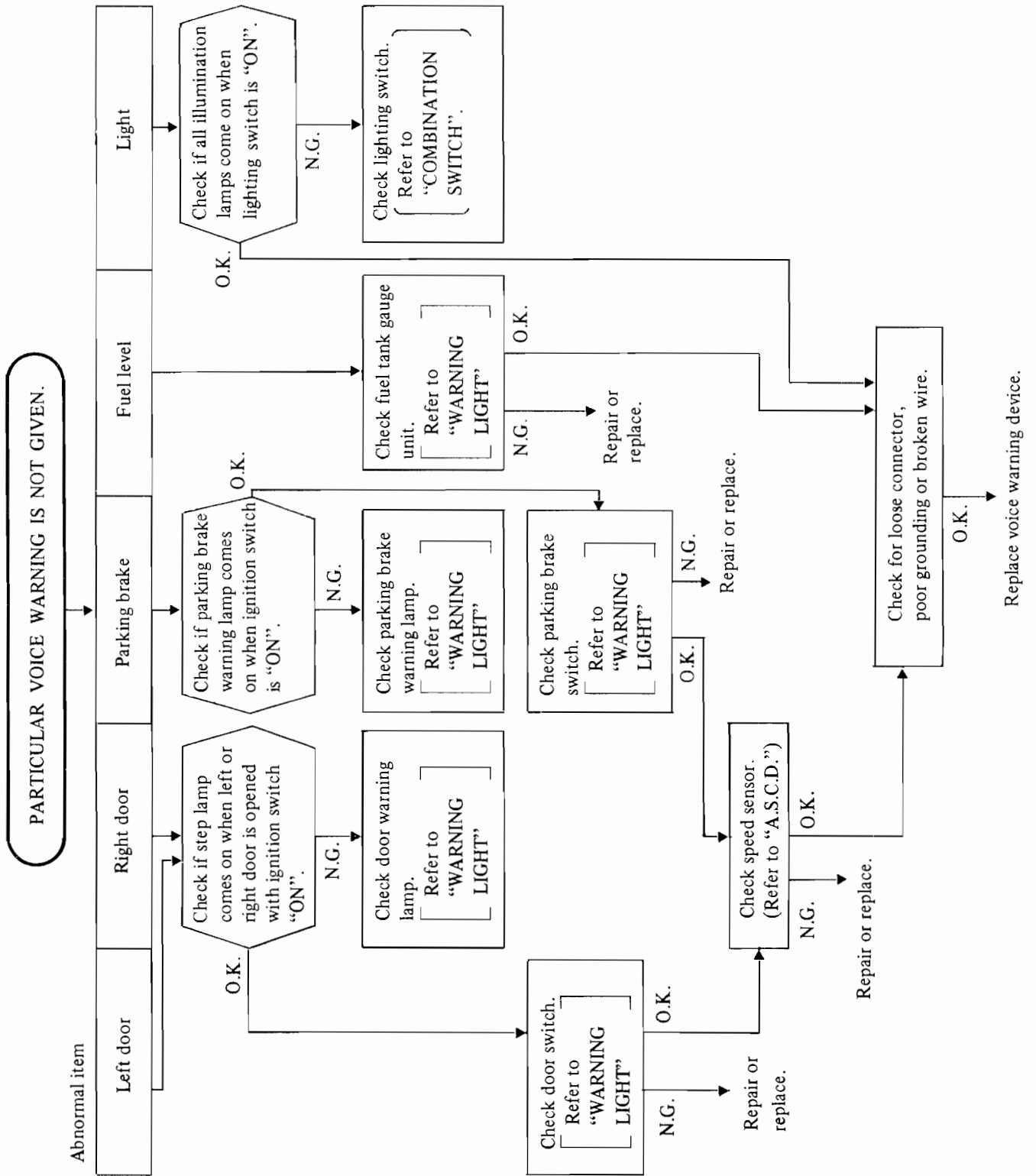
SEL790C

EL-99

TROUBLE-SHOOTING

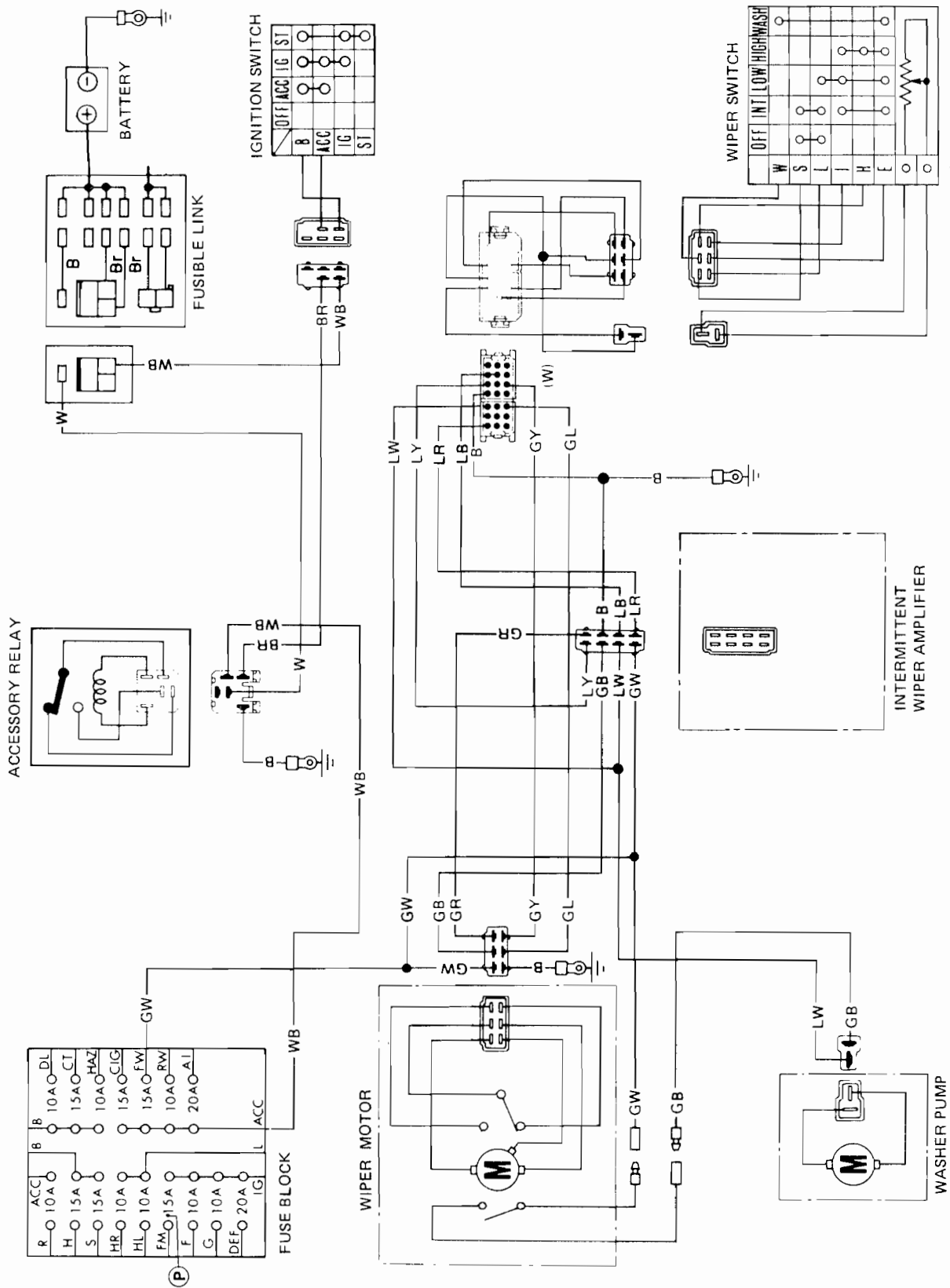
Prior to troubleshooting, perform operational checks.





ELECTRICAL ACCESSORY SYSTEM

WINDSHIELD WIPER AND WASHER



SEL791C

Condition		Probable cause	Corrective action
Windshield wiper does not operate.	Motor	Broken armature worn motor brush or seized motor shaft.	Replace motor.
	Power supply and cable	Blown fuse.	Check short-circuit, burnt component inside motor or other part for operation, and correct problem.
		Loose, open or broken wiring. Improper grounding.	Correct. Correct.
	Switch	Improper switch contact.	Correct.
Windshield wiper operating speed is too slow.	Motor	Short-circuit of motor armature worn motor brush or seized motor shaft.	Replace motor or lubricate bearing with engine oil.
	Power supply and cable	Low source voltage.	Measure voltage, check other electrical parts for operation, and take corrective action for power supply if necessary.
	Link	Humming occurs on motor in arm operating cycle due to seized arm shaft.	Lubricate or replace.
	Switch	Improper switch contact.	Conduct continuity test, and replace if necessary.
Windshield wiper speed can not be adjusted correctly.	Motor	Motor brush for either low or high speed is worn.	Replace motor.
Windshield wiper does not stop correctly.	Stops anywhere.	Contaminated auto-stop relay contacts or improper contact due to foreign matter.	Remove auto-stop device cover, and clean contacts carefully so as not to deform relay plate.
	Does not stop.	Incomplete auto-stop operation (Contact is not interrupted.)	Remove auto-stop device cover, and correct relay plate bending.
Washer motor does not operate when pushing washer switch on.		Burnt fuse. Faulty switch. Faulty washer motor. Loosen or poor connection contact at motor or switch.	Correct cause and replace fuse. Replace. Replace. Repair.
Washer motor operate but washer fluid is not ejected.		Clogged washer nozzle.	Clean nozzle or replace.

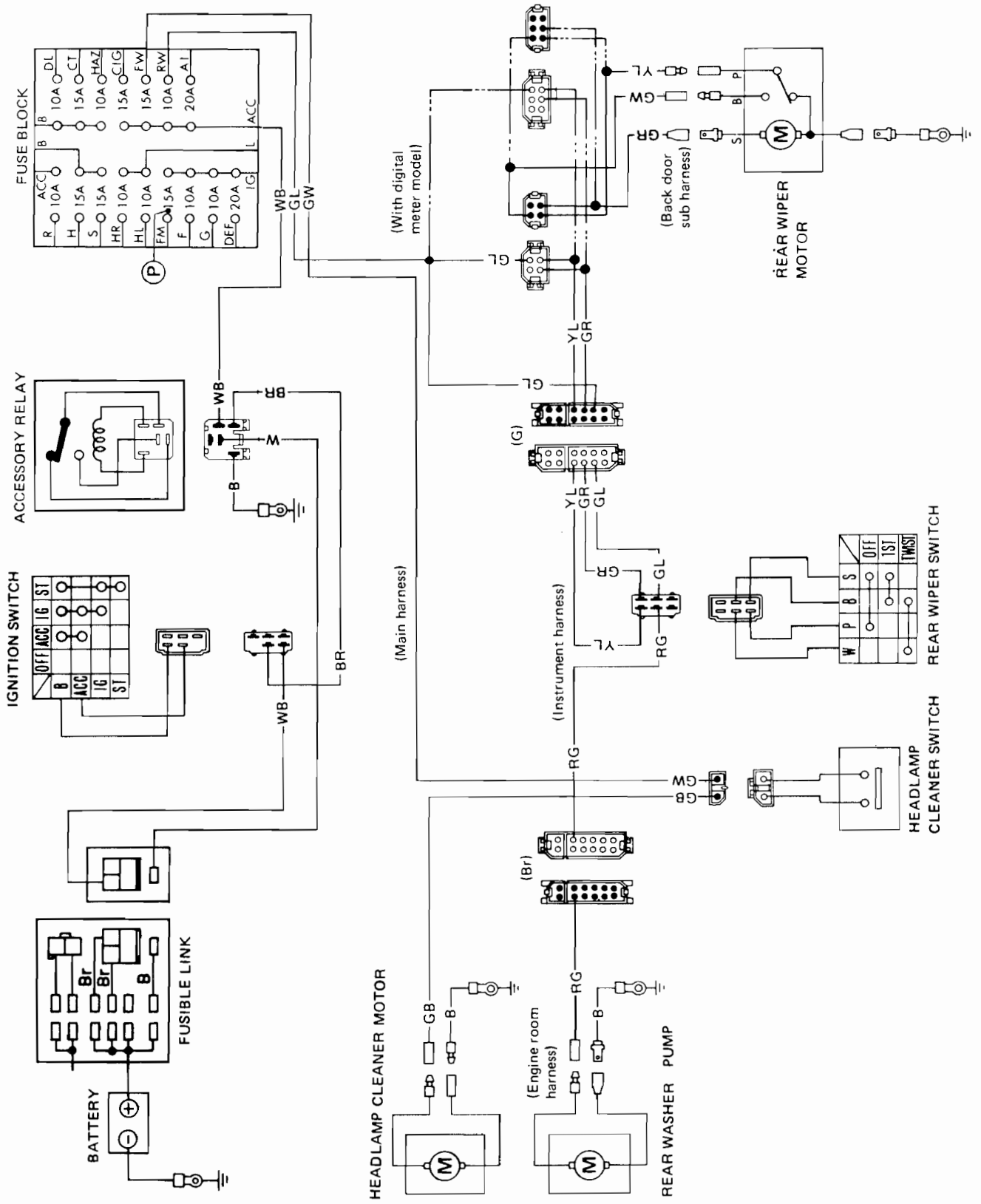
Intermittent windshield wiper

The sign for corrective action

- A. Measure voltage across positive (+) and negative (–) terminals of intermittent amplifier with a circuit tester.
- B. Check continuity of all wiper switch positions.
- C. Check continuity of terminals of wiper motor, wiper switch and intermittent amplifier.
- D. Check continuity in wiper motor circuit.
- E. Alternator or battery is faulty.

Condition	Probable cause	Corrective action
Wipers do not operate intermittently but operates at Low and High speeds.	<ul style="list-style-type: none"> Line voltage below 10 volts Wiper switch faulty Wiring faulty Intermittent amplifier faulty 	A: Replace if necessary. B: Correct or replace if necessary. A,C: Repair or replace if necessary. Replace.
Intermittent speed is too short for proper wiping.	<ul style="list-style-type: none"> Line voltage too high Wiper motor (auto-stop mechanism) faulty Intermittent amplifier faulty 	A: Replace if necessary. D: Replace if necessary. Replace
Intermittent speed is too long for proper wiping.	<ul style="list-style-type: none"> Line voltage below 10 volts Wiper switch faulty Wiring faulty Intermittent amplifier faulty 	A: Replace if necessary. B: Correct or replace if necessary. A,C: Repair or replace if necessary. Replace.
Wipers do not shut off.	<ul style="list-style-type: none"> Wiper motor faulty Intermittent amplifier faulty 	D: Replace if necessary. Replace.
Wipers operate intermittently with wiper switch OFF.	<ul style="list-style-type: none"> Wiper switch faulty Wiring faulty Intermittent amplifier faulty 	B: Correct or replace if necessary. A,C: Repair or replace if necessary. Replace.
Intermittent speed is erratic.	<ul style="list-style-type: none"> Line voltage fluctuation excessive Wiper switch faulty Wiring faulty Wiper motor faulty Intermittent amplifier faulty 	E: Correct or replace if necessary. B: Correct or replace if necessary. A,C: Repair or replace if necessary. D: Replace if necessary. Replace.
Wipers make a complete wiping stroke only one time with wiper switch ON but do not continue operation.	<ul style="list-style-type: none"> Line voltage below 10 volts Intermittent amplifier faulty 	A: Replace if necessary. Replace.
Wiper motor is not interconnected when washer switch is depressed, but intermittent operation is normal.	<ul style="list-style-type: none"> Connections poor Intermittent amplifier faulty 	C: Repair or replace if necessary. Replace.
Wiper motor simultaneously operates (or: does not delay) when washer switch is depressed.	<ul style="list-style-type: none"> Intermittent amplifier faulty 	Replace.
Wipers do not make a complete wiping stroke when washer switch is first turned on and is quickly turned off.	<ul style="list-style-type: none"> Intermittent amplifier faulty 	Replace.

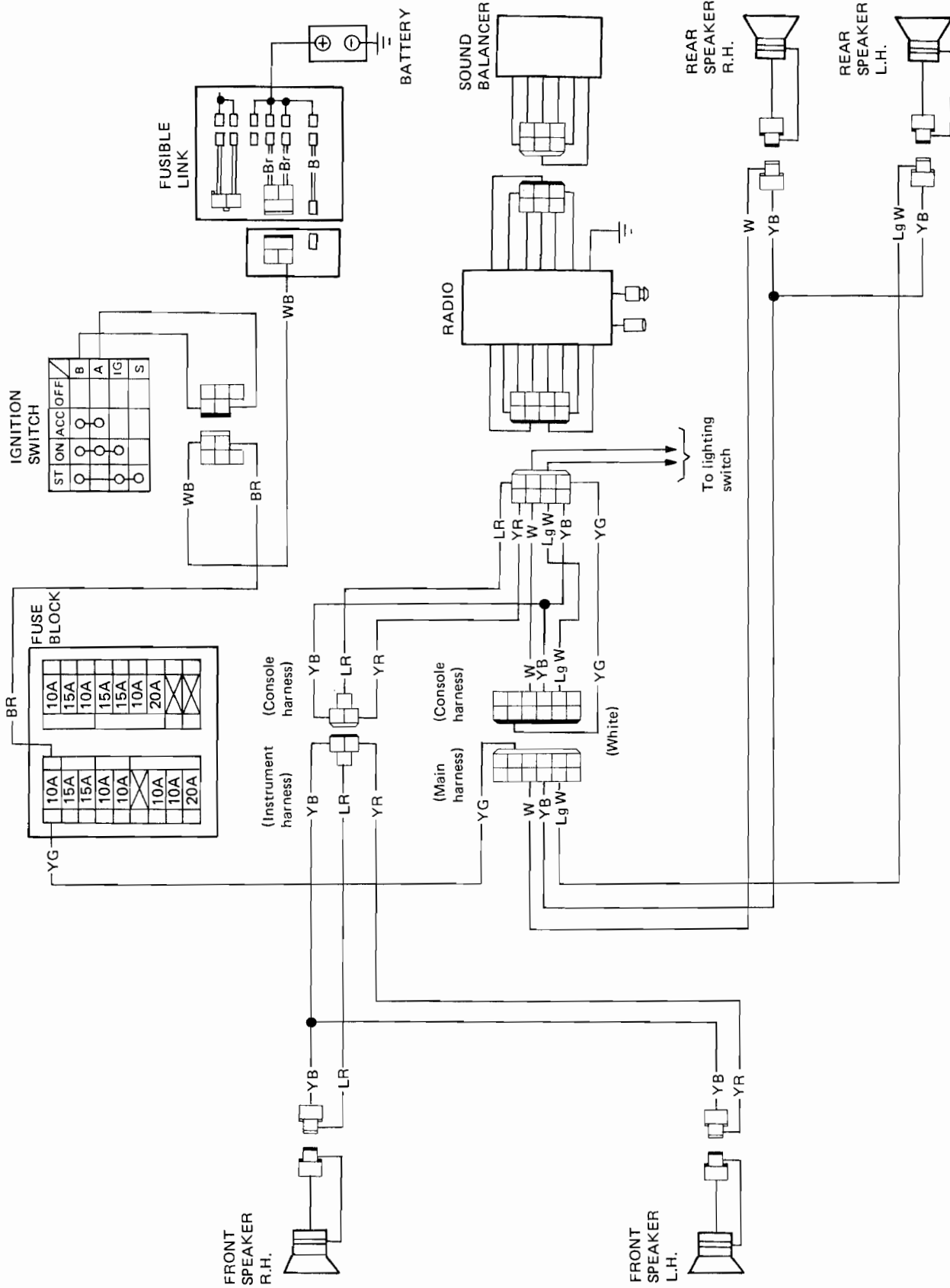
REAR WINDOW WIPER AND WASHER, AND HEADLAMP CLEANER



SEL792C

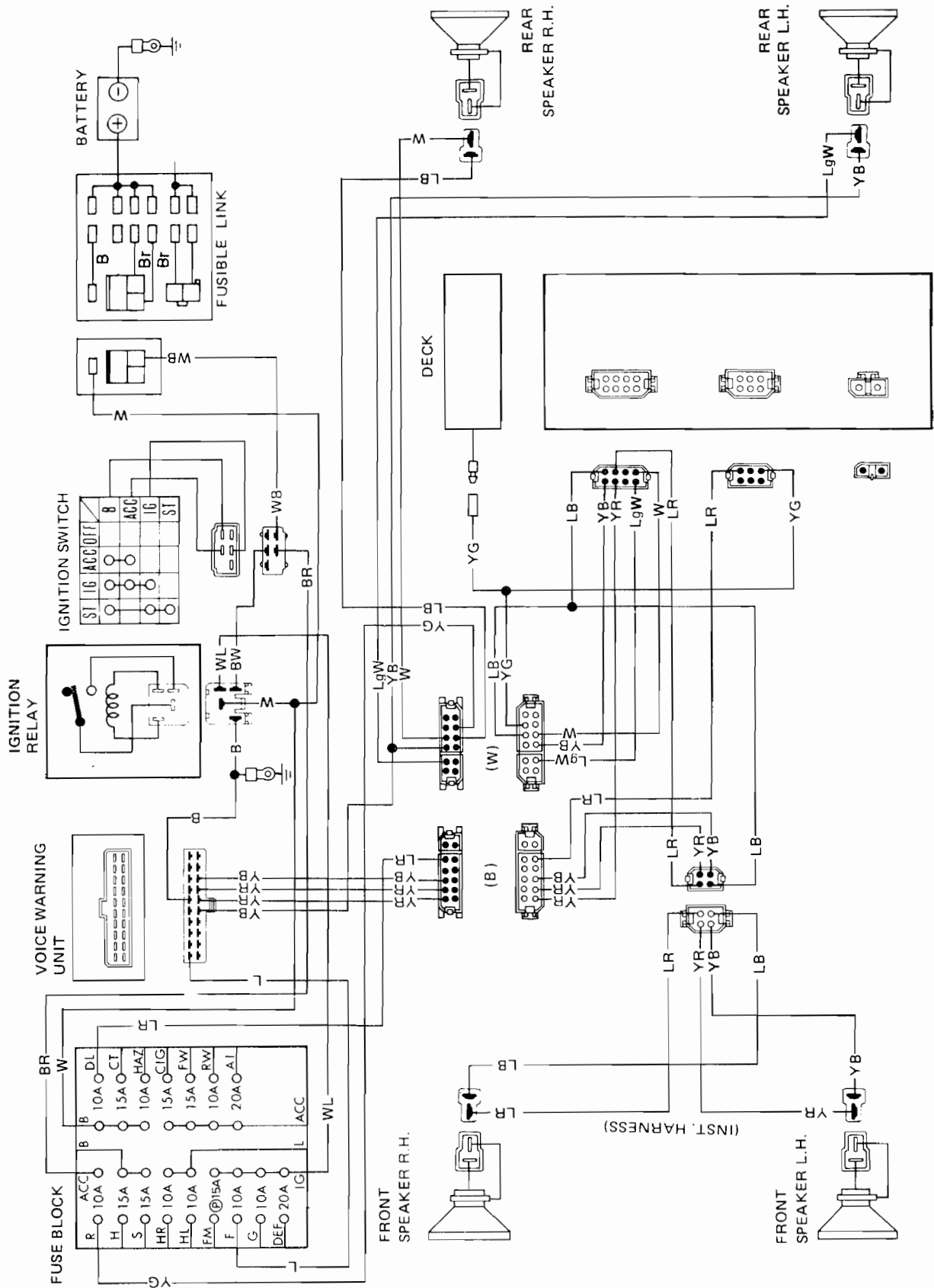
EL-105

RADIO AND STEREO (Except GL model)



SEL793C

RADIO AND STEREO (GL model)



SEL047C

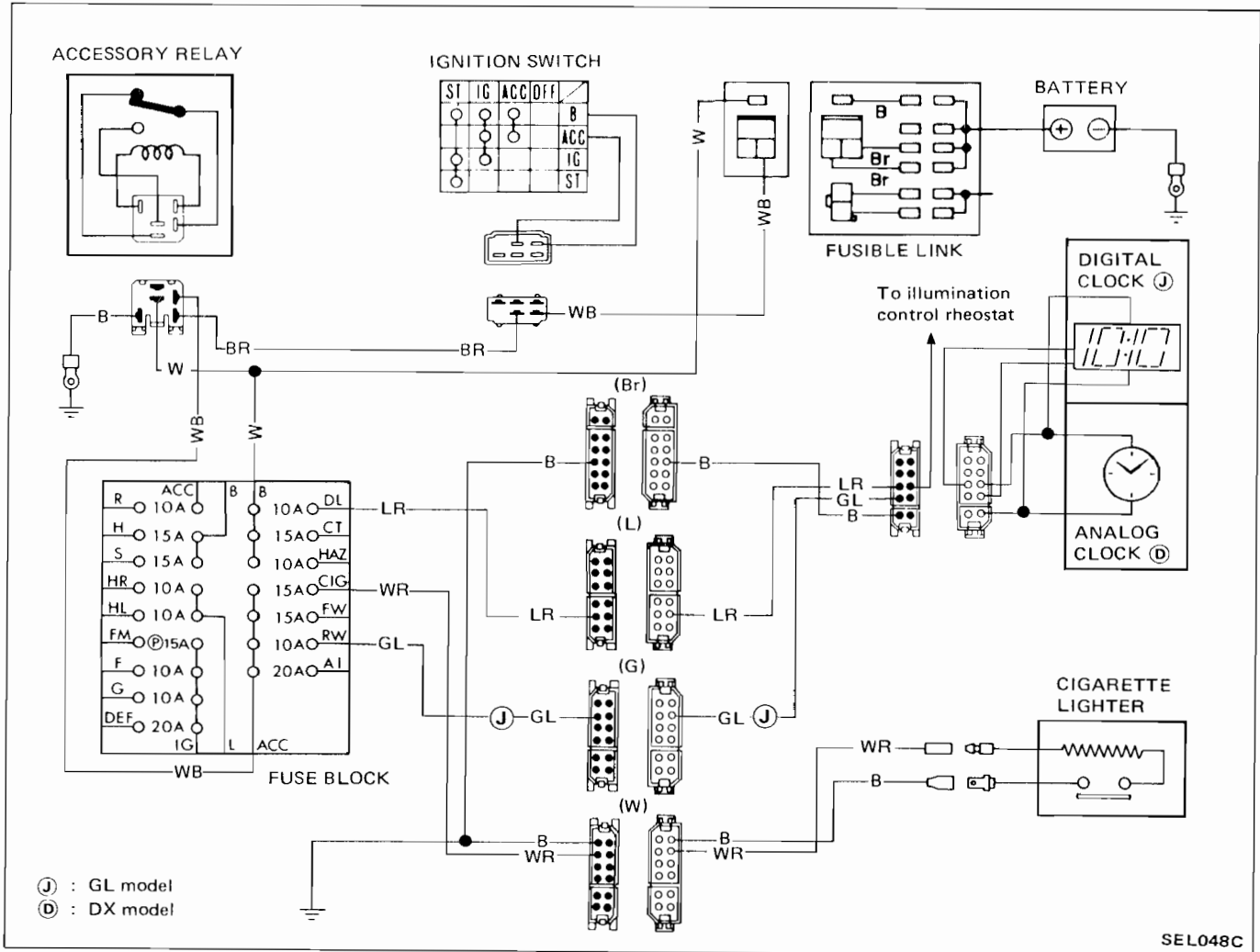
EL-107

Noise prevention chart

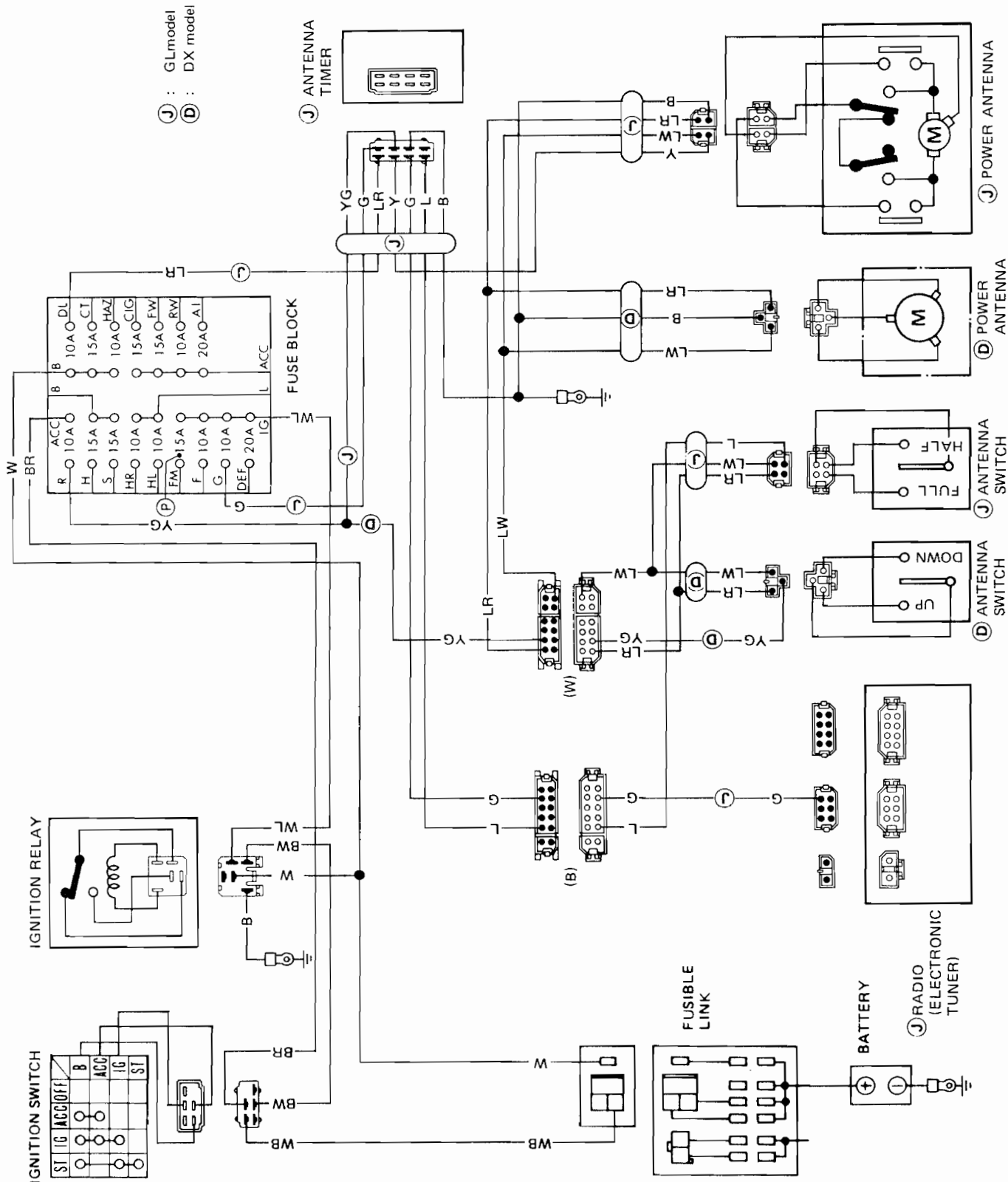
Position car in an open area away from steel buildings, run engine, extend antenna to its maximum length, set volume control to maximum and set dial at a median point where no broadcasting wave is received.

Condition	Probable cause	Corrective action
Ignition system Noise occurs when engine is operated.	High tension cable Ignition coil.	Install new high tension cable. Replace 0.5 μ F capacitor installed to primary side (+ terminal) of ignition coil with new ones. Be careful not to install capacitor to (-) terminal or secondary terminal of ignition coil. This will result in improper engine operation.
Charging system Sound of alternating current present.	Alternator.	Replace 0.5 μ F capacitor installed to charging terminal B. Do not use a larger capacitor.

CIGARETTE LIGHTER AND CLOCK

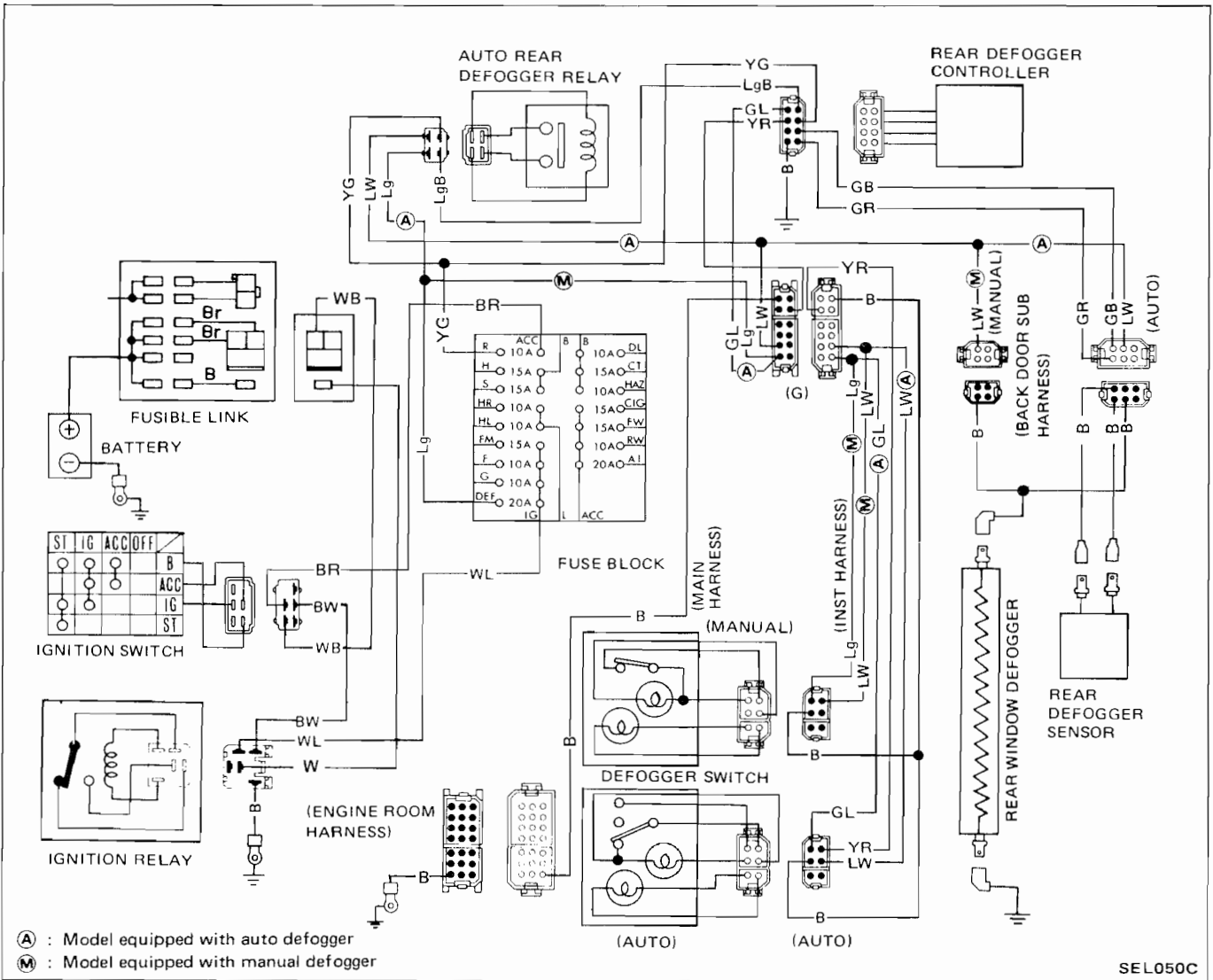


POWER ANTENNA

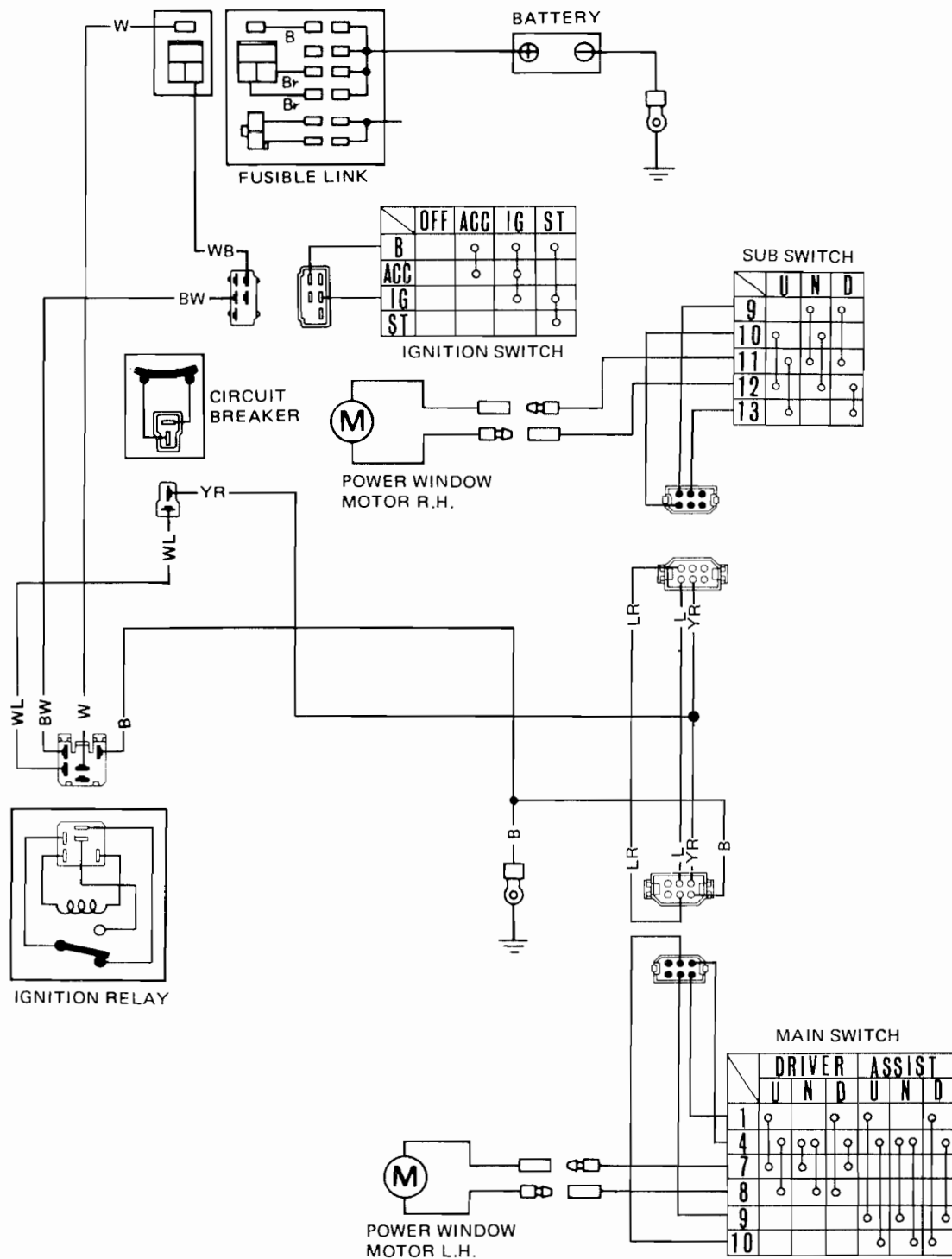


Condition	Probable cause	Corrective action
Antenna does not move up or down with antenna switch.	Burnt fuse. [Radio does not operate.] Loose connection or open circuit. Faulty antenna switch. Faulty antenna motor. Faulty antenna timer.	Correct cause and replace. Check wiring and/or repair connection. Replace. Replace. Replace.

REAR DEFOGGER

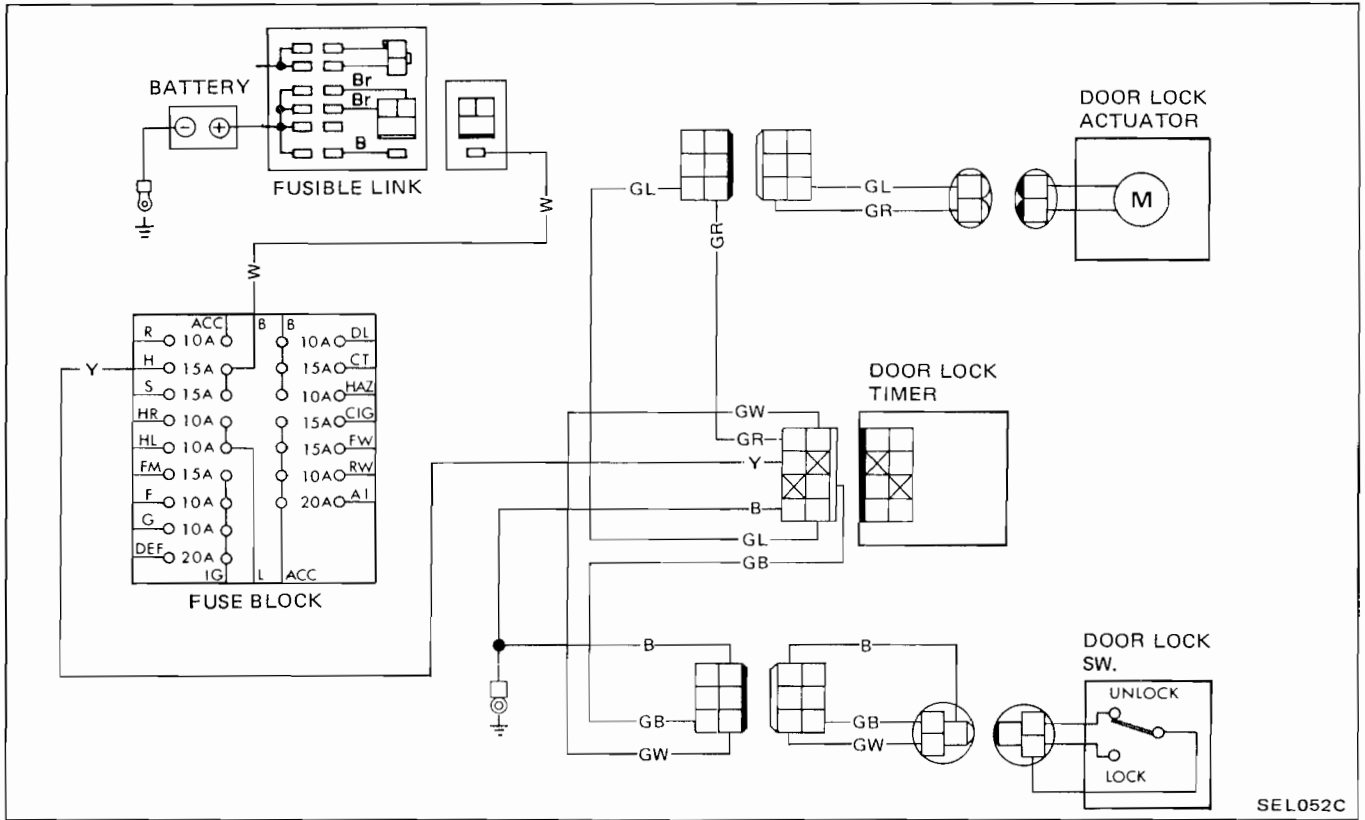


POWER WINDOW



Condition	Probable cause	Corrective action
Neither left nor right window glass moves up and down.	Faulty circuit breaker. Loose connection or open circuit.	Replace. Check wiring and/or repair connection.
Driver side window glass does not move up and down.	Faulty power window main switch. [Window glass moves up (down) when ignition switch is set to "ON" position, and ① and ⑦, ④ and ⑧ (① and ⑧, ④ and ⑦) terminals of main switch are connected with test leads including 10A fuse]. Faulty power window motor. Loose connection or open circuit.	Replace. Replace. Check wiring and/or repair connection.
Assist side window glass does not move up and down.	Loose connection or open circuit. Faulty power window motor.	Check wiring and/or repair connection. Replace.

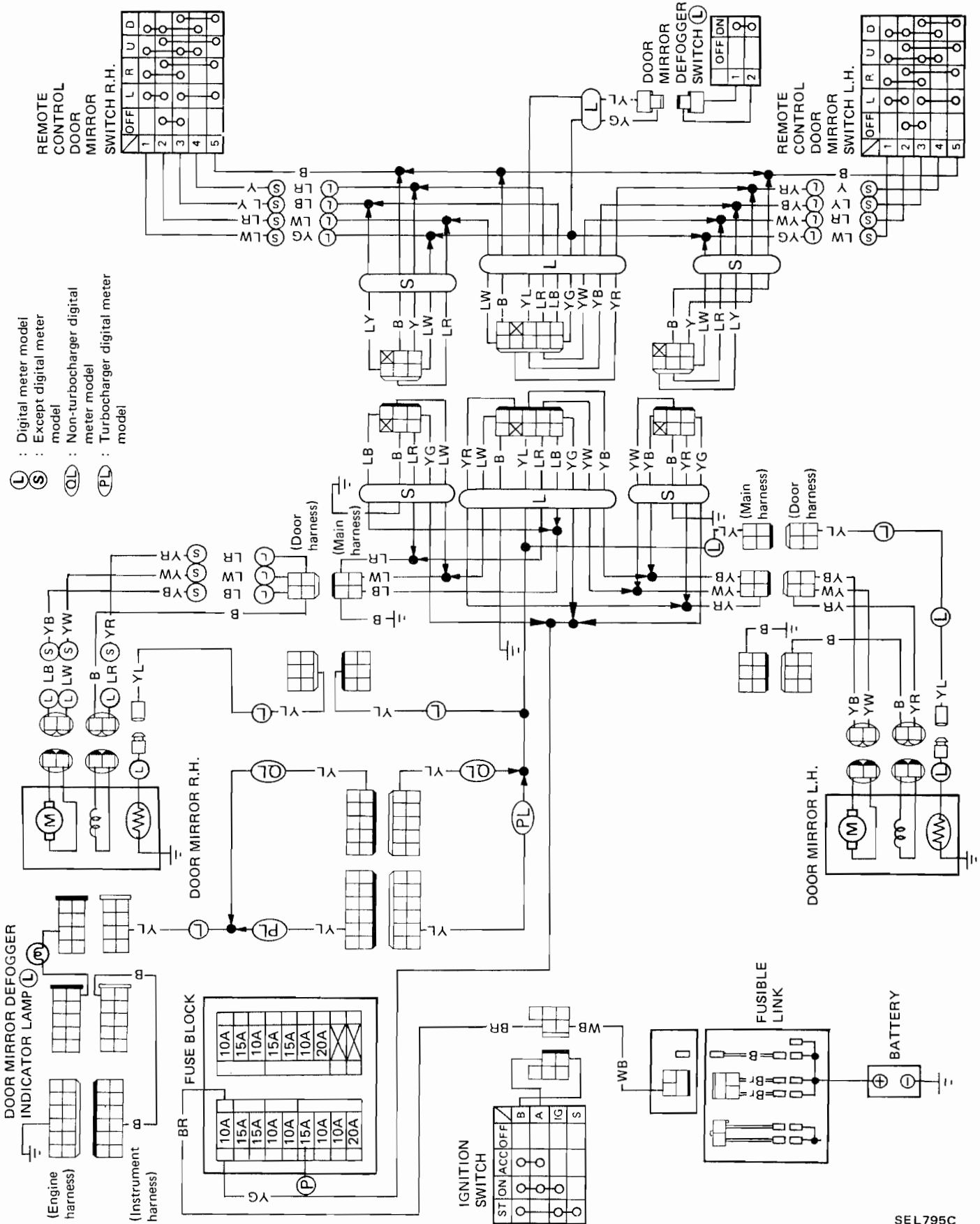
POWER DOOR LOCK



SEL052C

Condition	Probable cause	Corrective action
Assist side door can not be locked or unlocked.	Faulty door lock switch.	Replace.
	Faulty door lock actuator.	Replace.
	Faulty door lock timer.	Replace.
	Loose connection or open circuit.	Check wiring and/or repair connection.

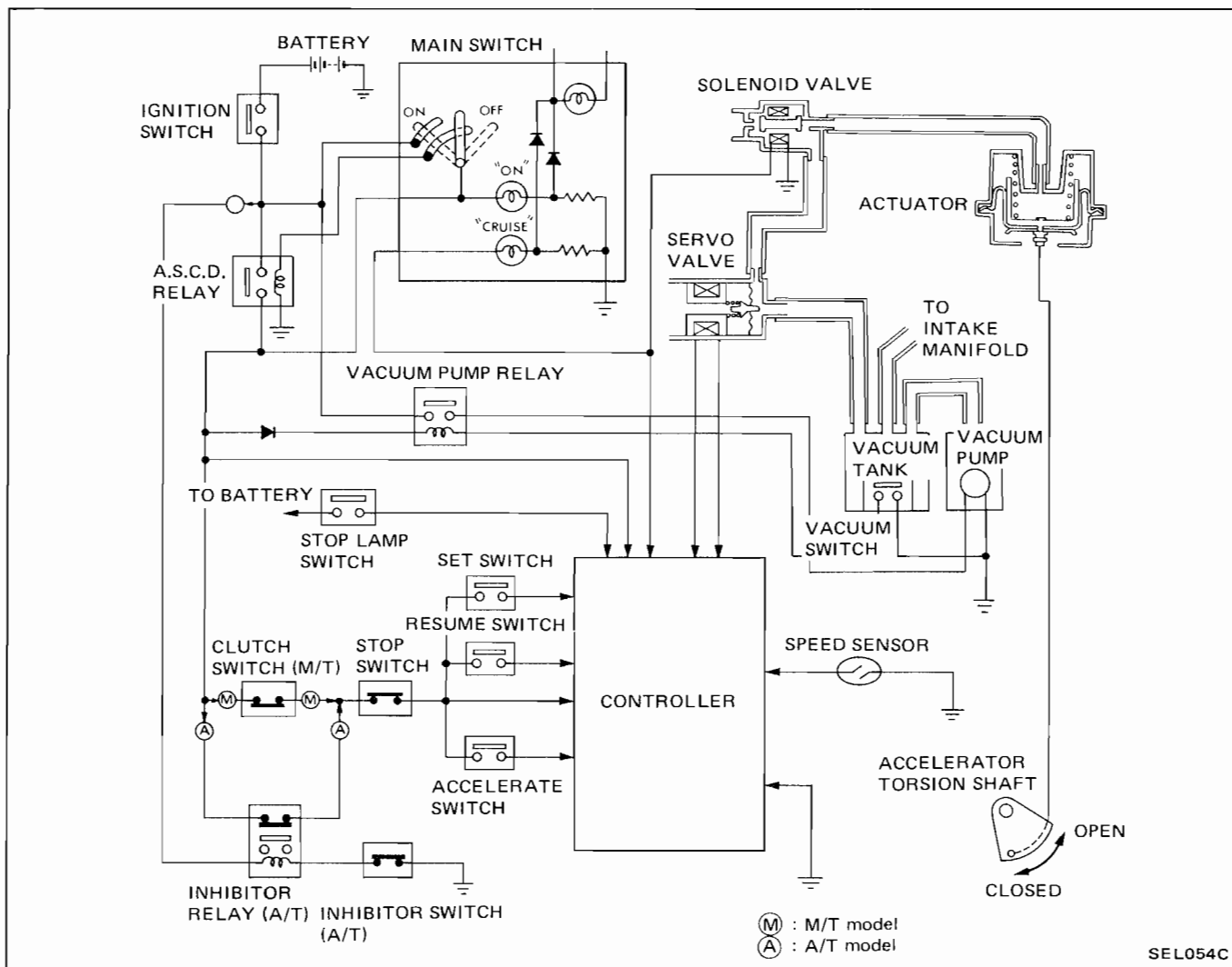
REMOTE-CONTROL DOOR MIRROR



SEL795C

AUTOMATIC SPEED CONTROL DEVICE (A.S.C.D.)

CAUTION: Before starting to work, be sure to turn ignition switch "OFF" and then disconnect battery ground cable.



DESCRIPTION

The Automatic Speed Control Device (subsequently referred to as "A.S.C.D.") is a combined unit of electronic circuits with vacuum mechanisms.

The A.S.C.D. controller generates

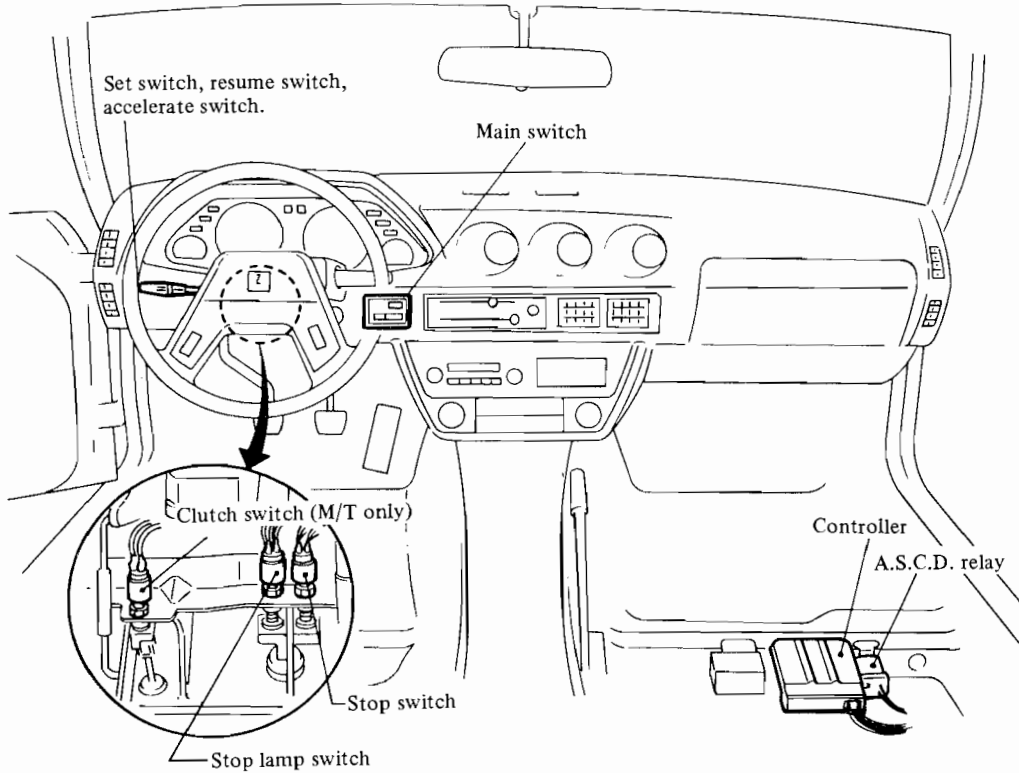
an electrical signal equivalent to the difference between the preset speed and the actual speed picked up by the speed sensor.

The servo valve converts this signal into corresponding vacuum and oper-

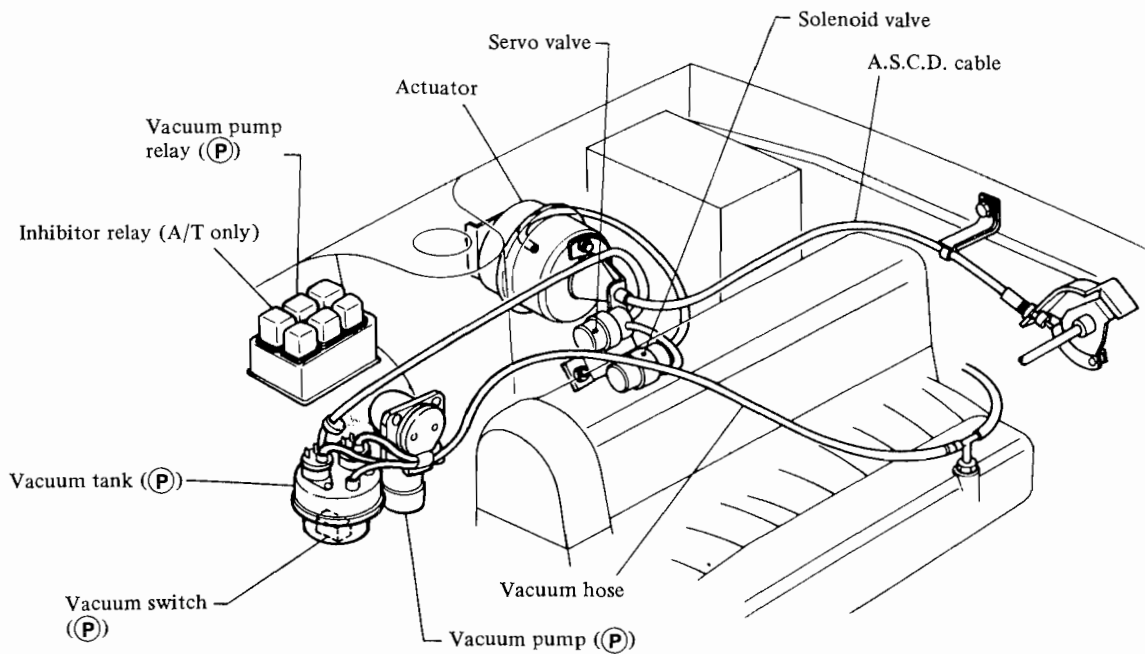
ates the actuator which adjusts the throttle valve opening.

The A.S.C.D. is capable of maintaining speeds within the range of approximately 60 to 120 km/h (37 to 75 MPH).

Speed sensor is incorporated in speedometer.



SEL663



(P) : Turbocharger models

SEL055C

FUNCTION AND OPERATION

MAIN SWITCH

When the main switch is turned ON with the ignition switch ON, the exciting coil of the relay will be energized and the relay will turn ON, thus supplying current to the system. Although the main switch automatically returns to its original position, the current is sent through the relay and fed to the exciting coil via the main switch; in this way, the relay will remain ON. When the ignition switch is turned off, the relay will also turn off. And the relay will remain inoperative until the main switch is turned ON, even if the ignition switch is set to ON.

SET SWITCH

The set switch has an ON-OFF switch type of circuit.

When the set switch is depressed, the CRUISE light illuminates. With the switch depressed, the controller cancels the preset car speed.

The controller will preset the car speed at which the car is running when the switch is released.

ACCELERATE & RESUME SWITCH

The accelerate & resume switch is designed to increase the set speed, or to return it to that speed at which the car was previously being driven before the set speed was cancelled by depression of the brake pedal, etc.

Depressing the "ACCEL" end of the switch causes the car speed to increase continuously; releasing it will set the car speed at that which the car is currently being driven. Depressing the "RESUME" end of the switch momentarily causes the car speed to automatically return to the set speed at which the car was being driven before the set speed was cancelled by depression of the brake pedal, etc. Keeping the "RESUME" end pressed causes the car speed to decrease; releasing it will return the car speed to that which the

car was being driven before it was released.

SPEED SENSOR (Contained in speedometer)

The speed sensor is an ON-OFF type sensor generating two pulses per revolution of the meter cable.

SERVO VALVE (Transducer)

The servo valve causes the vacuum valve and atmospheric valve to open or close according to the input current and adjusts the vacuum from the intake manifold.

CONTROLLER

The controller compares the preset speed with the actual car speed, and maintains the preset speed by increasing or decreasing the current flowing through the servo valve.

SOLENOID VALVE

The solenoid valve is the safety valve which shuts off the atmospheric passage to the vacuum line, when the system activates.

ACTUATOR

The actuator causes the throttle to open and close, by vacuum, through the servo valve.

STOP SWITCH

When the brake pedal is depressed, the stop switch cuts off the power supply to the A.S.C.D. circuit.

CLUTCH SWITCH (For manual transmission models)

This switch is also used to release the system. When the clutch pedal is depressed, this switch cuts off the power supply to the A.S.C.D. circuit.

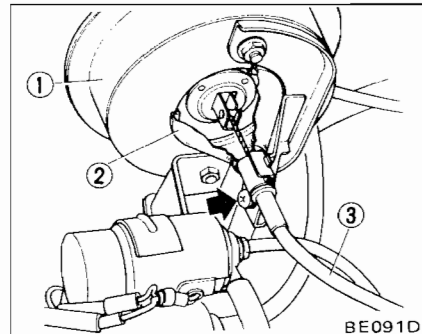
INHIBITOR RELAY (For automatic transmission models)

The inhibitor relay releases the A.S.C.D. system when the selector is set to "N" or "P" position.

REMOVAL AND INSTALLATION

A. S. C. D. CABLE

1. Disconnect cable from actuator.
 - (1) Remove screw attaching cable bracket.
 - (2) Remove rubber boots.



- | | |
|---------------|---------|
| 1 Actuator | 3 Cable |
| 2 Rubber boot | |

2. Loosen lock nut and remove cable from torsion shaft.
3. To install the cable, reverse the order of removal.

Adjustment

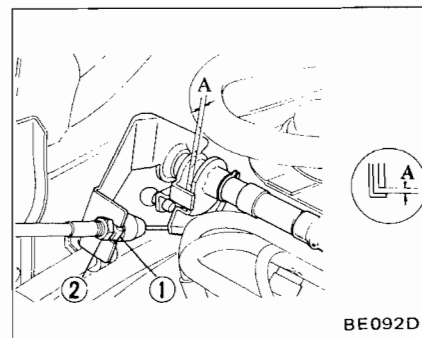
When installing, adjust A.S.C.D. cable as follows:

With throttle in idling conditions, adjust adjusting nut (1) so that clearance "A" is specified value with no slack of cable.

Then tighten lock nut (2).

Clearance "A":
2 to 3 mm (0.08 to 0.12 in)

Do not increase tension of cable excessively, as this may cause throttle lever to rotate.



Exercise care when removing and installing wire, so as not to deform wire end.

TORSION SHAFT

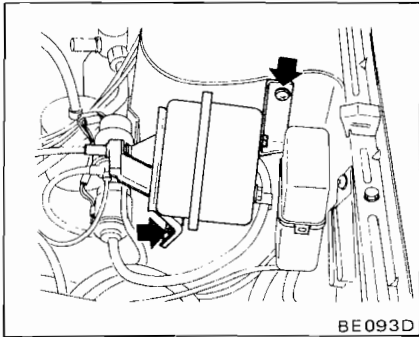
Refer to Accelerator Linkage for removal (Section FE).

ACTUATOR

1. Disconnect battery ground cable.
2. Disconnect cable from actuator.

Refer to A.S.C.D. cable for removal.

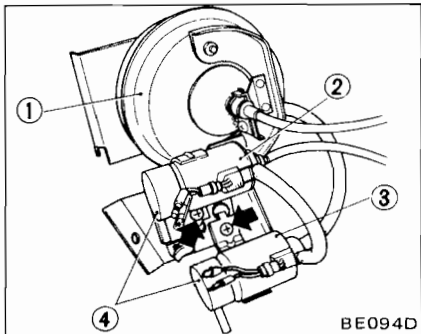
3. Disconnect harness connector of servo valve and solenoid valve, and disconnect vacuum hose connecting intake manifold to servo valve.
4. Remove bolt attaching actuator to body.



Actuator can then be taken out with servo valve and solenoid valve.

5. Disconnect vacuum hose from actuator and remove servo valve and solenoid valve.
6. To install actuator, reverse the order of removal.

SOLENOID VALVE AND SERVO VALVE



- | | |
|---------------|---------------------|
| 1 Actuator | 3 Solenoid valve |
| 2 Servo valve | 4 Water-tight cover |

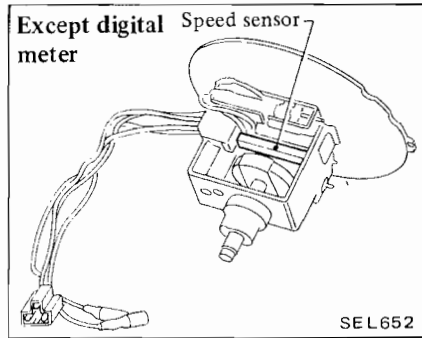
1. Disconnect battery ground cable.
2. Disconnect harness connector and remove valve.
3. To install the valve, reverse the order of removal.

Install valve so that water drain of water-tight cover faces downward.

SPEED SENSOR

Except digital meter

The speed sensor is installed in the speedometer. It can only be removed and installed as an assembly.

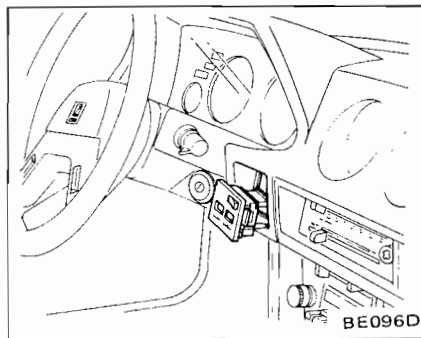


Digital meter

The speed sensor is built into the speedometer.

MAIN SWITCH

1. Disconnect battery ground cable.
2. Push out main switch from behind instrument panel.
3. Remove harness connector.



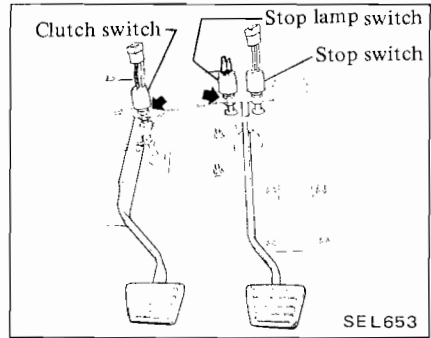
4. To install the switch, reverse the order of removal.

SET SWITCH AND ACCELERATE SWITCH & RESUME SWITCH

Remove switches as an assembly as they are built into combination switch.

Refer to Combination Switch for removal.

STOP LAMP SWITCH, STOP SWITCH AND CLUTCH SWITCH



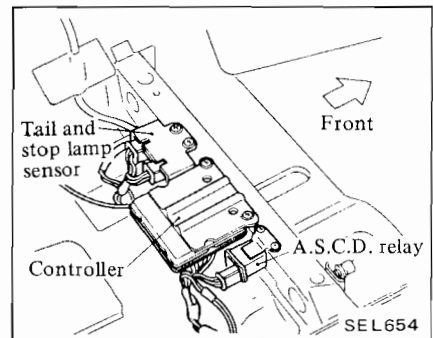
1. Disconnect battery ground cable.
2. Remove instrument panel L.H. lower cover and floor assist nozzle.
3. Loosen lock nut and remove switch.
4. To install switch, reverse the order of removal.

Adjustment

Refer to Brake Pedal or Clutch Pedal for adjustment (Section BR or CL).

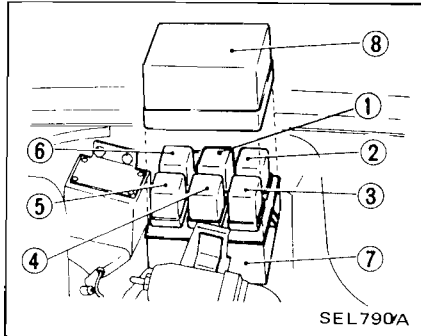
CONTROLLER AND A.S.C.D. RELAY

Controller and A.S.C.D. relay are located under the assist seat.



1. Disconnect battery ground cable.
2. Remove passenger seat.
3. Remove controller or A.S.C.D. relay.
4. To install controller or A.S.C.D. relay, reverse the order of removal.

INHIBITOR RELAY AND VACUUM PUMP RELAY (For A.S.C.D.)



- 1 Vacuum pump relay
- 2 Fan motor relay
- 3 Lighting relay
- 4 Bulb check relay
- 5 Air conditioner relay
- 6 Inhibitor relay
- 7 Relay bracket
- 8 Relay bracket cover

1. Disconnect battery ground cable.
2. Remove relay cover.
3. Remove relay from relay fixing board.
4. To install relay, reverse the order of removal.

COMPONENT PARTS INSPECTION

CAUTION:

- a. Do not disassemble component parts when checking as all of them are replaced as assemblies.
- b. When checking by using battery or circuit tester, be careful not to touch adjacent terminal at the same time. Extreme care must be taken in handling controller.

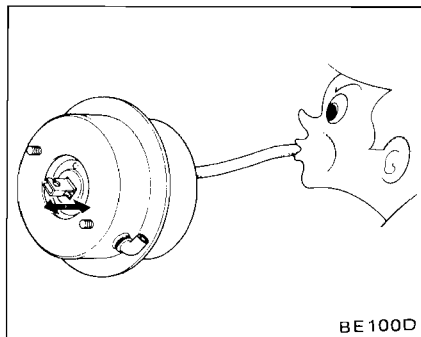
A.S.C.D. CABLE AND TORSION SHAFT

Visually check A.S.C.D. cable and torsion shaft for rust, damage or looseness.

ACTUATOR

1. Visually check actuator for damage or deformation.
2. Make sure that actuator moves smoothly without binding when diaphragm is pushed by hand.
3. Apply vacuum to actuator. If diaphragm moves to full position, it is normal.

Plug hose with vacuum applied. Make sure that actuator remains in full position.



CAUTION:

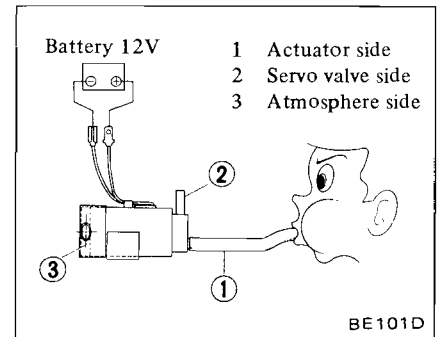
When checking actuator by applying vacuum, do not apply engine vacuum directly.

SOLENOID VALVE

1. Measure the resistance between terminals.

25 to 30 ohms O.K.

2. Check to be sure that the valve opens or closes by blowing air through port on actuator side.



	Normal condition	12V direct current is applied between terminals
Normal condition	Yes	Yes
Plug port at servo valve side with a finger.	Yes	No

Yes: Air flow should exist.

No: Air flow should not exist.

SERVO VALVE

1. Measure the resistance between terminals.

25 to 30 ohms O.K.

2. Check to be sure that output vacuum of valve is proper.

Note: This check should be performed with the valve installed on car.

CAUTION:

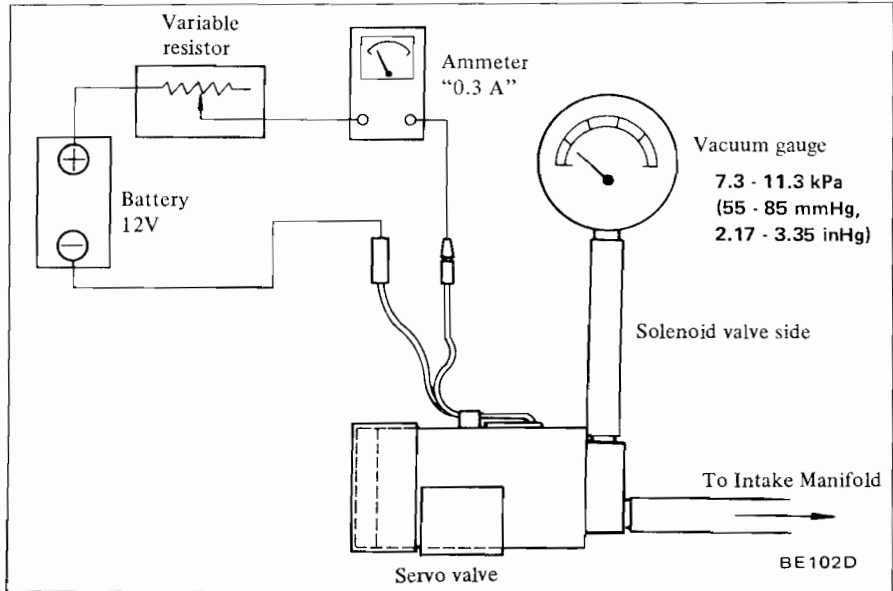
With servo valve connected to system, do not apply current to servo valve. Be sure to disconnect solenoid valve side vacuum hose.

- (1) Disconnect solenoid valve side vacuum hose at solenoid valve and connect vacuum gauge.
- (2) Start engine and warm up engine until water temperature indicator points to the middle of gauge.
- (3) Apply 0.3A direct current between terminals.

Using about 20Ω-5W variable resistor, adjust so that a current of 0.3A will flow.

- (4) Read vacuum gauge.

7.3 - 11.3 kPa
 (55 - 85 mmHg,
 2.17 - 3.35 inHg) O.K.



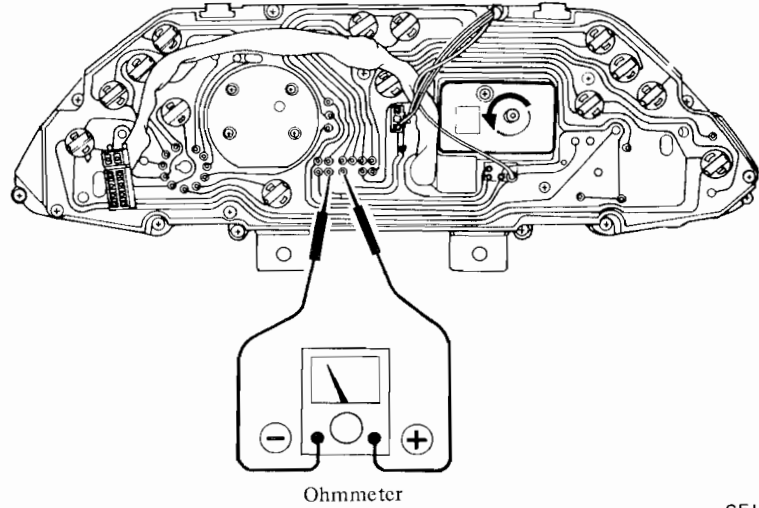
SPEED SENSOR

Inspection must be made with speed sensor installed to speedometer.

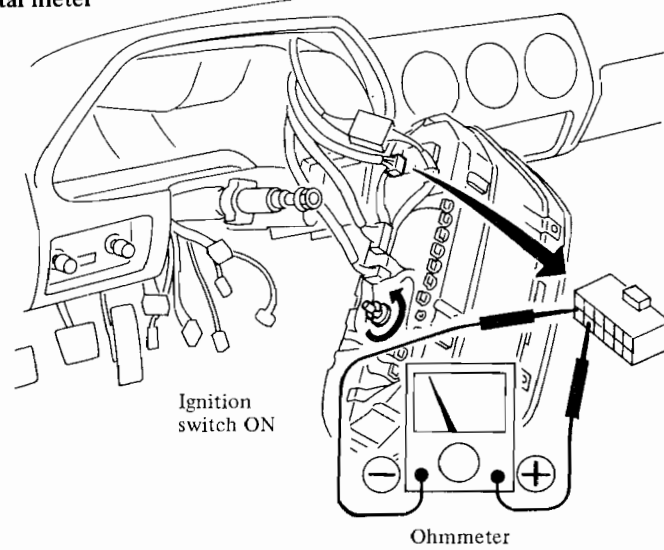
Turning speedometer slowly by hand, test continuity of speed sensor.

Continuity exists two times a turn O.K.

Except digital meter

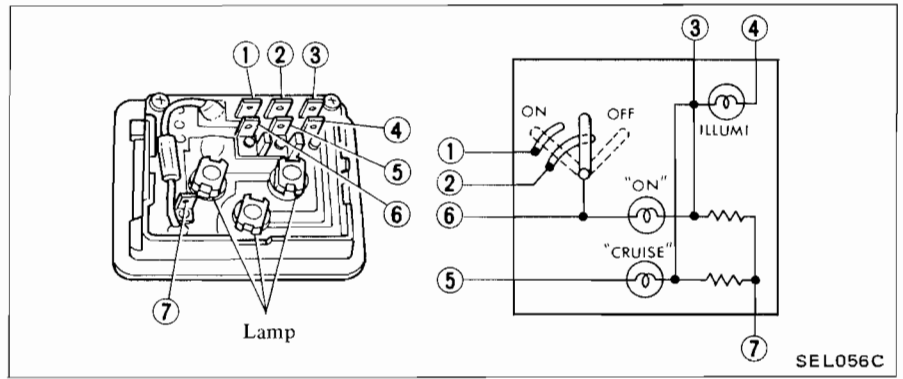


Digital meter



MAIN SWITCH

Test continuity through switch or light with an ohmmeter in accordance with the following chart.

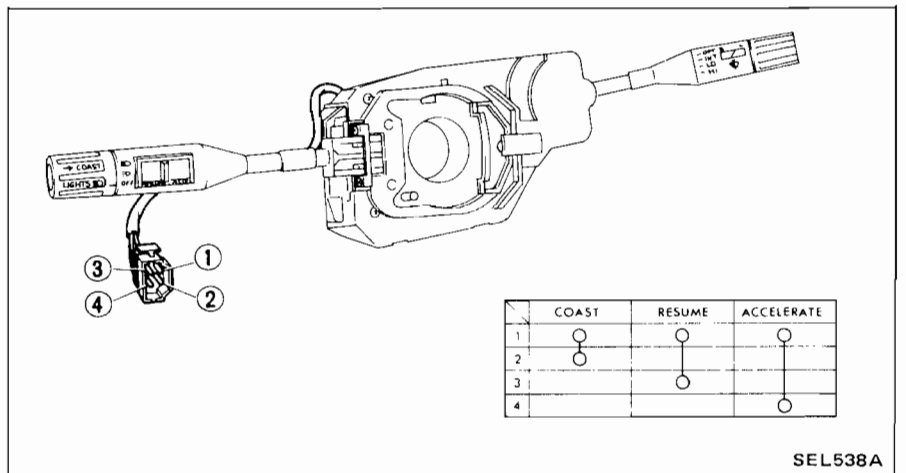


Switch position Check terminal	Normal	ON	OFF
① – ②	No	Yes	No
① – ⑥	No	Yes	No
② – ⑥	Yes	Yes	No
③ – ④	Yes	–	–
⑤ – ⑦	Yes	–	–
⑥ – ⑦	Yes	–	–

Yes: Continuity should exist.
No: Continuity should not exist.

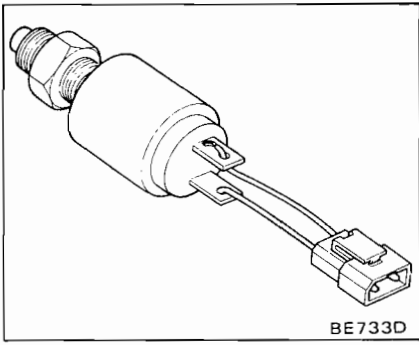
COAST SWITCH AND ACCELERATE & RESUME SWITCH

Test continuity through switch with an ohmmeter.

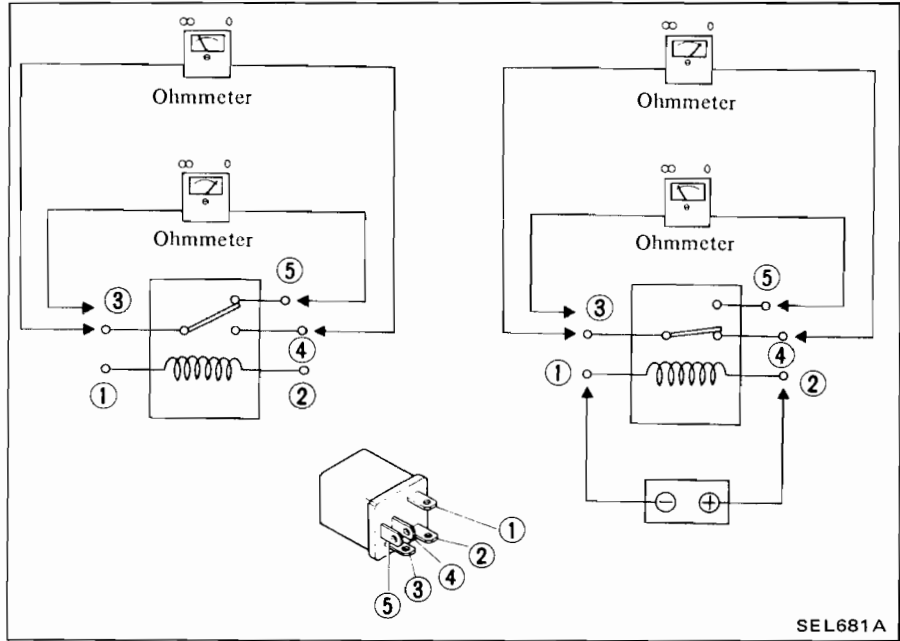


CLUTCH AND STOP SWITCH

Test continuity through switch with an ohmmeter.



A.S.C.D. relay



CONTROLLER

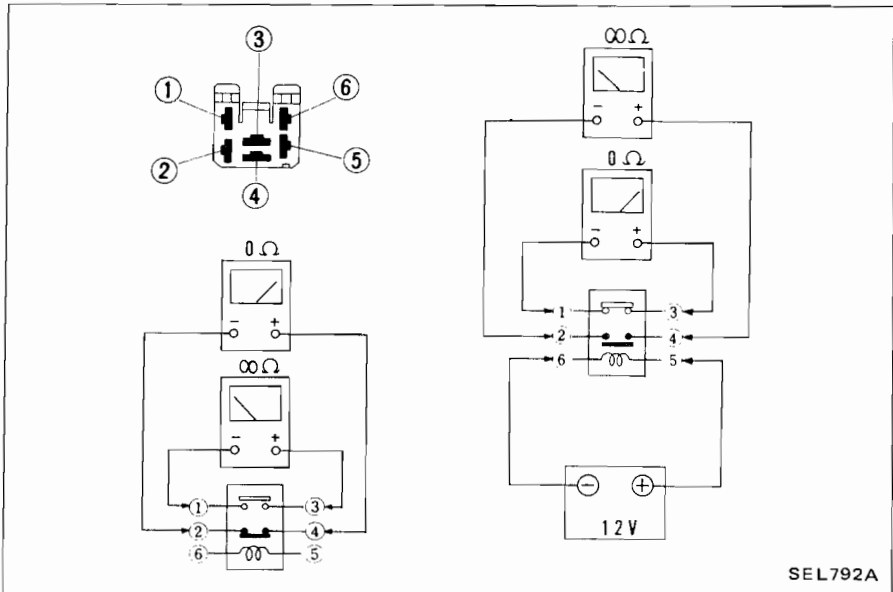
Controller must not be checked as a single part. Check controller for operation as a system, referring to Diagnosis.

CAUTION:

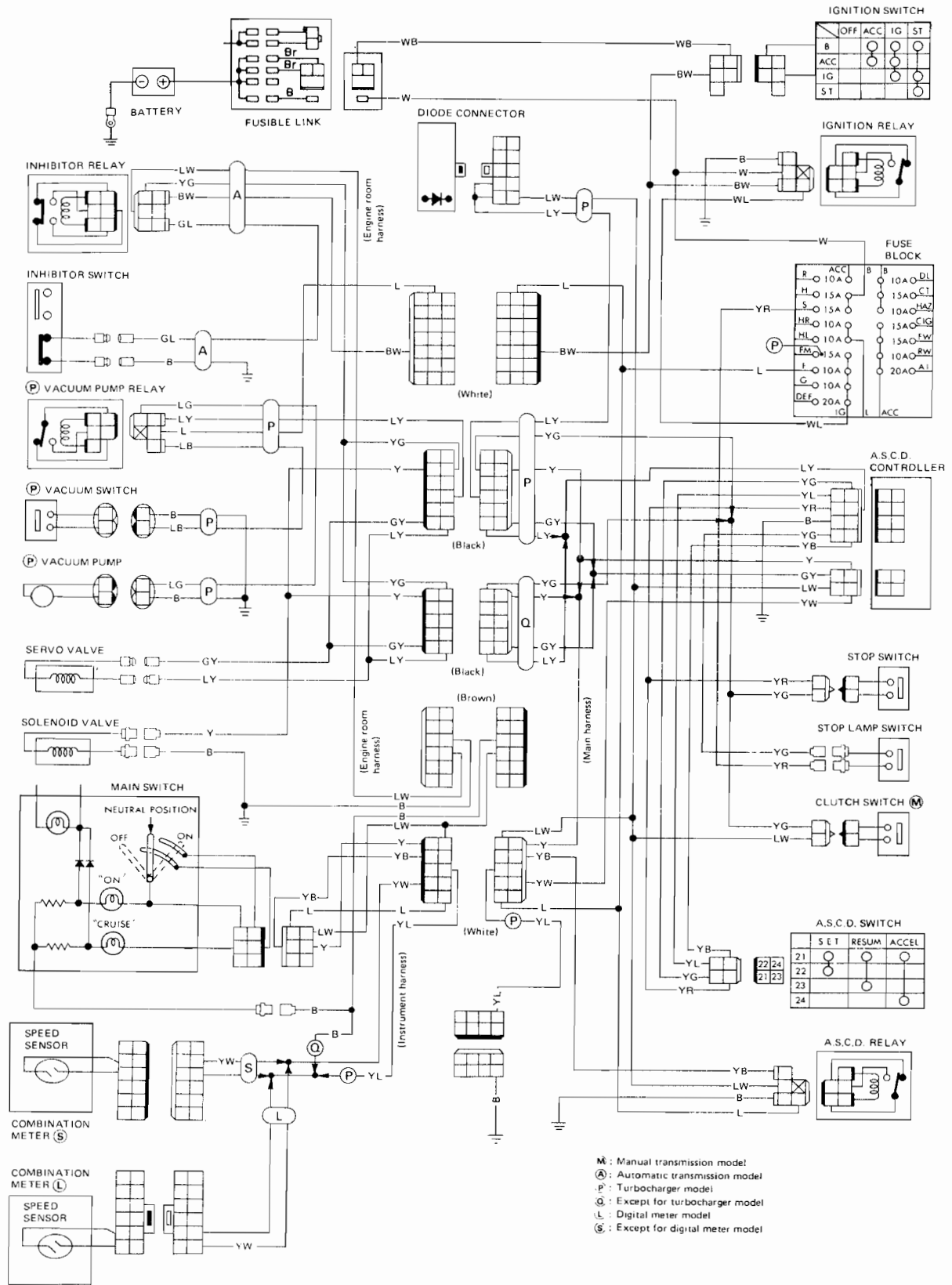
Do not touch the circuit tester probe to any unnecessary terminal on controller. Doing so could cause damage to controller.

- a. Handle controller carefully to avoid damage.
- b. Keep controller away from electric noise source to prevent A.S.C.D. system from malfunctioning and IC circuit, etc. from being degraded.

Inhibitor relay (For A.S.C.D.)



WIRING DIAGRAM AND TROUBLE DIAGNOSES



SEL798C

EL-123

TEST CONDITIONS

If a malfunction is found, be sure to check the following before performing the system test.

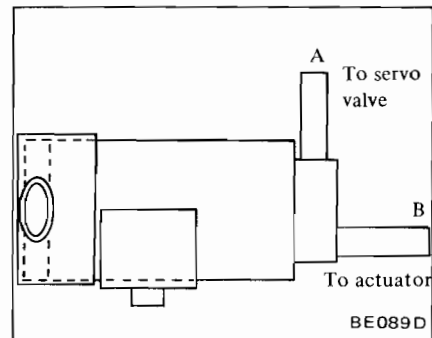
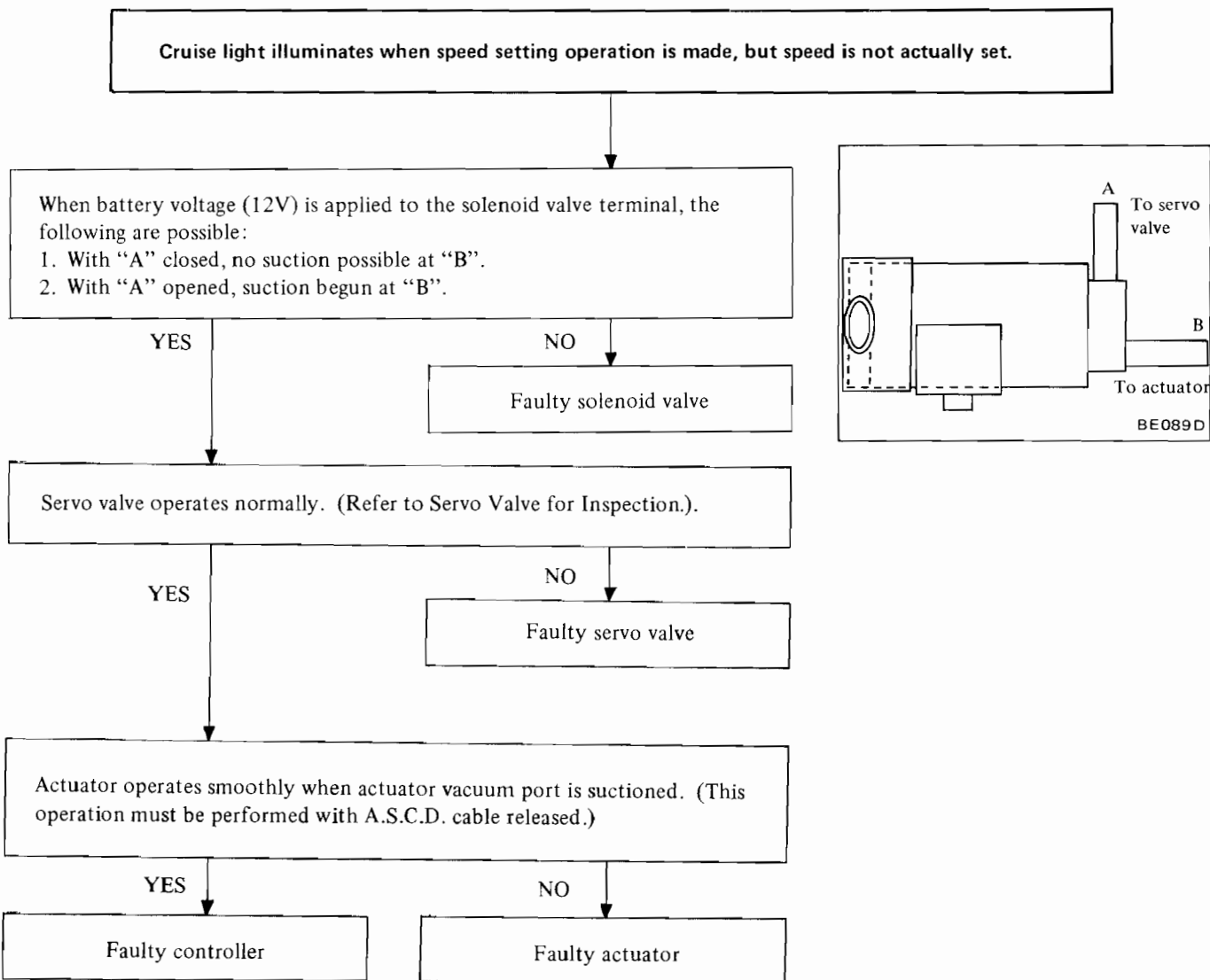
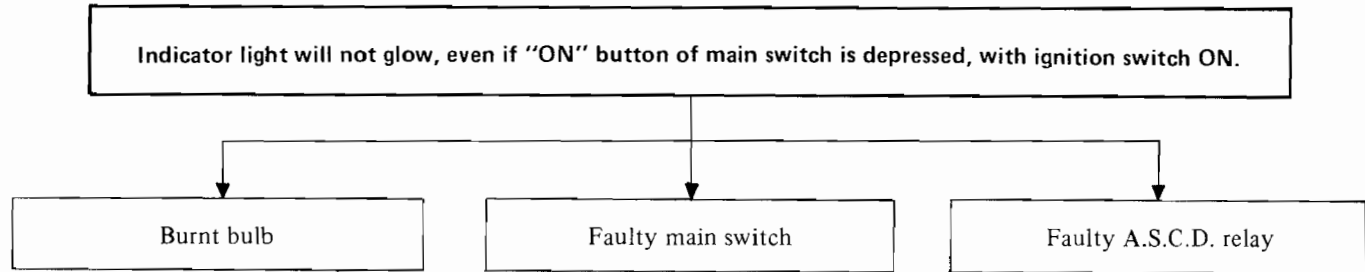
1. Turn signal operates. (Supply circuit is used in common with turn signal.)

2. All wiring harness connectors must be securely connected.
3. A.S.C.D. cable must be securely installed with proper adjustment.
4. Vacuum hoses must be properly attached with no abnormal conditions such as vacuum leakage, sharp bends or kinks.

DIAGNOSES

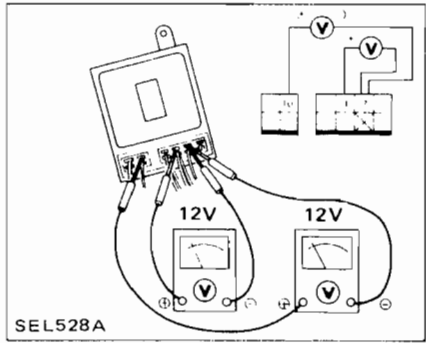
WARNING:

All following system tests can be performed without running engine. Avoid making test while driving car or running engine.



Cruise lamp will not glow, even if set switch is depressed and released at proper car speed, with main switch ON. (Speed not set in system.)

With ignition switch and main switch ON, battery voltage (12V) is present between terminals ③ and ⑦, ⑩ and ⑦ of harness connector.
Set automatic transmission selector lever at any position other than "P" and "N" position.



YES

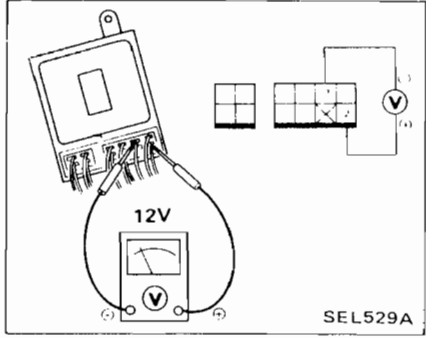
NO

Open circuit.

Faulty or improperly adjusted stop switch.

Faulty inhibitor switch or inhibitor relay.

When set switch is depressed with ignition switch and main switch ON, battery voltage (12V) is present between terminals ② and ⑦ of harness connector.

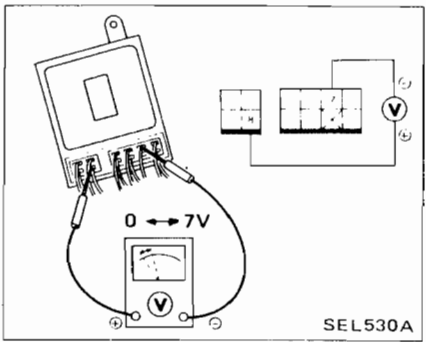


YES

NO

Faulty set switch.

With ignition switch and main switch ON, manually rotate meter cable slowly to see if voltages across harness connector terminals ⑧ and ⑦ alternately change from 0 to 7 and vice versa.



YES

NO

Check the following parts.

- Controller
- Coast switch
- Servo valve
- Solenoid valve
- Actuator

Only 7 volts remain present.

Faulty speed sensor.

Faulty speed sensor or controller.

Car will not accelerate when "ACCEL" end is depressed. (However, constant car speed can be maintained by A.S.C.D.)

With ignition switch, main switch and accelerate switch ON, battery voltage (12V) is present between terminals ⑫ and ⑦ of harness connector.
Set automatic transmission selector lever at "P" or "N" position.

YES

NO

Faulty accelerate & resume switch.

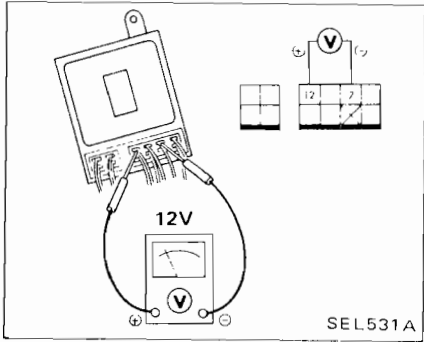
When only "ACCEL" end is "OFF", voltage across terminals ⑫ and ⑦ will be zero.

YES

NO

Faulty controller.

Faulty accelerate & resume switch.



Car will not decelerate when "RESUME" end remains ON, or car speed will not return to speed at which it was being driven before set speed was cancelled when "RESUME" end is depressed momentarily. (However, constant speed can be maintained by A.S.C.D.)

With ignition switch, main switch and resume switch ON, battery voltage (12V) is present between terminals ⑪ and ⑦ of harness connector.
Set automatic transmission selector lever at "P" or "N" position.

YES

NO

Faulty accelerate & resume switch.

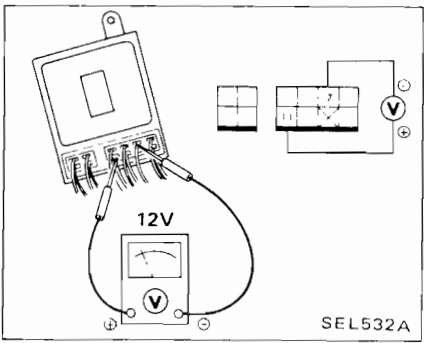
When only "RESUME" end is "OFF", voltage across terminals ⑪ and ⑦ will be zero.

YES

NO

Faulty controller.

Faulty accelerate & resume switch.

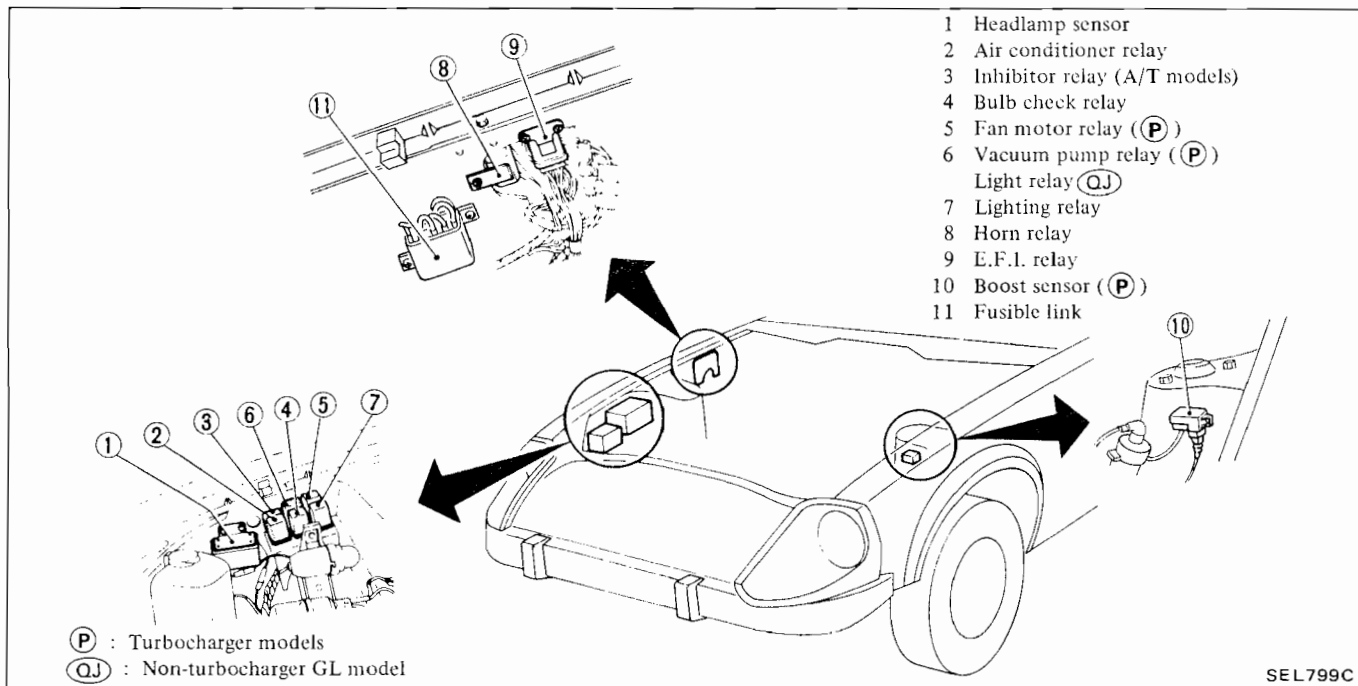


Other malfunctions and faulties

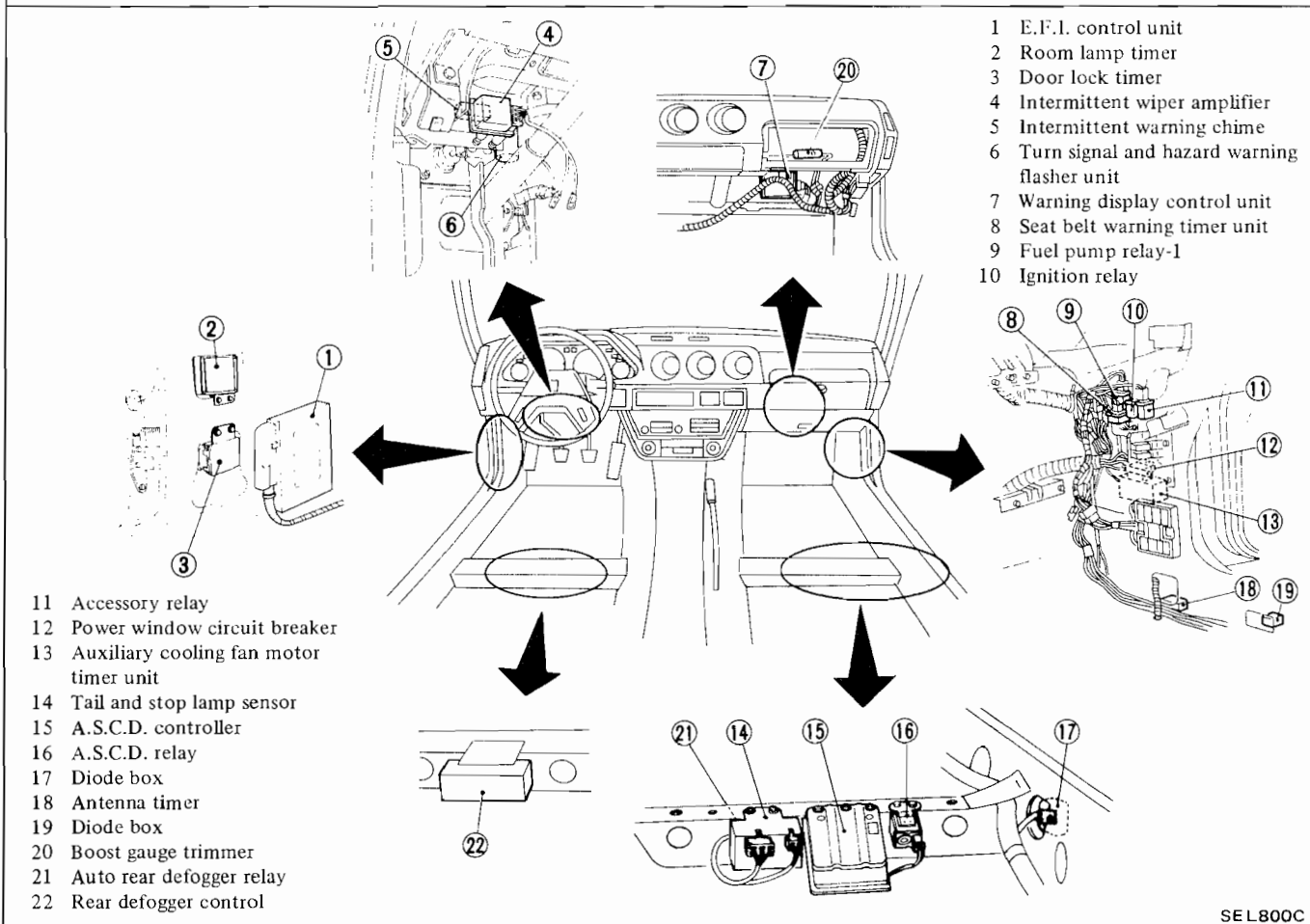
Condition	Probable cause	Corrective action
Set speed is cancelled.	<ul style="list-style-type: none"> ● Bent meter cable (excessive meter needle deflection.) ● Faulty controller 	<ul style="list-style-type: none"> ● Check and repair meter cable, or renew cable. ● Renew.
Pulsation of set speed	<ul style="list-style-type: none"> ● Excessive play or binding of A.S.C.D. cable ● Leakage or clogging in vacuum hose ● Binding in actuator ● Faulty servo valve ● Faulty controller 	<ul style="list-style-type: none"> ● Adjust. ● Check and repair piping route, or renew hose. ● Renew actuator. ● Renew servo valve. ● Renew controller.
Excessive setting error	<ul style="list-style-type: none"> ● Excessive play or binding in A.S.C.D. cable ● Leakage or clogging in vacuum hose ● Faulty actuator ● Faulty servo valve ● Faulty controller ● Faulty speed sensor 	<ul style="list-style-type: none"> ● Readjust. ● Check and repair piping route, or renew hose. ● Renew actuator. ● Renew servo valve. ● Renew controller. ● Renew speedometer
Speed drops immediately after setting	<ul style="list-style-type: none"> ● Excessive play in A.S.C.D. cable ● Leakage or clogging in vacuum hose ● Faulty solenoid valve ● Faulty servo valve ● Faulty controller 	<ul style="list-style-type: none"> ● Readjust. ● Check and repair piping route, or renew hose. ● Renew solenoid valve. ● Renew servo valve. ● Renew controller.
Cancel circuit inoperative	<ul style="list-style-type: none"> ● Faulty controller 	<ul style="list-style-type: none"> ● Renew controller.

LOCATION OF ELECTRICAL UNIT

CAUTION: Before starting to work, be sure to turn ignition switch "OFF" and then disconnect battery ground cable.



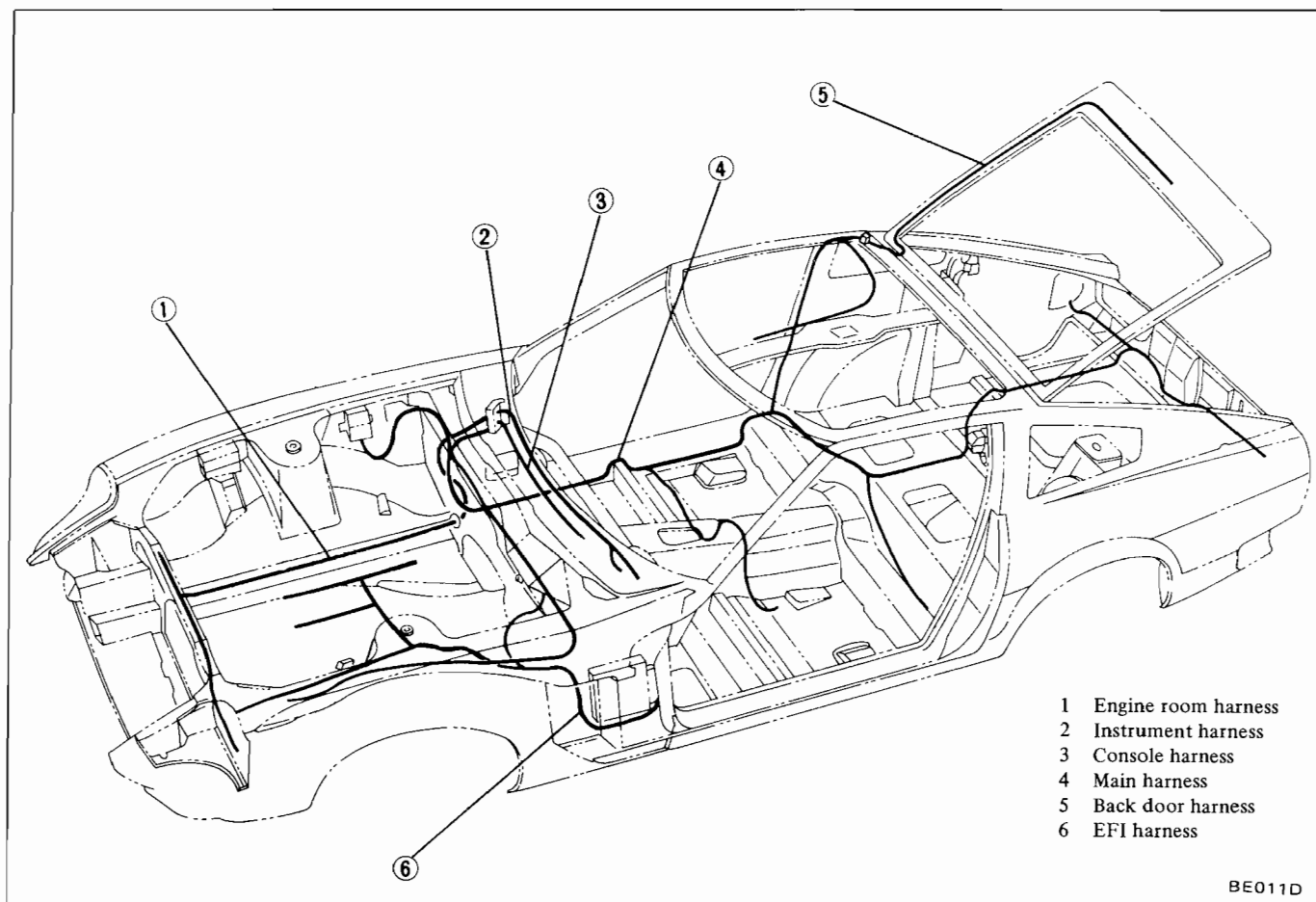
SEL799C



SEL800C

WIRING

CAUTION: Before starting to work, be sure to turn ignition switch "OFF" and then disconnect battery ground cable.

WIRING

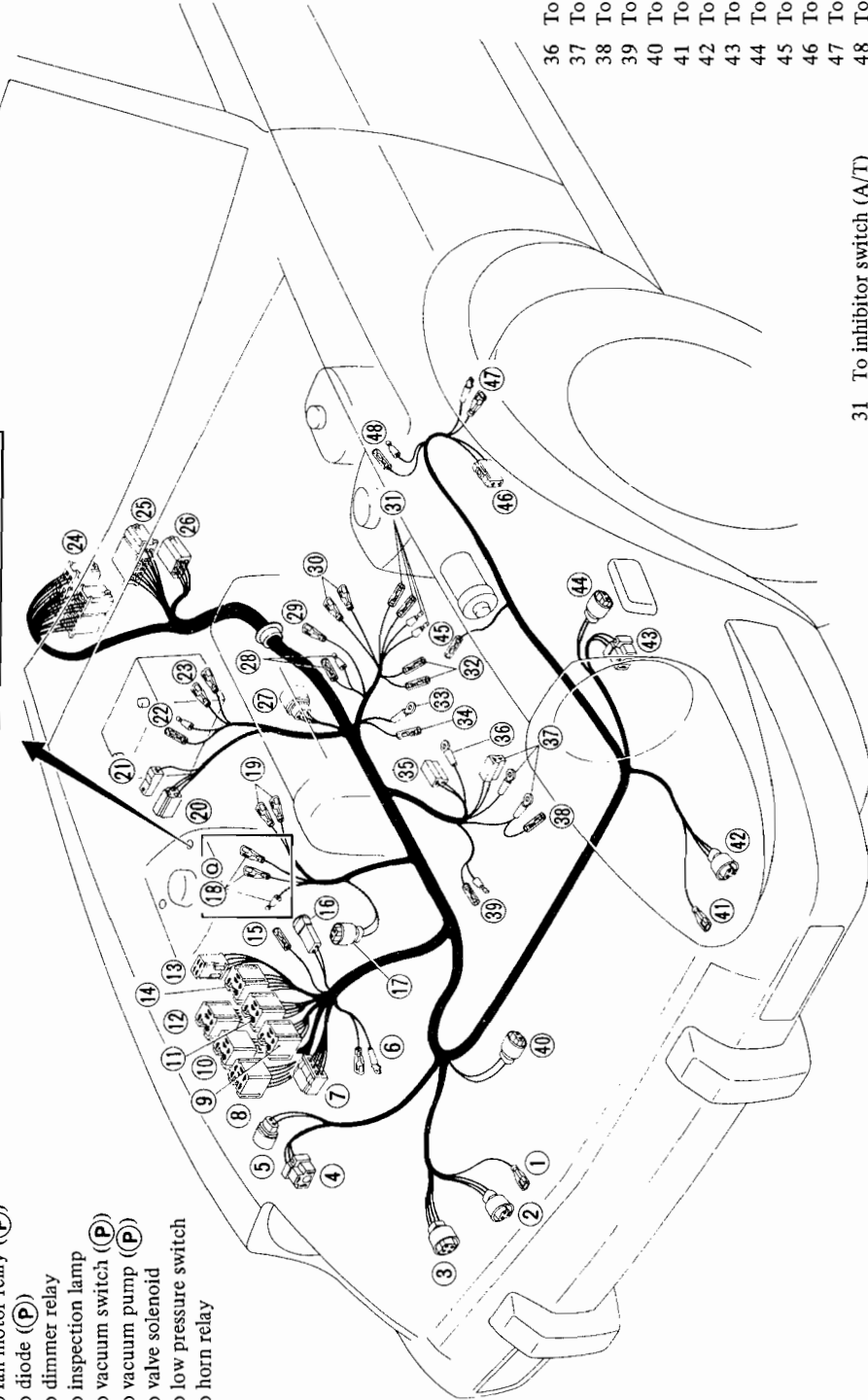
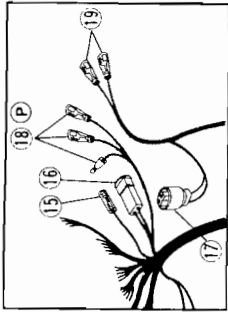
BE011D

WIRING HARNESS

ENGINE ROOM HARNESS

- 1 To horn (R.H.)
- 2 To front combination lamp (R.H.)
- 3 To ambient switch (For auto temperature control air conditioner)
- 4 To headlamp (R.H.)
- 5 To side marker lamp (R.H.)
- 6 To radiator coolant level switch
- 7 To headlamp sensor
- 8 To inhibitor relay (A/T)
- 9 To air conditioner relay
- 10 To vacuum pump relay ((P) or light relay ((O)))
- 11 To bulb check relay
- 12 To fan motor relay ((P))
- 13 To diode ((P))
- 14 To dimmer relay
- 15 To inspection lamp
- 16 To vacuum switch ((P))
- 17 To vacuum pump ((P))
- 18 To valve solenoid
- 19 To low pressure switch
- 20 To horn relay

- 21 To main harness
- 22 To servo valve (A.S.C.D.)
- 23 To solenoid valve (A.S.C.D.)
- 24 To main harness
- 25 To instrument harness
- 26 To console harness
- 27 To engine sub harness ((P), M/T)
- 28 To coolant temperature switch (For auto temperature control air conditioner)
- 29 To starter motor
- 30 To engine sub harness (A/T)



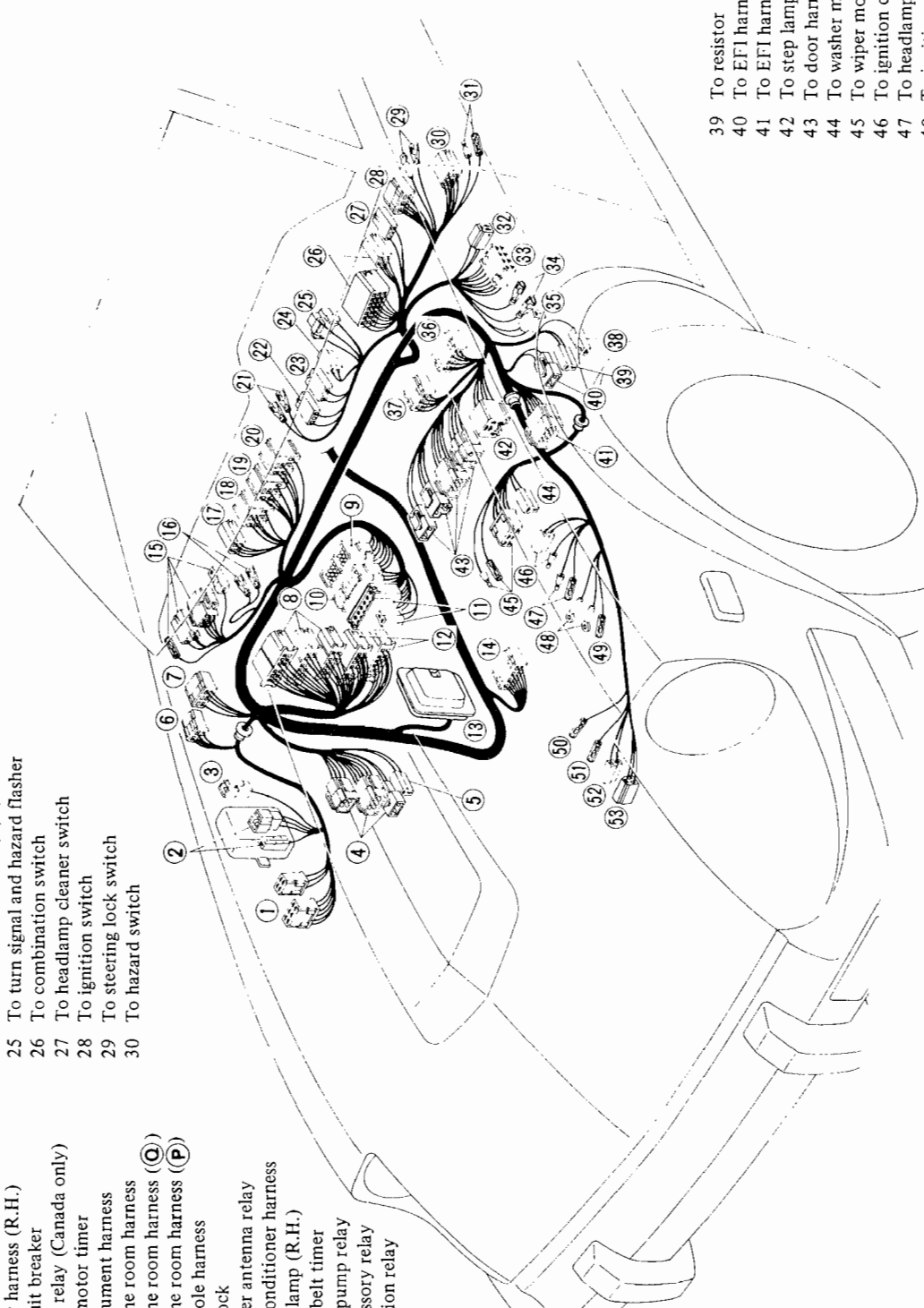
- 36 To engine earth
- 37 To alternator
- 38 To condenser
- 39 To auxiliary cooling fan motor
- 40 To fan motor ((P))
- 41 To horn (L.H.)
- 42 To front combination lamp (L.H.)
- 43 To headlamp (L.H.)
- 44 To side marker lamp (L.H.)
- 45 To magnet clutch
- 46 To brake fluid level switch
- 47 To washer fluid level switch
- 48 To rear washer motor

- 31 To inhibitor switch (A/T)
- 32 To back-up lamp switch ((O), M/T)
- 33 To body earth
- 34 To oil temperature sensor ((P))
- 35 To oil pressure switch

(P) : Turbocharger models
(O) : Non-turbocharger models
(OJ) : Non-turbocharger GL models

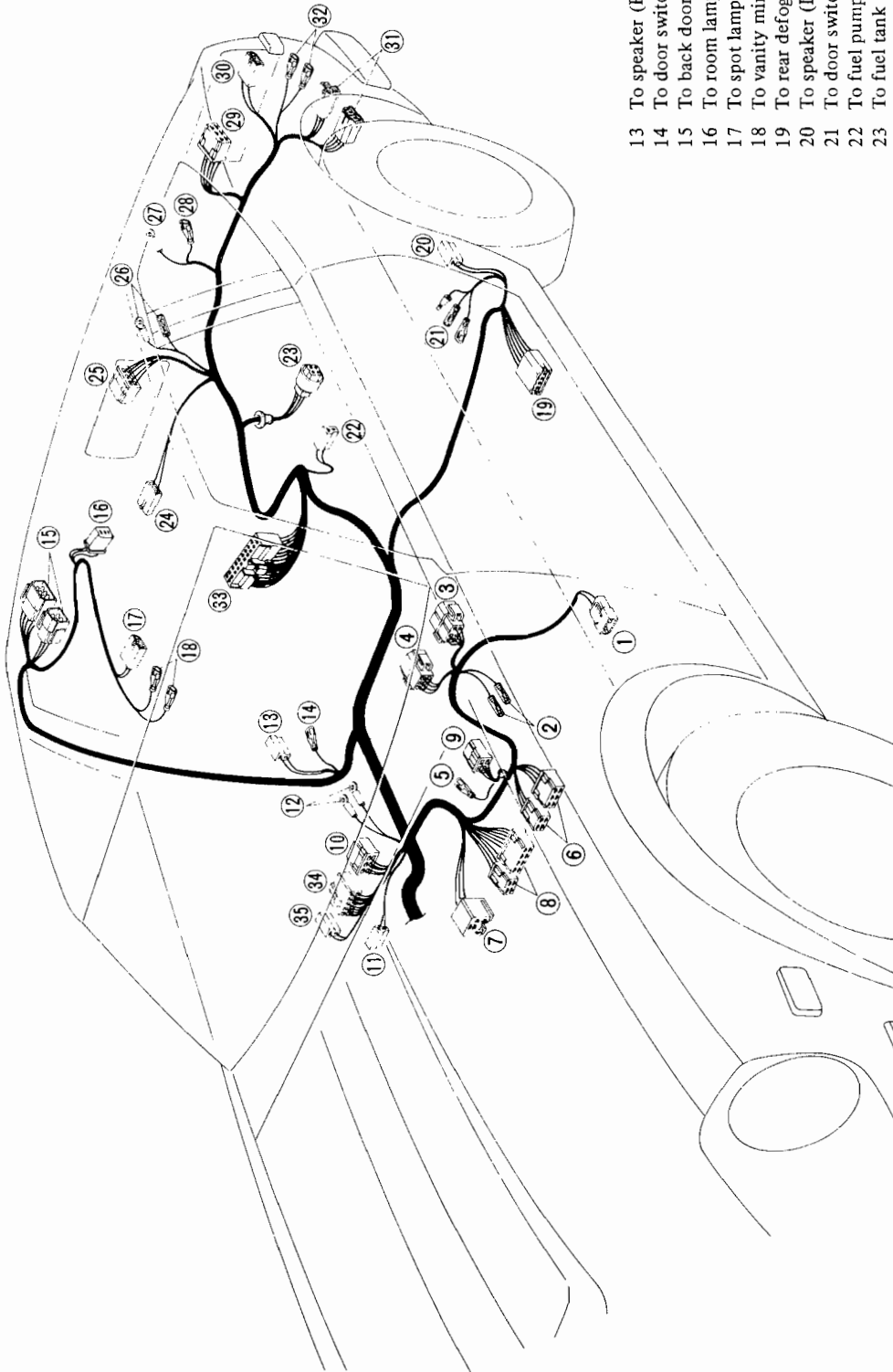
MAIN HARNESS

- 1 To EFI harness (6P connector: (P), 4P connector: (Q))
- 2 To fusible link
- 3 To engine room harness
- 4 To door harness (R.H.)
- 5 To circuit breaker
- 6 To hold relay (Canada only)
- 7 To fan motor timer
- 8 To instrument harness
- 9 To engine room harness
- 10 To engine room harness (Q)
- 11 To engine room harness (P)
- 12 To console harness
- 13 Fuse block
- 14 To power antenna relay
- 15 To air conditioner harness
- 16 To step lamp (R.H.)
- 17 To seat belt timer
- 18 To fuel pump relay
- 19 To accessory relay
- 20 To ignition relay
- 21 To stop lamp switch
- 22 To stop switch (A.S.C.D.)
- 23 To clutch switch
- 24 To kick-down switch (A/T)
- 25 To turn signal and hazard flasher
- 26 To combination switch
- 27 To headlamp cleaner switch
- 28 To ignition switch
- 29 To steering lock switch
- 30 To hazard switch



- 31 To key lamp
- 32 To intermittent warning chime
- 33 To intermittent wiper amplifier
- 34 To step lamp (L.H.)
- 35 To altitude switch (C)
- 36 To door lock timer
- 37 To room lamp timer
- 38 To EFI harness
- 39 To resistor
- 40 To EFI harness (Q)
- 41 To EFI harness (P)
- 42 To step lamp relay
- 43 To door harness (L.H.)
- 44 To washer motor
- 45 To wiper motor
- 46 To ignition coil (P)
- 47 To headlamp cleaner
- 48 To ignition coil (Q)
- 49 To condenser
- 50 To water temperature sensor-1 (Q)
- 51 To water temperature sensor-2 (Q)
- 52 To distributor (C)
- 53 To boost sensor (P)

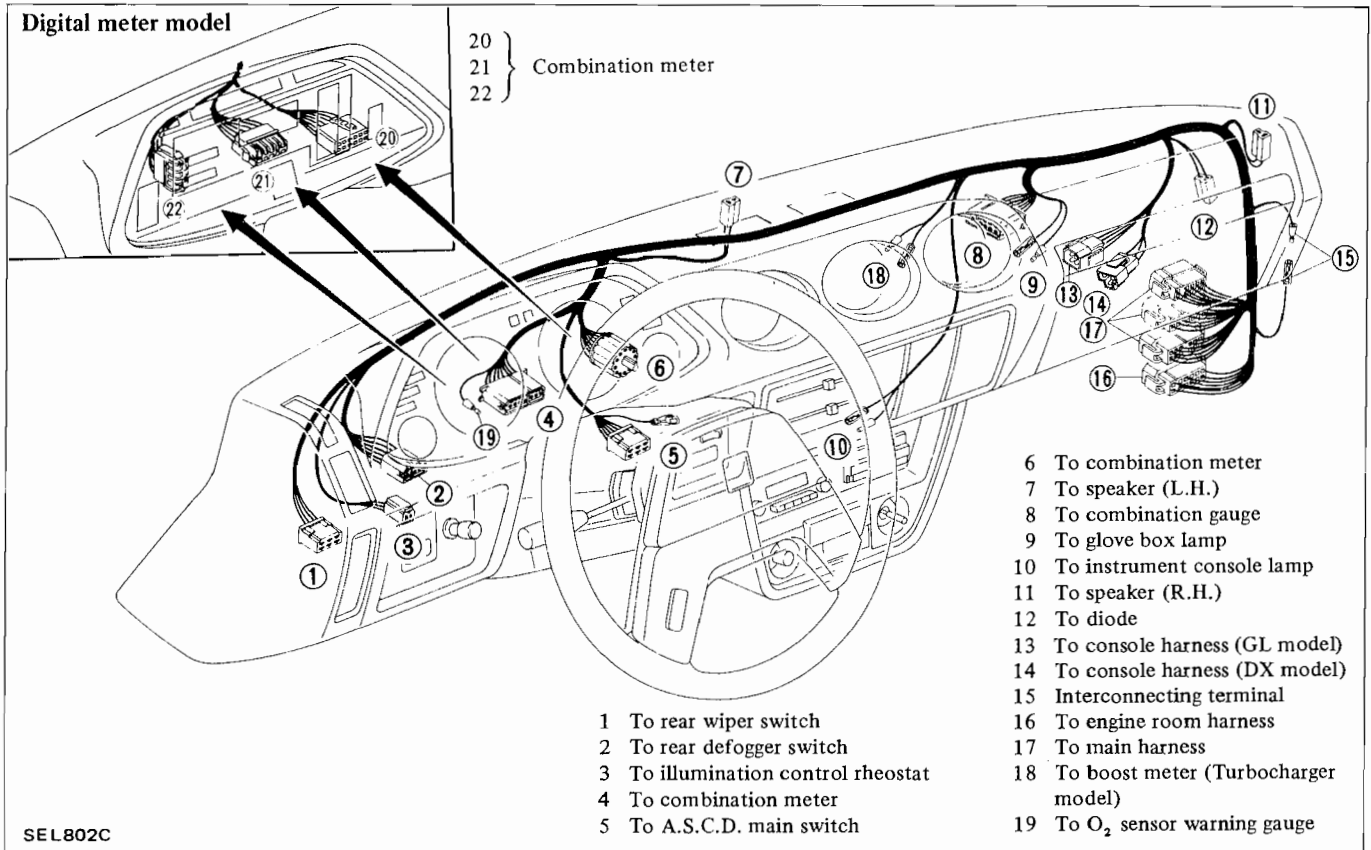
(P) : Turbocharger models
 (Q) : Non-turbocharger models



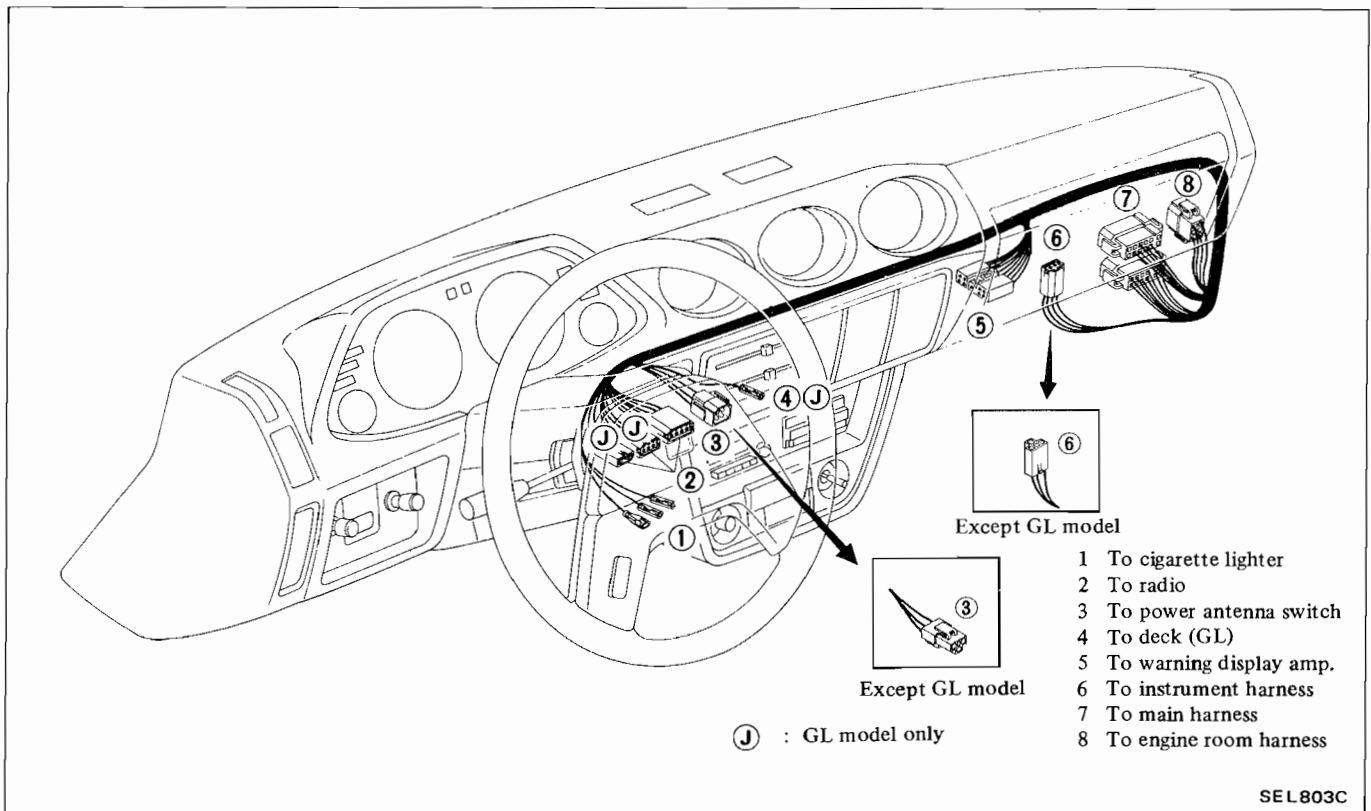
- 1 To seat belt switch
- 2 To automatic transmission indicator lamp
- 3 To remote-control mirror switch (L.H.)
- 4 To remote-control mirror switch (R.H.)
- 5 To parking brake switch
- 6 To tail and stop lamp sensor
- 7 To A.S.C.D. relay
- 8 To A.S.C.D. controller
- 9 To rear defogger relay
- 10 To diode box
- 11 To diode (2+2 seater)
- 12 To body earth
- 13 To speaker (R.H.)
- 14 To door switch (R.H.)
- 15 To back door sub harness
- 16 To room lamp
- 17 To spot lamp
- 18 To vanity mirror lamp
- 19 To rear defogger controller
- 20 To speaker (L.H.)
- 21 To door switch (L.H.)
- 22 To fuel pump sub harness
- 23 To fuel tank unit gauge
- 24 To rear side marker lamp (R.H.)
- 25 To automatic transmission indicator lamp
- 26 To rear combination lamp (R.H.)
- 27 To license plate lamp
- 28 To body earth
- 29 To back door switch
- 30 To rear combination lamp (L.H.)
- 31 To rear side marker lamp (L.H.)
- 32 To power antenna motor
- 33 To luggage room lamp (2+2 seater)
- 34 To voice warning device
- 35 To diode

SEL062C

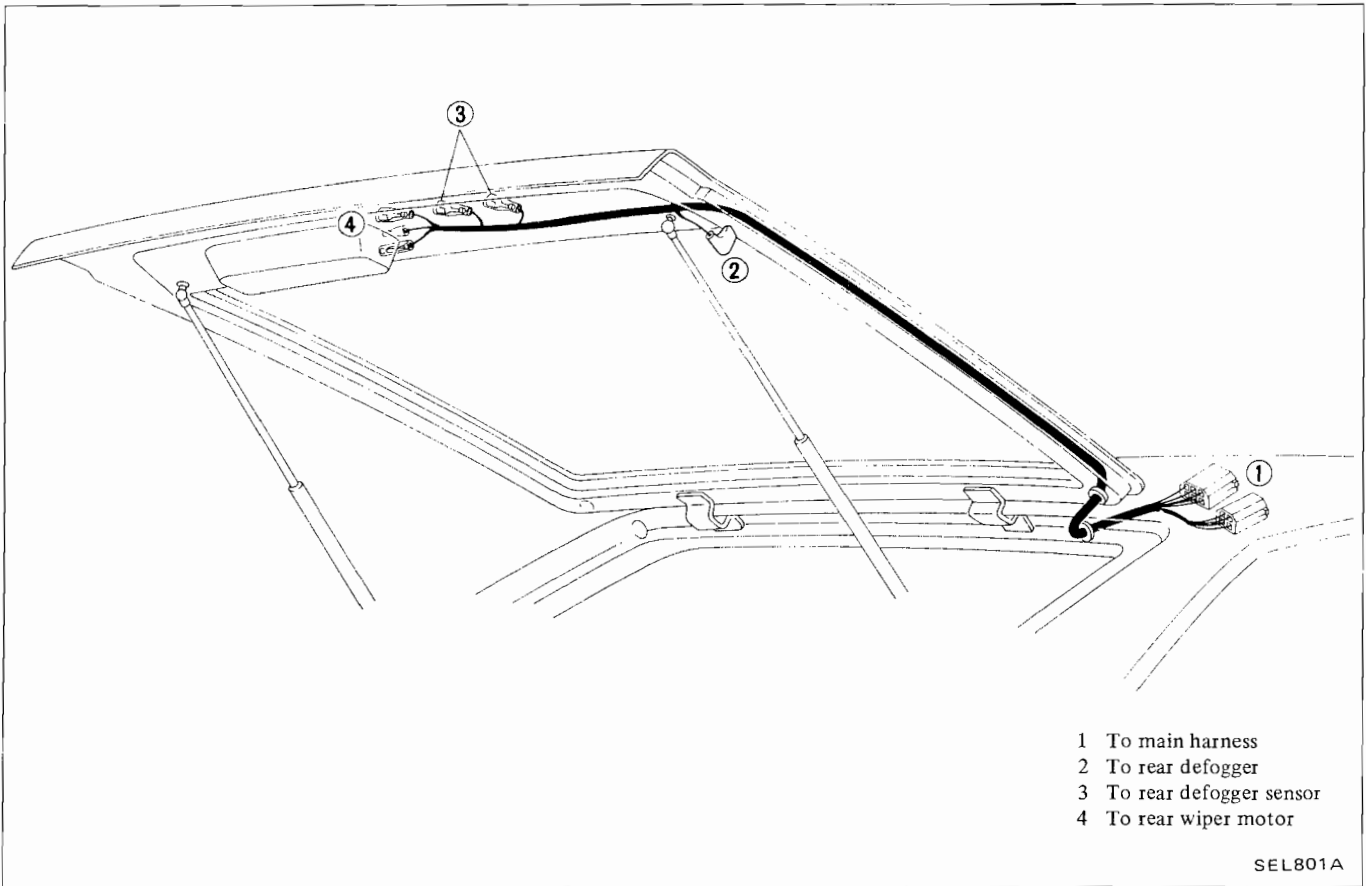
INSTRUMENT HARNESS



CONSOLE HARNESS



BACK DOOR HARNESS



HARNESS DIAGRAM

CAUTION: Before starting to work, be sure to turn ignition switch "OFF" and then disconnect battery ground cable.

HOW TO READ HARNESS DIAGRAMS

WIRE NUMBER:

For identification, all wires are numbered and generally, numbers are classified by system.

- 100 ~ 199 Engine electrical system
- 200 ~ 299 Headlamp system
- 300 ~ 399 Meter, gauges and Warning system
- 400 ~ 499 Signal system
- 500 ~ 599 Accessory system
- 600 ~ 899 Supplemental numbers
- 900 ~ 999 Ground wire (Earth)

COLOR:

- W White
- B Black
- R Red
- Y Yellow
- G Green
- L Blue
- Br Brown
- Lg Light green
- Or Orange
- P Pink
- Pu Purple
- Gr Gray
- Sb Sky blue

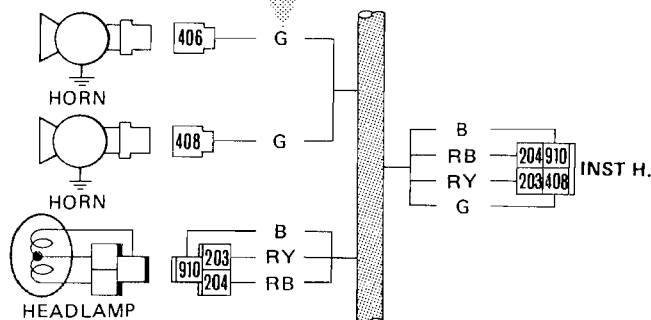
In the case of two-tone color wires, the wire colors are indicated as follows.

- BR Black with Red stripe
- LOr Blue with Orange stripe

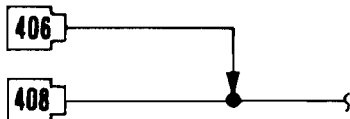
Indicates that No. 406 wire is found only in harness of GL models.

NISSAN MAIN HARNESS

NO.	FROM	TO	REMARKS
203	HEADLAMP	INST H	
204	HEADLAMP	INST H	
406	HORN	408	GL
408	HORN	INST H	
910	HEADLAMP	INST H	



Indicates that No. 406 wire stems from the horn and is connected to No. 408 wire.



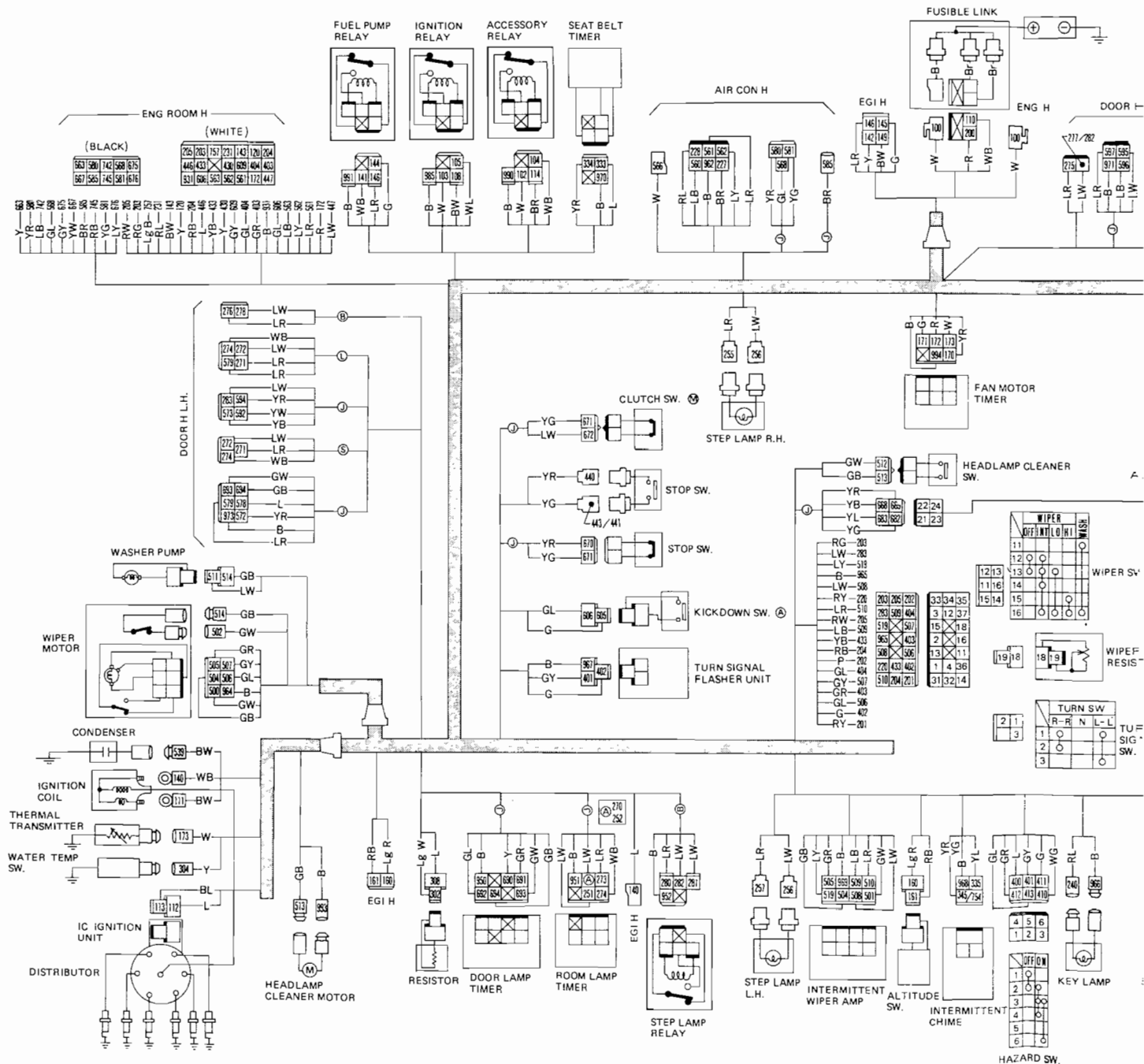
This harness diagram indicates harnesses and connectors to be used with all optional, as well as standard, equipment.

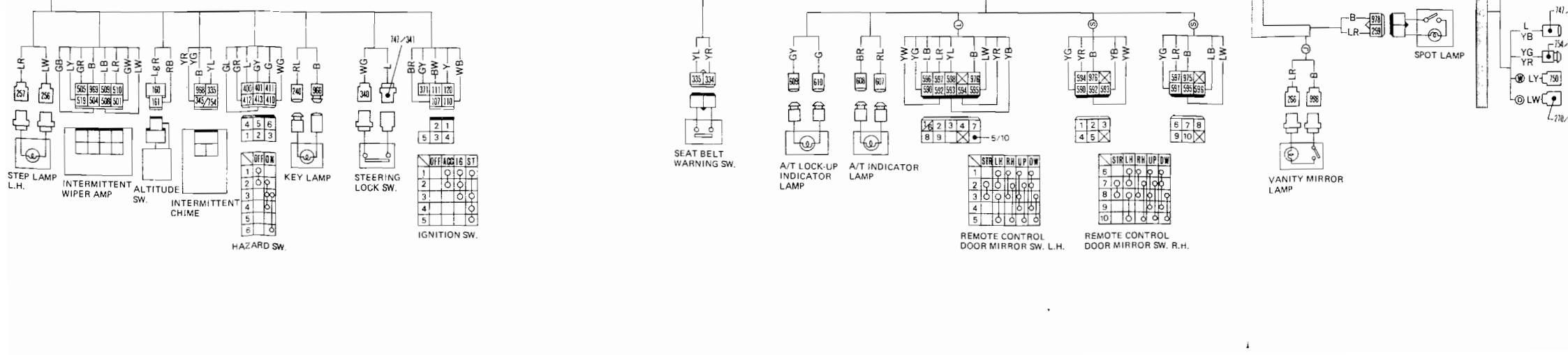
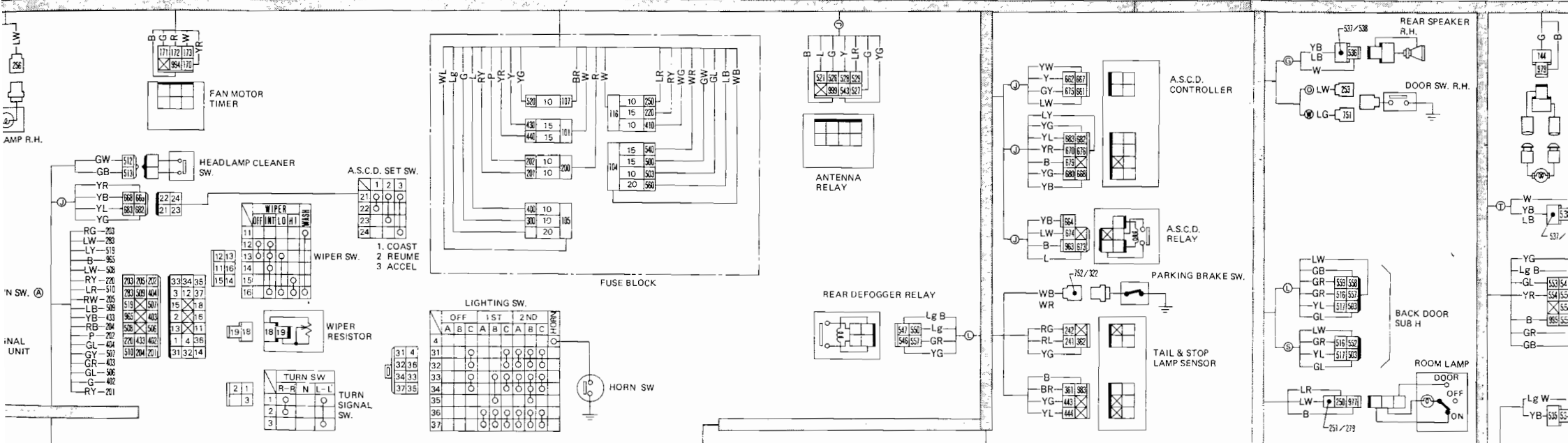
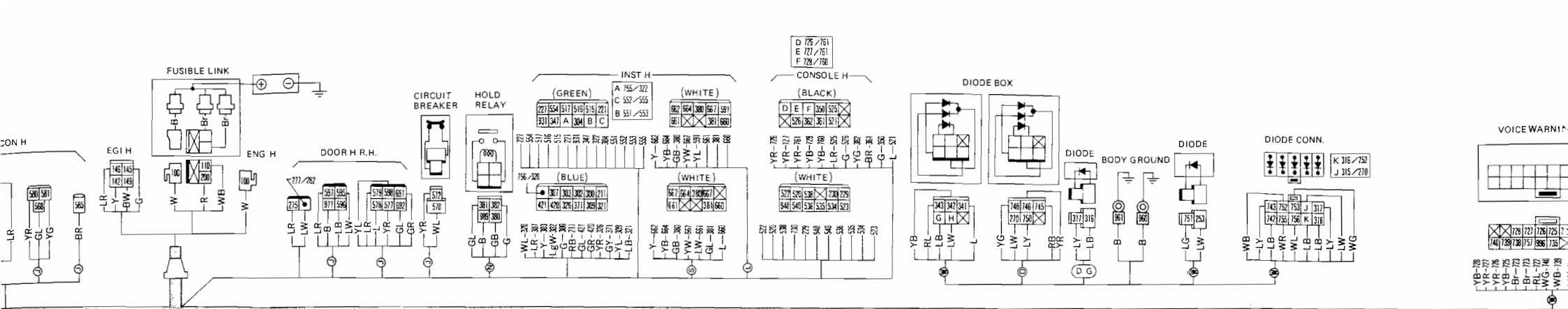
MAIN HARNESS (NON-TURBO)

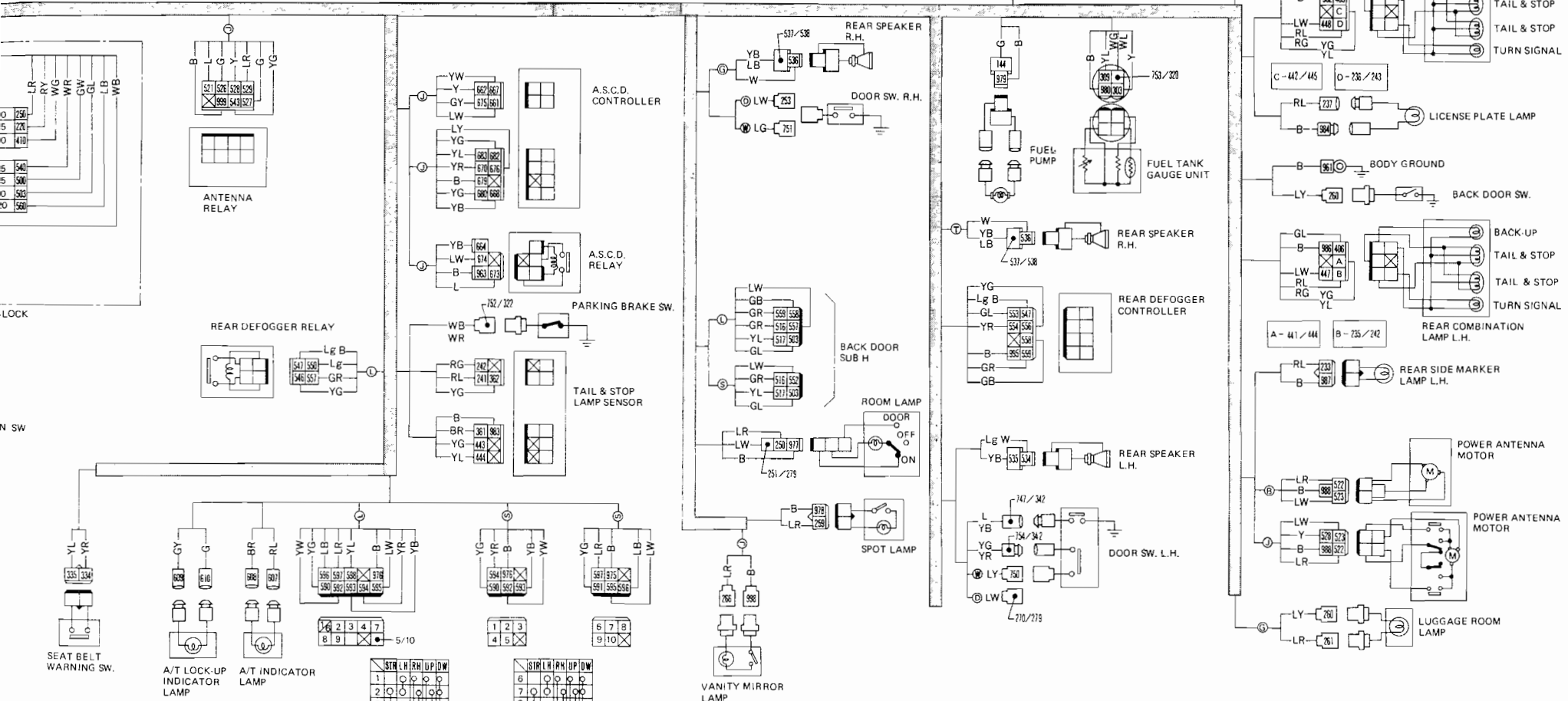
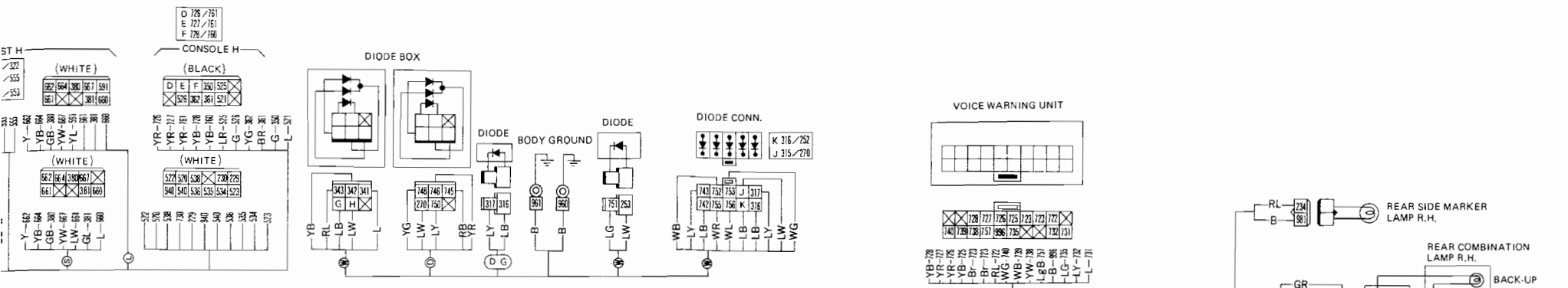
NO.	FROM	TO	REMARKS	NO.	FROM	TO	REMARKS	NO.	FROM	TO	REMARKS	NO.	FROM	TO	REMARKS		
100 ENGINE ELECTRICAL SYSTEM				300 METER, GAUGES AND WARNING SYSTEM				600 SUPPLEMENTAL NUMBER									
100	ENG ROOM H	F/LINK		276	280	DOOR H LH	EXCEPT GL MODELS	610	COMB SW	INT WIPER AMP		871	CLUT				
101	F/BLOCK	F/BLOCK		277	DOOR H RH	270	GL MODELS	511	WASHER TANK	508		872	661				
102	566	ACC RELAY		278	DOOR H LH	282	EXCEPT GL MODELS	512	501	H/LAMP CLEANER SW		873	400				
103	566	IGN RELAY		279	ROOM L	DOOR SW LH	EXCEPT GL MODELS	513	H/LAMP CLEANER SW	H/LAMP CLEANER		874	ASC				
104	F/BLOCK	ACC RELAY		280	250	STEP L RELAY	EXCEPT GL MODELS	514	WIPER MOTOR	WASHER TANK		875	ASC				
105	F/BLOCK	IGN RELAY		281	STEP RELAY	279	EXCEPT GL MODELS	515	503	INST H		876	ASC				
107	IGN SW	F/BLOCK		282	DOOR H RH	STEP L RELAY	EXCEPT GL MODELS	516	INST H	B/DOOR SUB H		877	671				
108	141	IGN RELAY		283	DOOR H LH	277	GL MODELS	517	INST H	B/DOOR SUB H		879	ASC				
110	F/LINK	IGN SW						519	COMB SW	INT WIPER AMP		880	448				
111	IGN SW	IGN COIL						520	F/BLOCK	CONSOLE H		882	COM				
112	HIC IGN DIS	140						521	ANTENNA RELAY	CONSOLE H	GL MODELS	883	COM				
113	HIC IGN DIS	111						522	CONSOLE H	MOTOR ANTENNA		890	430				
114	107	ACC RELAY						523	CONSOLE H	MOTOR ANTENNA		891	DOOF				
116	101	F/BLOCK						525	273	CONSOLE H		892	DOOF				
120	IGN SW	ENG ROOM H						526	ANTENNA RELAY	CONSOLE H	GL MODELS	893	DOOF				
140	IGN COIL	EGI H						527	ANTENNA RELAY	300	GL MODELS	894	DOOF				
141	110	FUEL PUMP RELAY						528	ANTENNA RELAY	MDTOR ANTENNA	GL MODELS	700	SUP				
142	120	EGI H						529	ANTENNA RELAY	250	GL MODELS	720	405				
143	149	ENG ROOM H						534	CONSOLE H	SPEAKER LH		722	233				
144	FUEL PUMP RELAY	FUEL PUMP SUB H						535	CONSOLE H	SPEAKER LH		723	VW L				
145	144	EGI H						536	CONSOLE H	SPEAKER RH		725	535				
146	EGI H	FUEL PUMP RELAY						537	535	SPEAKER RH	EXCEPT GL MODELS	726	CONS				
149	111	EGI H						538	CONSOLE H	SPEAKER RH	GL MODELS	727	VW L				
160	ALTITUDE SW	EGI H						539	111	CONDENSER		728	VW L				
161	ALTITUDE SW	EGI H						540	F/BLOCK	CONSOLE H		731	673				
170	440	INJ BLOWER TIMER						543	ANTENNA RELAY	590	GL MODELS	732	750				
171	300	INJ BLOWER TIMER						546	590	RR DEF RELAY	DIGITAL METER	735	751				
172	ENG ROOM H	INJ BLOWER TIMER						547	RR DEF CONTROLLER	RR DEF RELAY	DIGITAL METER	738	667				
173	WATER T SENSOR	INJ BLOWER TIMER						550	F/BLOCK	RR DEF RELAY	DIGITAL METER	739	752				
200 LIGHTING SYSTEM				400 SIGNAL SYSTEM				551				F/BLOCK	INST H	EXCEPT DIGITAL METER	740	753	
200	F/LINK	F/BLOCK		335	SEAT BELT SW	INT CHIME		552	INST H	B/DOOR SUB H		742	ENG F				
201	F/BLOCK	COMB SW		340	410	STRG LOCK SW		553	RR DEF CONTROLLER	INST H		743	DIODE				
202	F/BLOCK	COMB SW		341	STRG LOCK SW	DIODE BOX	WARNING DISPLAY	554	RR DEF CONTROLLER	INST H		745	ENG F				
203	COMB SW	ENG ROOM H		342	DIODE BOX	DOOR SW LH	WARNING DISPLAY	555	557	INST H	DIGITAL METER	746	DIODE				
204	COMB SW	ENG ROOM H		343	233	DIODE BOX	WARNING DISPLAY	556	590	RR DEF CONTROLLER		747	STG L				
205	COMB SW	ENG ROOM H		345	DOOR SW LH	INT CHIME		557	RR DEF RELAY	B/DOOR SUB H	DIGITAL METER	748	754				
211	204	INST H		347	345	INST H		558	RR DEF CONTROLLER	B/DOOR SUB H		750	DIODE				
220	F/BLOCK	COMB SW		350	300	CONSOLE H		559	RR DEF CONTROLLER	B/DOOR SUB H		751	DIODE				
221	233	INST H		361	CONSOLE H	TAIL & STOP L SENSOR		560	F/BLOCK	AIRCON H		752	DIODE				
227	AIRCON H	INST H		362	CONSOLE H	TAIL & STOP L SENSOR		561	AIRCON H	ENG ROOM H		753	DIODE				
228	233	AIRCON H		371	INST H	IGN SW	USA MODEL	562	AIRCON H	ENG ROOM H		754	DOOR				
229	CONSOLE H	221		380	INST H	HOLD RELAY	CANADA MODEL	563	360	ENG ROOM H		755	INST H				
230	233	CONSOLE H		381	INST H	HOLD RELAY	CANADA MODEL	566	101	AIRCON H		756	INST H				
231	233	ENG ROOM H		382	300	HOLD RELAY	CANADA MODEL	568	AIRCON H	ENG ROOM H	GL MODELS	757	VW U				
233	COMB SW	SIDE M LAMP LH						570	105	CIRCUIT BRAKER	GL MODEL	760	535				
234	233	SIDE M LAMP RH						572	CIRCUIT BRAKER	DOOR H LH	GL MODELS	761	CONSC				
235	233	RR COMB L LH	EXCEPT GL MODELS					577	912	DOOR H RH	GL MODELS	900	GRO				
236	233	RR COMB L RH	EXCEPT GL MODELS					578	DOOR H LH	DOOR H RH	GL MODELS	931	INST H				
237	233	LICENSE LAMP						579	DOOR H LH	DOOR H RH	GL MODELS	940	CONSC				
240	233	KEY LAMP						580	753	VW UNIT	GL MODELS	950	DOOR				
241	233	TAIL & STOP SENSOR						581	753	VW UNIT	GL MODELS	951	ROOM				
242	TAIL & STOP SENSOR	RR COMB L LH	GL MODELS					585	753	VW UNIT	GL MODELS	952	STEP L				
243	242	RR COMB L RH	GL MODELS					590	520	REMOCON SW LH		960	BODY				
250	F/BLOCK	ROOM LAMP	GL MODELS					591	590	INST H	EXCEPT DIGITAL METER	961	BODY				
251	ROOM L	ROOM L TIMER	GL MODELS					591	598	R/C MIRROR SW RH	DIGITAL METER	962	AIRCO				
252	ROOM LAMP TIMER	DIODE BOX	2 SEATER WITH WARNING DISPLAY					592	REMOCON M SW LH	DOOR H LH	GL MODELS	963	ASC				
252	ROOM LAMP TIMER	DIODE CONN	2 SEATER WITH VOICE WARNING					593	REMOCON M SW LH	DOOR H LH	GL MODELS	964	WIPER				
253	279	DOOR SW RH	MODELS WITH WARNING DISPLAY					594	REMOCON M SW LH	DOOR H LH	GL MODELS	965	COMB				
253	270	DIODE	VOICE WARNING					595	REMOCON M SW RH	DOOR H RH	GL MODELS	966	KEY L				
255	273	STEP LAMP RH	GL MODELS					596	REMOCON M SW RH	DOOR H RH	GL MODELS	967	T/SIGN				
255	250	STEP LAMP RH	EXCEPT GL MODELS					597	REMOCON M SW RH	DOOR H RH	GL MODELS	968	INT CH				
256	STEP LAMP RH	282	EXCEPT GL MODELS					598	REMOCON MIRROR SW	DOOR H RH	GL MODELS	969	INT WI				
256	STEP LAMP RH	251	GL MODELS					599	598	DOOR H LH	DIGITAL METER	970	SEAT E				
257	280	STEP LAMP LH	EXCEPT GL MODELS					600 SUPPLEMENTAL NUMBER				971	DOOR				
257	273	STEP LAMP LH	GL MODELS					605	300	K D SW	K D SW	A/T	973	DOOR			
258	STEP LAMP	282	EXCEPT GL MODELS					606	K D SW	ENG ROOM H	ENG ROOM H	A/T	975	REMO			
258	STEP LAMP LH	251	GL MODELS					607	233	TORCON IND LAMP	TORCON IND LAMP		976	REMO			
259	250	SPOT LAMP						608	TORCON IND LAMP	227		977	ROOM				
260	LUGGAGE ROOM	B/DOOR SW	242 SEATER MODELS					609	ENG ROOM H	L U IND	L U IND		978	SPOT L			
261	250	LUGGAGE ROOM L	242 SEATER MODELS					610	300	L U IND	L U IND		979	FUEL F			
266	257	VANITY MIRROR						660	400	INST H	INST H		980	HOLD			
270	ROOM L TIMER	DIODE BOX/DOOR SW LH	GL MODELS					661	INST H	ASC	ASC CONTROLLER	GL MODELS	980	TANK			
271	273	DOOR H LH						662	ASC	ASC CONTROLLER	INST H	GL MODELS	981	SIDE M			
272	DOOR H LH	251						663	662	ENG ROOM H	ENG ROOM H		982	RR CO			
273	250	ROOM L TIMER	GL MODELS					664	ASC	ASC RELAY	INST H	GL MODELS	983	TAIL &			
274	ROOM L TIMER	DOOR H LH	GL MODELS					667	INST H	ASC	ASC CONTROLLER	GL MODELS	984	LICEN			
275	273	DOOR H RH	GL MODELS					668	CDBW SW	ASC	ASC CONTROLLER	GL MODELS	985	IGN RE			
275	280	DOOR H RH	EXCEPT GL MODELS					669	COMB SW	670	670	GL MODELS	986	RR CO			
				500 ACCESSORY SYSTEM													
				500	F/BLOCK	WIPER MOTOR											
				501	500	INT WIPER AMP											
				502	500	WIPER MOTOR											
				503	F/BLOCK	B/DOOR SUB H											
				504	INT WIPER AMP	WIPER MOTOR											
				505	INT WIPER AMP	WIPER MOTOR											
				506	COMB SW	WIPER MOTOR											
				507	COMB SW	WIPER MOTOR											
				508	COMB SW	INT WIPER AMP											
				509	COMB SW	INT WIPER AMP											

871	CLUT		
872	661		
873	400		
874	ASC		
875	ASC		
876	ASC		
877	671		
879	ASC		
880	448		
882	COM		
883	COM		
890	430		
891	DOOF		
892	DOOF		
893	DOOF		
894	DOOF		
700	SUP		
720	405		
722	233		
723	VW L		
725	535		
726	CONS		
727	VW L		
728	VW L		
731	673		
732	750		
735	751		
738	667		
739	752		
740	753		
742	ENG F		
743	DIODE		
745	ENG F		
746	DIODE		
747	STG L		
748	754		
750	DIODE		
751	DIODE		
752	DIODE		
753	DIODE		
754	DOOR		
755	INST H		
756	INST H		
757	VW U		
760	535		
761	CONSC		
900	GRO		
931	INST H		
940	CONSC		
950	DOOR		
951	ROOM		
952	STEP L		
960	BODY		
961	BODY		
962	AIRCO		
963	ASC		
964	WIPER		
965	COMB		
966	KEY L		
967	T/SIGN		
968	INT CH		
969	INT WI		
970	SEAT E		
971	DOOR		
973	DOOR		
975	REMO		
976	REMO		
977	ROOM		
978	SPOT L		
979	FUEL F		
980	HOLD	</	

NO.	FROM	TO	REMARKS
671	CLUTCH SW	STOP SW	M/T
672	661	CL RH SW	M/T
673	400	ASCD RELAY	GL MODELS
674	ASCD RELAY	GL MODELS	GL MODELS
675	ASCD CONTROLLER	ENG ROOM H	GL MODELS
676	ASCD CONTROLLER	ENG ROOM H	GL MODELS
677	671	ENG ROOM H	GL MODELS
679	ASCD CONTROLLER	983	GL MODELS
680	448	ASCD CONTROLLER	GL MODELS
682	COMB SW	ASCD CONTROLLER	GL MODELS
683	COMB SW	ASCD CONTROLLER	GL MODELS
690	430	DOOR L TIMER	GL MODELS
691	DOOR H RH	DOOR L TIMER	GL MODELS
692	DOOR H RH	DOOR L TIMER	GL MODELS
693	DOOR H LH	DOOR L TIMER	GL MODELS
694	DOOR H LH	DOOR L TIMER	GL MODELS
700	SUPPLEMENTAL NUMBER		
720	405	INST H	
722	233	V/W UNIT	VOICE WARNING
723	V/W UNIT	V/W UNIT	VOICE WARNING
725	535	V/W UNIT	
726	CONSOLE H	V/W UNIT	VOICE WARNING
727	V/W UNIT	CONSOLE H	VOICE WARNING
728	V/W UNIT	CONSOLE H	VOICE WARNING
731	673	V/W UNIT	VOICE WARNING
732	750	V/W UNIT	VOICE WARNING
735	751	V/W UNIT	VOICE WARNING
738	687	V/W UNIT	VOICE WARNING
739	752	V/W UNIT	VOICE WARNING
740	753	V/W UNIT	VOICE WARNING
742	ENG ROOM H	DIODE CONN	
743	DIODE CONN	750	
745	ENG ROOM H	DIODE BOX	WARNING DISPLAY
746	DIODE BOX	INST H	WARNING DISPLAY
747	STG LOCK SW	DOOR SW LH	VOICE WARNING
748	754	DIODE BOX	WARNING DISPLAY
750	DIODE BOX	DOOR SW LH	WARNING DISPLAY
751	DIODE	DOOR SW RH	WARNING DISPLAY
752	DIODE CONN	PARKING B SW	VOICE WARNING
753	DIODE CONN	TANK UNIT GAUGE	VOICE WARNING
754	DOOR SW LH	INT CHIME	VOICE WARNING
755	INST H	DIODE CONN	VOICE WARNING
756	INST H	DIODE CONN	VOICE WARNING
757	V/W UNIT	ENG ROOM H	VOICE WARNING
760	535	CONSOLE H	WARNING DISPLAY
761	CONSOLE H	CONSOLE H	WARNING DISPLAY
900	GROUND		
931	INST H	ENG ROOM H	
940	CONSOLE H	931	
950	DOOR L TIMER	973	GL MODELS
951	ROOM L TIMER	950	GL MODELS
952	STEP L RELAY	993	EXCEPT GL MODELS
960	BODY GROUND	931	
961	BODY GROUND	BODY GROUND	
962	AIRCON H	931	GL MODELS
963	ASCD RELAY	993	
964	WIPER MOTOR	965	
965	COMB SW	931	
966	KEY LAMP	966	
967	T/SIGNAL F/UNIT	965	
968	INT CHIME	965	
969	INT WIPER AMP	965	
970	SEAT BELT TIMER	962	
971	DOOR H RR (R/CM)	931	GL MODELS
973	DOOR H LH (P/W)	965	GL MODELS
975	REMOCON M SW RH	976	
976	REMOCON M SW LH	983	
977	ROOM LAMP	961	
978	SPOT LAMP	977/998	
979	FUEL PUMP SUB H	961	
980	HOLD RELAY	961	CANADA MODEL
980	TANK UNIT GAUGE	961	
981	SIDE M LAMP RH	961	
982	RR COMB L RH	961	
983	TAIL & STOP L SENSOR	961	
984	LICENSE LAMP	932	
985	IGN RELAY	962	
986	RR COMB L LH	961	CANADA
987	SIDE M LAMP LH	986	
988	MOTOR ANTENNA	967	
990	ACC RELAY	962	
991	FUEL PUMP RELAY	462	
993	H/LAMP CLEANER	964	
994	INJ SLOWER TIMER	931	
995	RR DEF CONTROLLER	961	
996	V/W UNIT	961	VOICE WARNING
998	VANITY MIRROR L	977	
999	ANTENNA RELAY	960	GL MODELS





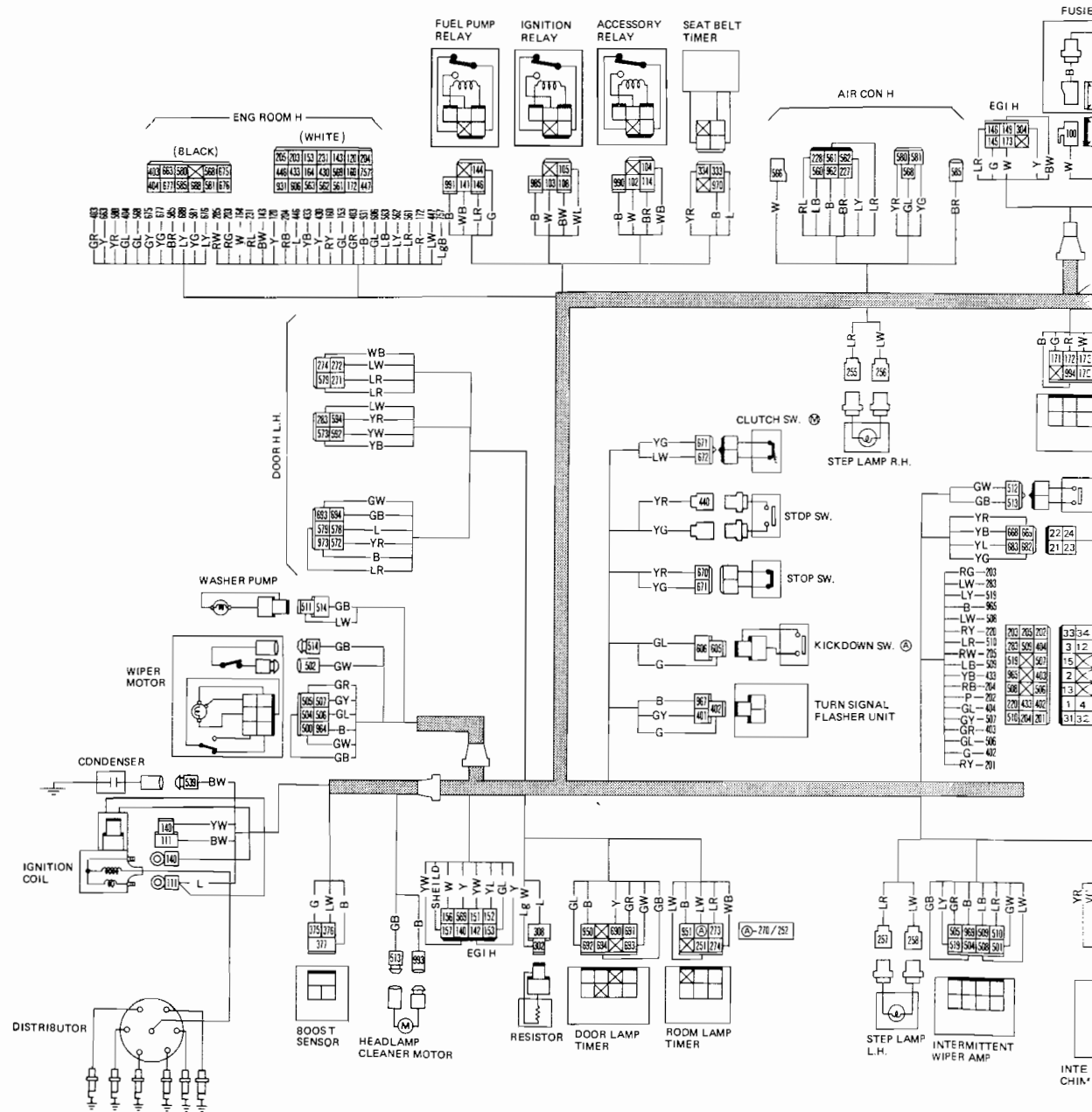


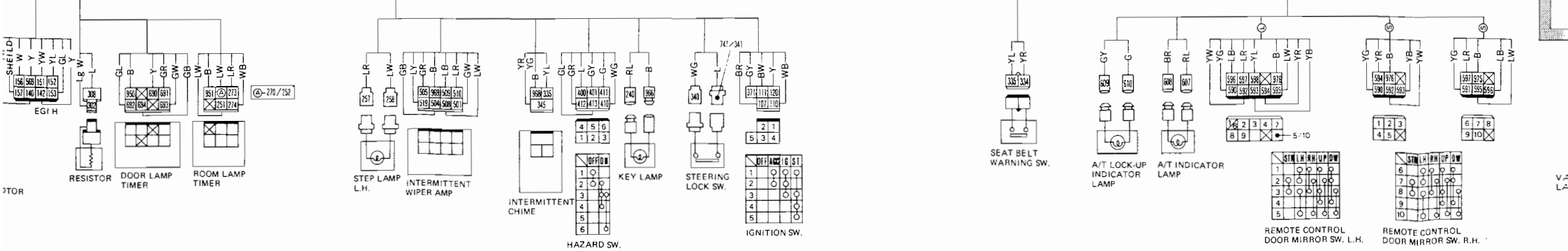
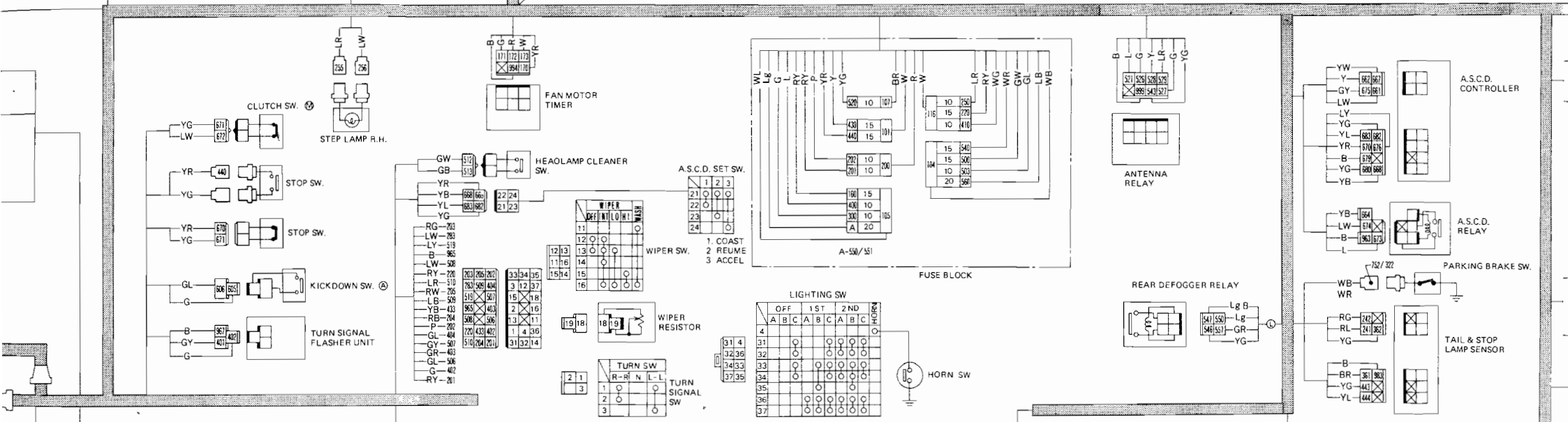
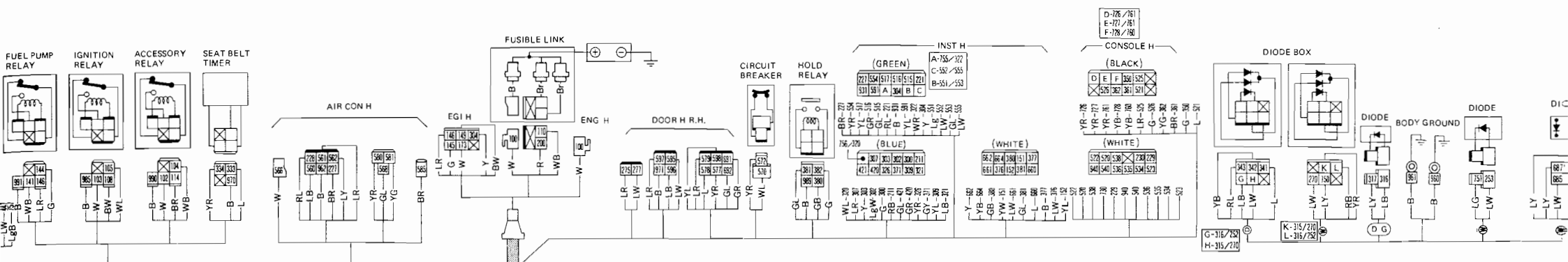
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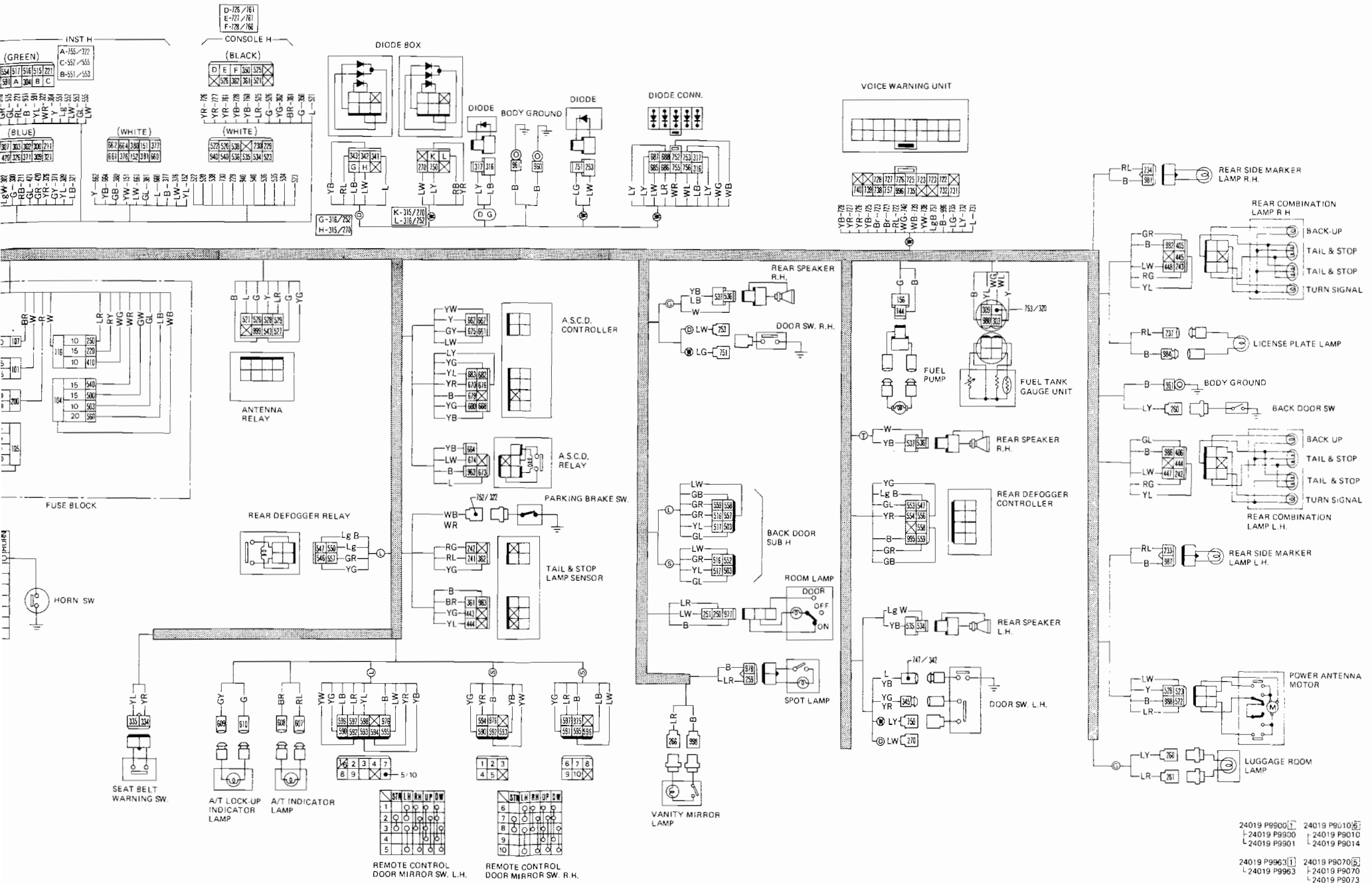
MAIN HARNESS (TURBO)

NO.	FROM	TO	REMARKS	NO.	FROM	TO	REMARKS	NO.	FROM	TO	REMARKS	NO.
100 ENGINE ELECTRICAL SYSTEM				281	STEP L RELAY	279		516	INST H	B/DOOR SUB H		682
100	ENG ROOM H	F/LINK		282	DOOR H RH	STEP L RELAY		517	INST H	B/DOOR SUB H		683
101	100	F/BLOCK		283	DOOR H LH	277		519	COMB SW	INT WIPER AMP		685
102	566	ACC RELAY		300 METER, GAUGES AND WARNING SYSTEM				520	F/BLOCK (R)	CONSOLE H		686
103	566	IGN RELAY		300	F/BLOCK	INST H		521	ANTENNA RELAY	CONSOLE H		687
104	F/BLOCK	ACC RELAY		302	RESISTOR	INST H		522	CONSOLE H	MOTOR ANTENNA		688
105	F/BLOCK	IGN RELAY		303	INST H	TANK UNIT GAUGE		523	CONSOLE H	MOTOR ANTENNA		690
107	IGN SW	F/BLOCK		304	INST H	EGI H		525	273	CONSOLE H		691
108	143	IGN RELAY		307	273	INST H		526	ANTENNA RELAY	CONSOLE H		692
110	F/LINK	IGN SW		308	IGN COIL	RESISTOR		527	ANTENNA RELAY	CONSOLE H		693
111	IGN SW	IGN COIL		309	INST H	TANK UNIT GAUGE		528	ANTENNA RELAY	MOTOR ANTENNA		694
114	107	ACC RELAY		315	DIODE BOX	253		529	ANTENNA RELAY			700
116	101	F/BLOCK		316	DIODE BOX	DIODE CONN	2+2 SEATER WITH VOICE WARNING MODELS WITH WARNING DISPLAY	534	CONSOLE H	SPEAKER LH		722
120	IGN SW	ENG ROOM H		316	DIODE BOX	DIODE	2+2 SEATER WITH VOICE WARNING WARNING DISPLAY	535	CONSOLE H	SPEAKER LH		725
140	IGN COIL	EGI H		317	DIODE BOX			536	CONSOLE H	SPEAKER RH		725
141	110	FUEL PUMP RELAY		317	DIODE CONN	260		537	535	SPEAKER RH		726
142	120	EGI H		320	INST H	TANK UNIT GAUGE		539	111	CONDENSER		727
143	111	ENG ROOM H		321	INST H	316		540	F/BLOCK	CONSOLE H		728
144	FUEL PUMP RELAY	FUEL PUMP SUB H		321	INST H	252		543	ANTENNA RELAY	590		731
145	144	EGI H		322	INST H	PARKING B SW		546	390	RR DEF RELAY	DIGITAL METER	732
146	EGI H	FUEL PUMP RELAY		326	334	INST H		547	RR DEF CONTROLLER	RR DEF RELAY	DIGITAL METER	735
149	145	EGI H		333	400	SEAT BELT TIMER		550	F/BLOCK	RR DEF RELAY	DIGITAL METER	738
151	INST H	EGI H		334	SEAT BELT TIMER	SEAT BELT SW		551	F/BLOCK	INST H	EXCEPT DIGITAL METER	739
152	INST H	EGI H		335	SEAT BELT SW	INT CHIME		552	INST H	B/DOOR SUB H	EXCEPT DIGITAL METER	740
153	ENG ROOM H	EGI H		340	410	STRG LOCK SW		553	RR DEF CONTROLLER	INST H	DIGITAL METER	747
156	EGI H	FUEL PUMP SUB H		341	STRG LOCK SW	DIODE BOX		554	RR DEF CONTROLLER	INST H		750
157	FUEL PUMP SUB H	EGI H		342	DIODE BOX	DOOR SW LH	WARNING DISPLAY	555	57	INST H	DIGITAL METER	751
160	F/BLOCK	ENG ROOM H		343	233	DIODE BOX	WARNING DISPLAY	556	557	RR DEF CONTROLLER		752
164	ENG ROOM H	173		345	OOOR SW LH	INT CHIME		557	RR DEF RELAY	B/DOOR SUB H	DIGITAL METER	753
170	440	INT BLOWER TANK		350	300	CONSOLE H		558	RR DEF CONTROLLER	B/DOOR SUB H	DIGITAL METER	755
171	300	INT BLOWER TANK		361	CONSOLE H	TAIL & STOP L SENSOR		559	RR DEF CONTROLLER	B/DOOR SUB H	DIGITAL METER	756
172	ENG ROOM H	INT BLOWER TANK		362	CONSOLE H	TAIL & STOP L SENSOR		560	F/BLOCK	AIRCON H		757
173	EGI H	INT BLOWER TANK		371	INST H	IGN SW	USA MODEL	561	AIRCON H	ENG ROOM H		760
200 LIGHTING SYSTEM				375	605	BOOST S AMP		562	AIRCON H	ENG ROOM H		761
200	F/LINK	F/BLOCK		376	INST H	BOOST S AMP		563	60	ENG ROOM H		900
201	F/BLOCK	COMB SW		377	INST H	BOOST S AMP		566	101	AIRCON H		931
202	F/BLOCK	COMB SW		380	INST H	HOLD RELAY	CANADA MODEL	568	AIRCON H	ENG ROOM H		940
203	COMB SW	ENG ROOM H		381	INST H	HOLD RELAY	CANADA MODEL	569	ENG ROOM H	EGI H		950
204	COMB SW	ENG ROOM H		382	300	HOLD RELAY	CANADA MODEL	570	105	CIRCUIT BRAKER		951
205	COMB SW	ENG ROOM H		400 SIGNAL SYSTEM				572	CIRCUIT BRAKER	DOOR H LH		952
211	204	INST H		400	F/BLOCK	HAZARD SW		577	572	DOOR H RH		960
220	F/BLOCK	COMB SW		401	HAZARD SW	T/SIGNAL F/UNIT		578	DOOR H LH	DOOR H RH		961
221	433	INST H		402	T/SIGNAL F/UNIT	COMB SW		579	DOOR H LH	DOOR H RH		962
227	AIRCON H	INST H		403	COMB SW	ENG ROOM H		580	667	V/N UNIT		963
228	233	AIRCON H		404	COMB SW	ENG ROOM H		581	667	V/N UNIT		964
229	CONSOLE H	227		405	403	RR COMB L RH		585	667	V/N UNIT		965
230	233	CONSOLE H		406	404	RR COMB L LH		590	520	REMOCON M SW LH		966
231	233	ENG ROOM H		410	F/BLOCK	HAZARD SW		591	598	INST H		967
233	COMB SW	SIDE M LAMP LH		411	HAZARD SW	402		592	REMOCON M SW LH	DOOR H LH		968
234	233	SIDE M LAMP RH		412	HAZARD SW	403		593	REMOCON M SW LH	DOOR H LH		969
237	233	LICENSE LAMP		413	HAZARD SW	404		594	REMOCON M SW LH	DOOR H LH		970
240	233	KEY LAMP		420	405	INST H		595	REMOCON M SW RH	DOOR H RH		971
241	233	TAIL & STOP L SENSOR		421	406	INST H		596	REMOCON M SW RH	DOOR H RH		973
242	TAIL & STOP SENSOR	RR COMB L LH		430	F/BLOCK	FNG ROOM H		597	REMOCON M SW RH	DOOR H RH		975
243	242	RR COMB L RH		433	ENG ROOM H	COMB SW		598	R/C MIRROR SW	DDOR H RH		976
250	F/BLOCK	ROOM LAMP		440	F/BLOCK	STOP SW		599	598	DOOR H LH		977
251	ROOM L	ROOM L TIMER		443	STOP SW	TAIL & STOP L SENSOR		600 SUPPLEMENTAL NUMBER				
252	ROOM LAMP TIMER	DIODE BOX	2 SEATER WITH WARNING DISPLAY	444	TAIL & STOP L SENSOR	RR COMB L LH		605	300	K D SW		980
252	ROOM LAMP TIMER	DIODE CONN	2 SEATER WITH VOICE WARNING	445	444	RR COMB L RH		606	K D SW	ENG ROOM H	A/T	981
253	270	DOOR SW RH	MODELS WITH WARNING DISPLAY	446	400	ENG ROOM H		607	233	TORCON IND LAMP	A/T	982
253	270	DIODE	VOICE WARNING	447	ENG ROOM H	RR COMB L LH		608	IORCOH INO LAMP	227		983
255	273	STEP LAMP RH		448	447	RR COMB L RH		660	400	INST H		984
256	STEP LAMP RH	251		500 ACCESSORY SYSTEM				661	INST H	ASCD CONTROLLER		985
257	293	STEP LAMP LH		500	F/BLOCK	WIPER MOTOR		662	ASCD CONTROLLER	INST H		986
258	STEP LAMP LH	251		501	500	INT WIPER AMP		663	662	ENG ROOM H		987
259	250	SPOT LAMP		502	500	WIPER MOTOR		664	ASCD RELAY	INST H		988
260	LUGGAGE ROOM L	B/DOOR SW	2+2 SEATER MODEL	503	F/BLOCK	B/DOOR SUB H		667	151	ASCD CONTROLLER		989
261	250	LUGGAGE ROOM L		504	INT WIPER AMP	WIPER MOTOR		668	COMB SW	ASCD CONTROLLER		990
266	257	VANITY MIRROR L		505	INT WIPER AMP	WIPER MOTOR		669	COMB SW	ASCD CONTROLLER		991
270	ROOM L TIMER	DIODE BOX/DOOR SW LH		506	COMB SW	WIPER MOTOR		670	STOP SW	ASCD CONTROLLER		993
271	273	DOOR H LH		506	COMB SW	WIPER MOTOR		671	CLUTCH SW	STOP SW	M/T	994
272	DOOR H LH	251		508	COMB SW	INT WIPER AMP		672	661	CLUTCH SW	M/T	995
273	450	ROOM L TIMER		509	COMB SW	INT WIPER AMP		673	400	ASCD RELAY		996
274	ROOM L TIMER	DOOR H LH		510	COMB SW	INT WIPER AMP		674	ASCD RELAY	661		998
275	273	DOOR H RH		511	WASHER TANK	508		675	ASCD CONTROLLER	ENG ROOM H		999
276	280	DOOR H LH		512	501	H/LAMP CLEANER SW		676	ASCD CONTROLLER	ENG ROOM H		
277	DOOR H RH	DOOR H LH		513	H/LAMP CLEANER SW	H/LAMP CLEANER		677	671	ENG ROOM H		
278	DOOR H LH	DOOR H LH		514	WIPER MOTOR	WASHER TANK		679	ASCD CDNTROLLER	983		
280	250	STEP L RELAY		515	503	INST H		680	448	ASCD CONTROLLER		

REMARKS	NO.	FROM	TO	REMARKS
	682	COMB SW	ASCD CONTROLLER	
	683	COMB SW	ASCD CONTROLLER	
	685	661	DIODE CONN	VOICE WARNING
	686	561	DIODE CONN	VOICE WARNING
	687	DIODE CONN	688	VOICE WARNING
	688	DIODE CONN	ENG ROOM H	VOICE WARNING
	690	430	DOOR L TIMER	
	691	DOOR H RH	DOOR L TIMER	
	692	DOOR H RH	DOOR L TIMER	
	693	DOOR H LH	DOOR L TIMER	
	694	DOOR H LH	DOOR L TIMER	
	700	SUPPLEMENTAL NUMBER		
	722	233	V/W UNIT	VOICE WARNING
	725	535	V/W UNIT	VOICE WARNING
	725	V/W UNIT	V/W UNIT	VOICE WARNING
	726	CONSOLE H	V/W UNIT	VOICE WARNING
	727	V/W UNIT	CONSOLE H	VOICE WARNING
	728	V/W UNIT	CONSOLE H	VOICE WARNING
	731	673	V/W UNIT	VOICE WARNING
	732	750	V/W UNIT	VOICE WARNING
	735	751	V/W UNIT	VOICE WARNING
	738	667	V/W UNIT	VOICE WARNING
	739	752	V/W UNIT	VOICE WARNING
	740	753	V/W UNIT	VOICE WARNING
	747	STRG LOCK SW	DOOR SW LH	
	750	DIODE BOX	DOOR SW LH	
	751	DIODE	DOOR SW RH	
	752	DIODE CONN	PARKING B SW	VOICE WARNING
	753	DIODE CONN	TANK UNIT GAUGE	VOICE WARNING
	755	INST H	DIODE CONN	VOICE WARNING
	756	INST H	DIODE CONN	VOICE WARNING
	757	V/W UNIT	ENG ROOM H	VOICE WARNING
	760	535	CONSOLE H	VOICE WARNING
	761	CONSOLE H	CONSOLE H	
	900	GROUND		
	931	INST H	ENG ROOM H	
	940	CONSOLE H	931	
	950	DOOR L TIMER	973	
	951	ROOM L TIMER	950	
	952	STOP L RELAY	993	
	960	BODY GROUND	931	
	961	BODY GROUND	BODY GROUND	
	962	AIRCON H	931	
	963	ASCD RELAY	983	
	964	WIPER MOTOR	965	
	965	COMB SW	931	
	966	KEY LAMP	966	
	967	T/SIGNAL F/UNIT	965	
	968	INJ CHIME	965	
	969	INT WIPER AMP	965	
	970	SEAT BELT TIMER	962	
	971	DOOR H RH	931	
	973	DOOR H LH		
	975	REMOCON M SW RH	963	
	976	REMOCON M SW LH	983	
	977	ROOM LAMP	961	
	978	SPOT LAMP	998	
	980	TANK UNIT GAUGE	961	
	981	SIDE M LAMP RH	961	
	982	RR COMB L RH	961	
	983	TAIL & STOP L SENSOR	961	
	984	LICENSE LAMP	932	
	985	IGN RELAY	962	
	986	RR COMB L LH	961	
	987	SIDE M LAMP LH	986	
	988	MOTOR ANTENNA	967	
	989	HOLD RELAY	931	
	990	ACC RELAY	962	
	991	FUEL PUMP RELAY	962	
	993	H/LAMP CLEANER	964	
	994	INJ BLOWER TIMER	931	
	995	RR DEF CONTROLLER	901	
	996	V/W UNIT	901	VOICE WARNING
	998	VANITY MIRROR L	977	
	999	ANTENNA RELAY	960	







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- 24019 P9900 24019 P9010
- 24019 P9901 24019 P9014

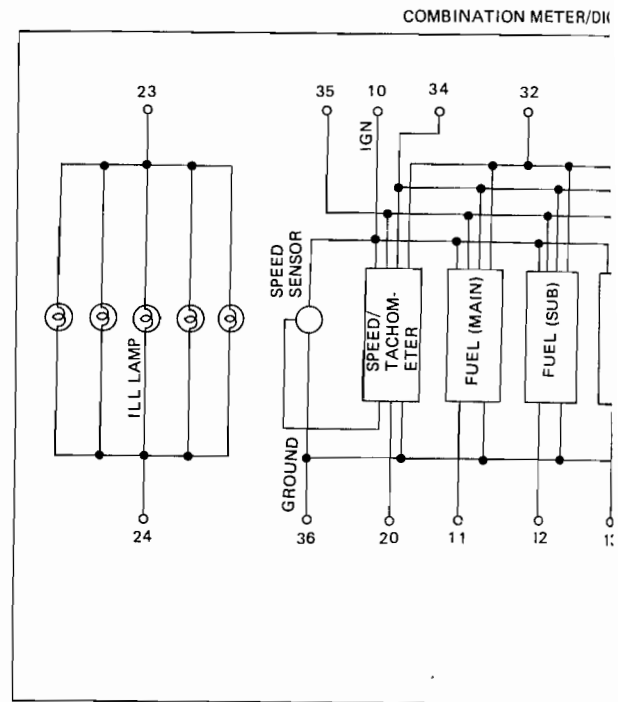
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- 24019 P9963 24019 P9070
- 24019 P9073

1983 DATSUN 280ZX INSTRUMENT HARNESS

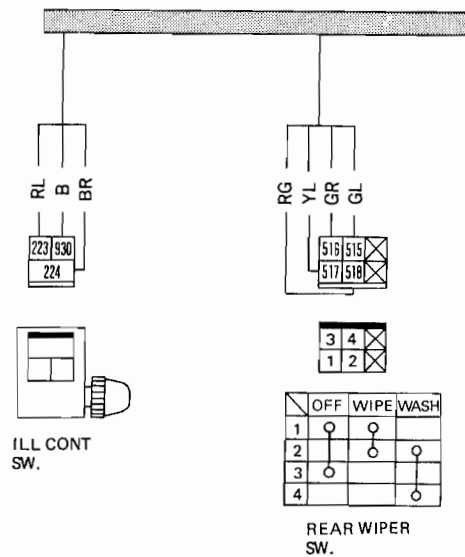
NO.	FROM	TO	REMARKS
100 ENGINE ELECTRICAL SYSTEM			
190	ENG ROOM H	GAUGE	NON-TURBOCHARGER MODELS
191	ENG ROOM H	METER	TURBOCHARGER MODELS
200 LIGHTING SYSTEM			
210	ENG ROOM H	METER	
211	MAIN H	METER	
221	223	METER	MODELS EQUIPPED WITH DIGITAL METERS
221	MAIN H	METER	MODELS EQUIPPED WITH ANALOG METERS
222	221	GAUGE	MODELS EQUIPPED WITH ANALOG METERS
222	223	GAUGE	MODELS EQUIPPED WITH DIGITAL METERS
223	ILL UNIT	221	MODELS EQUIPPED WITH ANALOG METERS
223	ILL UNIT	MAIN H	MODELS EQUIPPED WITH DIGITAL METERS
224	ILL UNIT	METER	
225	224	GAUGE	
226	METER	223	MODELS EQUIPPED WITH DIGITAL METERS
227	225	MAIN H	
228	METER	224	MODELS EQUIPPED WITH DIGITAL METERS
244	223	CONSOLE LAMP	MODELS EQUIPPED WITH DIGITAL METERS
244	221	CONSOLE LAMP	MODELS EQUIPPED WITH ANALOG METERS
262	223	GLOVE BOX LAMP	MODELS EQUIPPED WITH DIGITAL METERS
262	221	GLOVE BOX LAMP	MODELS EQUIPPED WITH ANALOG METERS
300 METER, GAUGES AND WARNING SYSTEM			
300	MAIN H	METER	
301	300	GAUGE	
302	MAIN H	METER	
303	MAIN H	METER	
304	MAIN H	METER	
305	ENG ROOM H	GAUGE	TURBOCHARGER MODELS
306	ENG ROOM H	GAUGE	
307	MAIN H	GAUGE	
309	MAIN H	METER	
310	METER	300	MODELS EQUIPPED WITH DIGITAL METERS
320	MAIN H	METER	
321	MAIN H	METER	
322	MAIN H	METER	
323	ENG ROOM H	322	
324	ENG ROOM H	METER	
326	MAIN H	METER	
336	ENG ROOM H	GAUGE	
347	MAIN H	METER	
370	METER	DIODE	
371	DIODE	MAIN H	
372	MAIN H	CUT-OFF CONNECTOR	
373	METER	CUT-OFF CONNECTOR	
376	MAIN H	BOOST METER	
377	MAIN H	939	
380	METER	MAIN H	
381	MAIN H	DIODE	
400 SIGNAL SYSTEM			
420	MAIN H	METER	
421	MAIN H	METER	
500 ACCESSORY SYSTEM			
515	RR WIPER SW	MAIN H	
516	RR WIPER SW	MAIN H	
517	RR WIPER SW	MAIN H	
518	RR WIPER H	ENG ROOM H	
530	SPEAKER (LH)	CONSOLE H	
531	SPEAKER (LH)	CONSOLE H	
532	SPEAKER (RH)	CONSOLE H	
533	SPEAKER (RH)	531	
542	SPEAKER (RH)	CONSOLE H	
545	515	GAUGE	
546	METER	515	MODELS EQUIPPED WITH DIGITAL METERS
548	223	RR DEF SW	
549	224	RR DEF SW	
551	RR DEF SW	MAIN H	MANUAL DEF
552	RR DEF SW	MAIN H	MANUAL DEF
553	RR DEF SW	MAIN H	AUTO DEF
554	RR DEF SW	MAIN H	AUTO DEF
555	RR DEF SW	MAIN H	AUTO DEF
591	METER	MAIN H	MODELS EQUIPPED WITH DIGITAL METERS
592	METER	MAIN H	MODELS EQUIPPED WITH DIGITAL METERS
600 SUPPLEMENTAL NUMBER			
660	ASCD SW	MAIN H	GL MODEL
661	ASCD SW	MAIN H	GL MODEL
662	ASCD SW	MAIN H	GL MODEL
664	MAIN H	ASCD SW	GL MODEL
665	ASCD SW	223	GL MODEL
666	ASCD SW	225	GL MODEL

NO.	FROM	
667	METER	MAIN H
672	METER	MAIN H
678	661	ENG ROOM
681	METER	933
900 GROUND		
930	ILL UNIT	ENG ROOM
931	930	MAIN H
932	930	RR DEF SW
933	930	METER
934	930	ASCD SW
935	930	GAUGE
936	METER	933
937	930	GLOVE BO
938	930	CONSOLE I
939	930	BOOST ME

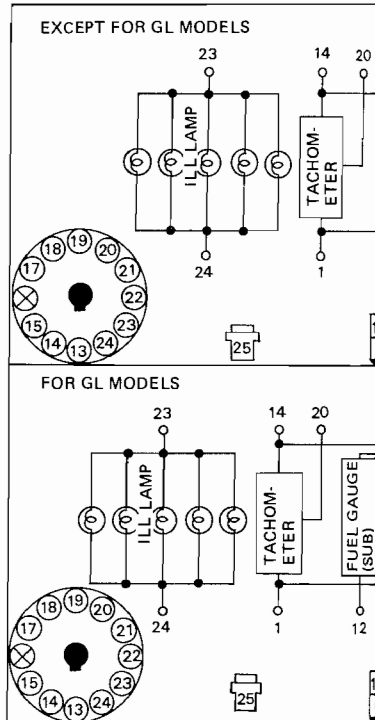
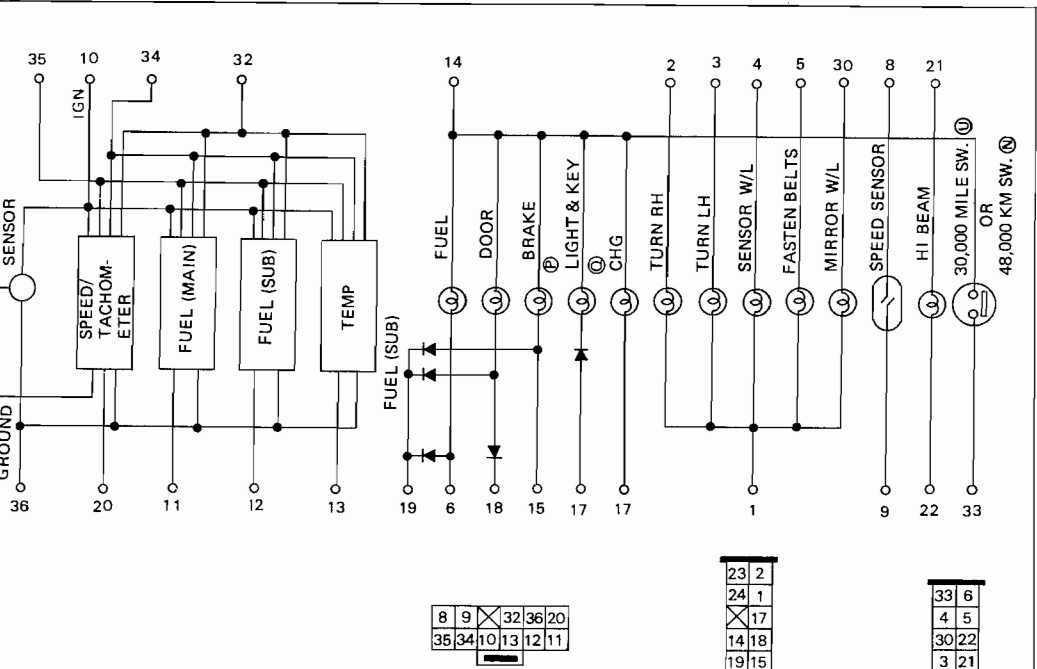
	FROM	TO	REMARKS
7	METER	MAIN H	
2	METER	MAIN H	
3	661	ENG ROOM H	
1	METER	933	
0	GROUND		
0	ILL UNIT	ENG ROOM H	
1	930	MAIN H	
2	930	RR DEF SW	
3	930	METER	
4	930	ASCD SW	
5	930	GAUGE	
6	METER	933	MODELS EQUIPPED WITH DIGITAL METERS
7	930	GLOVE BOX L	
8	930	CONSOLE H	
9	930	BOOST METER	



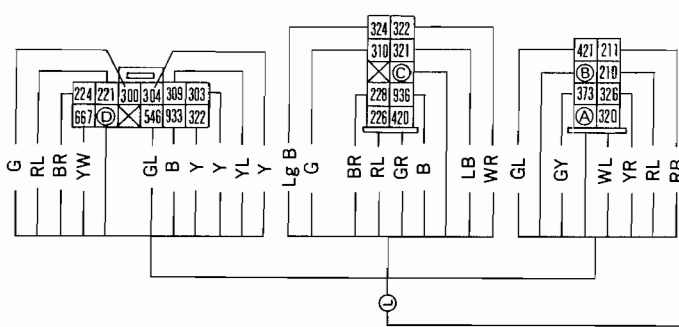
Ⓞ - 191 (L)	Ⓟ
347 (YR)	Ⓠ
Ⓣ - 672 (YL)	Ⓟ
681 (B)	Ⓠ



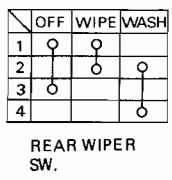
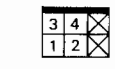
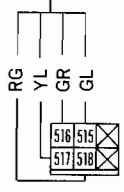
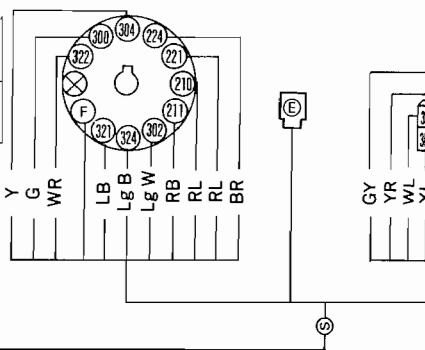
COMBINATION METER/DIGITAL METER



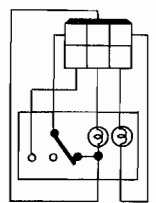
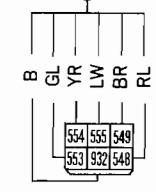
- Ⓒ - 191 (L) (PL)
- 347 (YR) (QL)
- Ⓓ - 672 (YL) (PL)
- 681 (B) (QL)



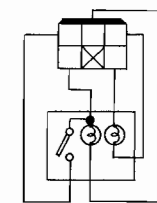
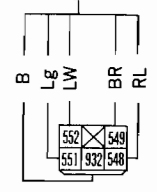
- Ⓐ - 380 (GB) (U)
- 370 (GB) (M)
- Ⓑ - 581 (YL) (PL)
- 582 (YL) (QL)



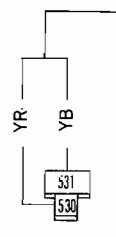
REAR WIPER SW.



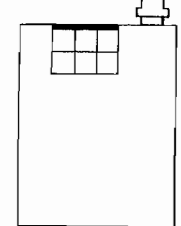
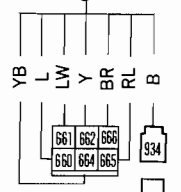
REAR DEFOGGER SW. (AUTO) Ⓢ



REAR DEFOGGER SW. (MANUAL) Ⓢ



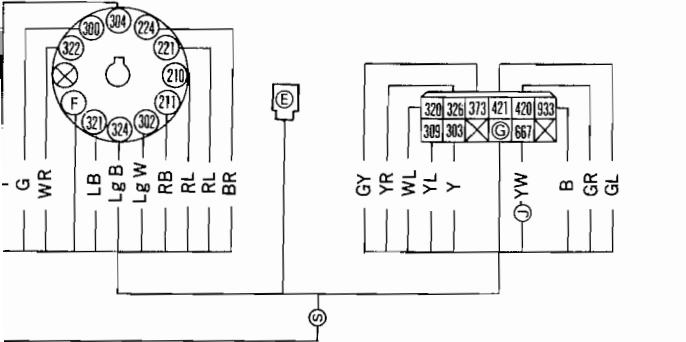
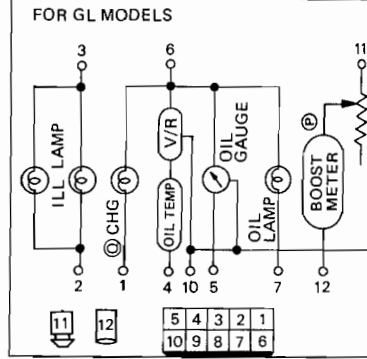
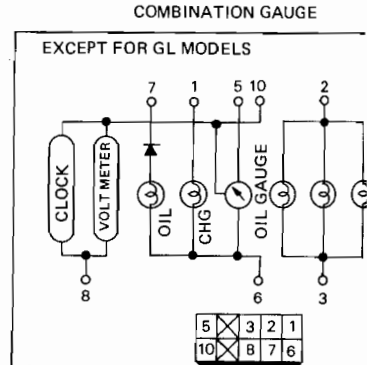
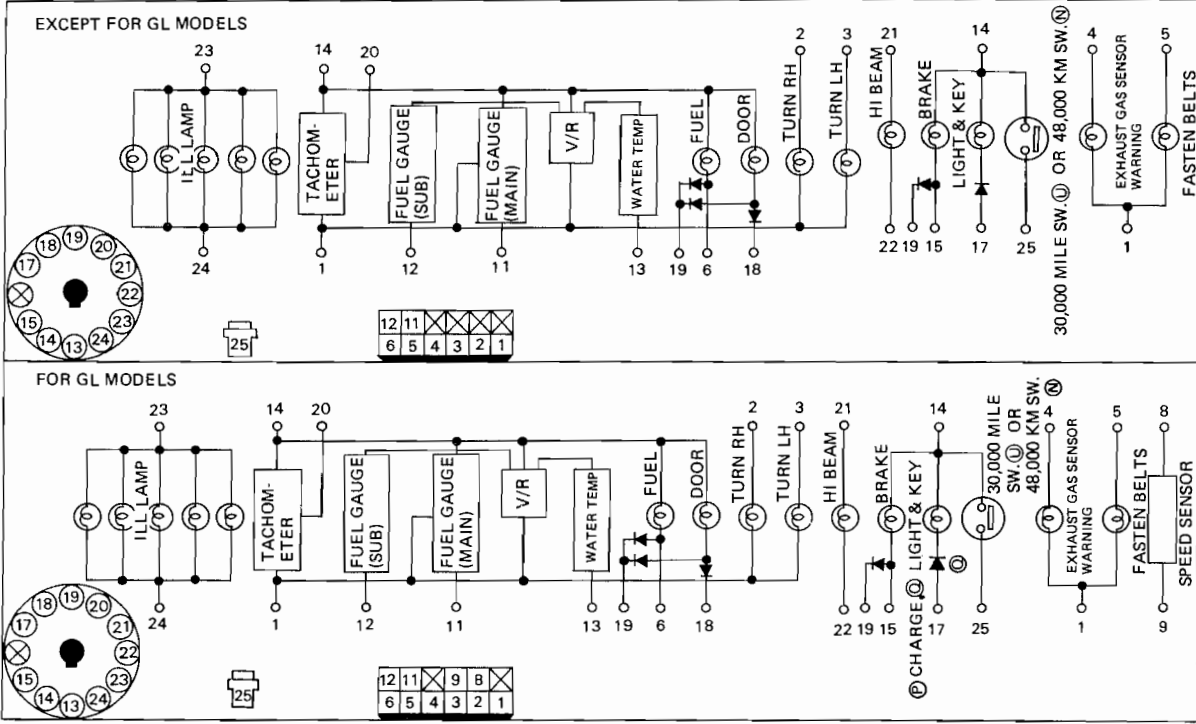
FRONT SPEAKER LH



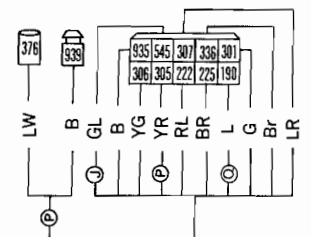
A.S.C.D. SW. Ⓢ

- Ⓒ G
- Ⓓ B
- Ⓔ U
- Ⓕ C
- Ⓖ T
- Ⓗ N
- Ⓘ P
- Ⓚ M
- Ⓛ D
- Ⓜ E

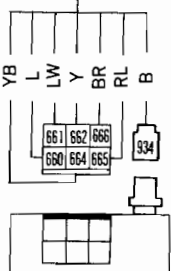
COMBINATION METER/EXCEPT DIGITAL METER



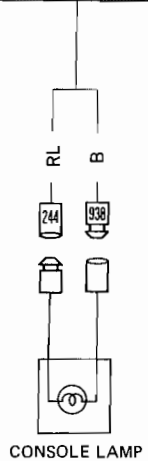
- Ⓔ - 370 (GB) Ⓜ
- 380 (GB) Ⓝ
- Ⓕ - 191 (YR) Ⓟ
- 347 (L) Ⓞ
- Ⓖ - 572 (YL) Ⓟ
- 681 (B) Ⓞ



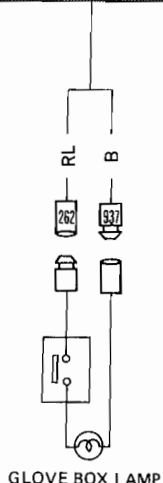
- Ⓐ GL MODELS
- Ⓑ EXCEPT GL MODELS
- Ⓒ U.S.A. MODELS
- Ⓓ CANADA MODELS
- Ⓟ TURBOCHARGER MODELS
- Ⓞ NON-TURBOCHARGER MODELS
- Ⓟ TURBOCHARGER WITH DIGITAL METER MODELS
- Ⓞ NON-TURBOCHARGER WITH DIGITAL METER MODELS
- Ⓞ DIGITAL METER MODELS
- Ⓞ EXCEPT DIGITAL METER MODELS



A.S.C.D. SW. Ⓞ



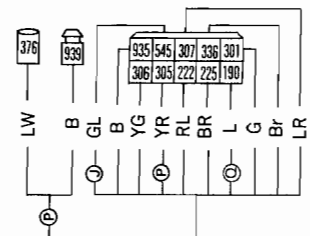
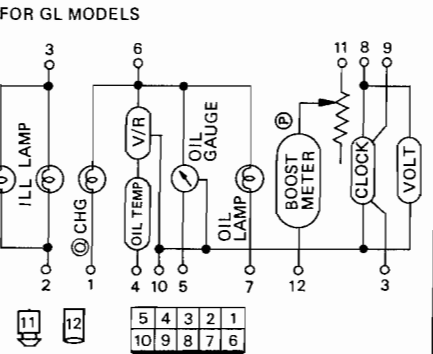
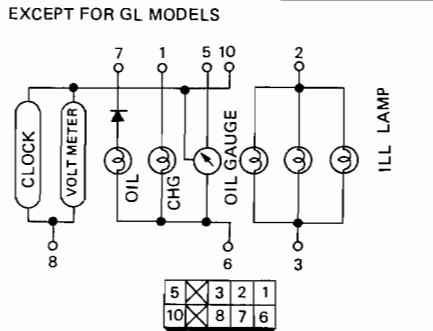
CONSOLE LAMP



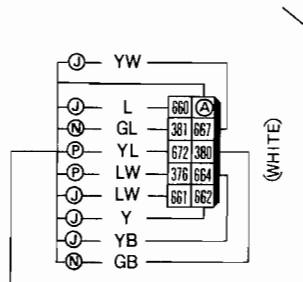
GLOVE BOX LAMP

- Ⓐ - 542 (LB) Ⓞ
- 533 (YB) Ⓑ

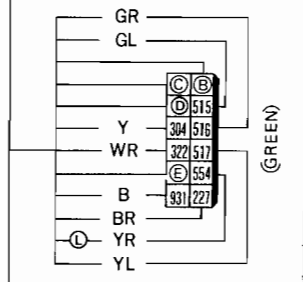
COMBINATION GAUGE



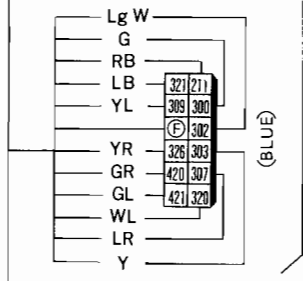
CUT-OFF CONNECTOR



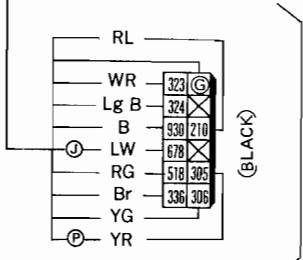
(A) - 377 (B) (PL) (S)
582 (YL) (GL)



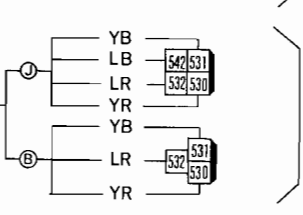
(B) - 221 (RL) (S)
223 (RL) (L)
(C) - 551 (Lg) (S)
553 (GL) (L)
(D) - 552 (LW) (S)
555 (LW) (L)
(E) - 347 (YR) (GL) (S)
581 (YL) (FL)



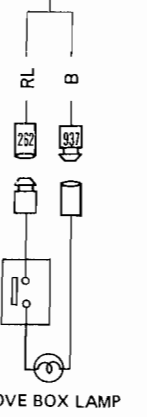
(F) - 371 (GY)
372 (GY)



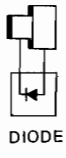
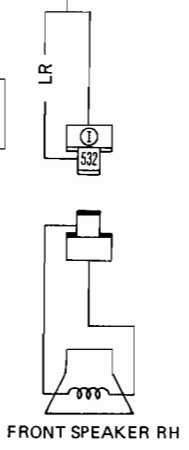
(G) - 190 (L) (C)
191 (L) (P)



(H) - 370 (GB) (L)
381 (GL) (N)



(I) - 542 (LB) (L)
533 (YB) (B)



TO MAIN H

TO ENGINE ROOM H

TO CONSOLE H

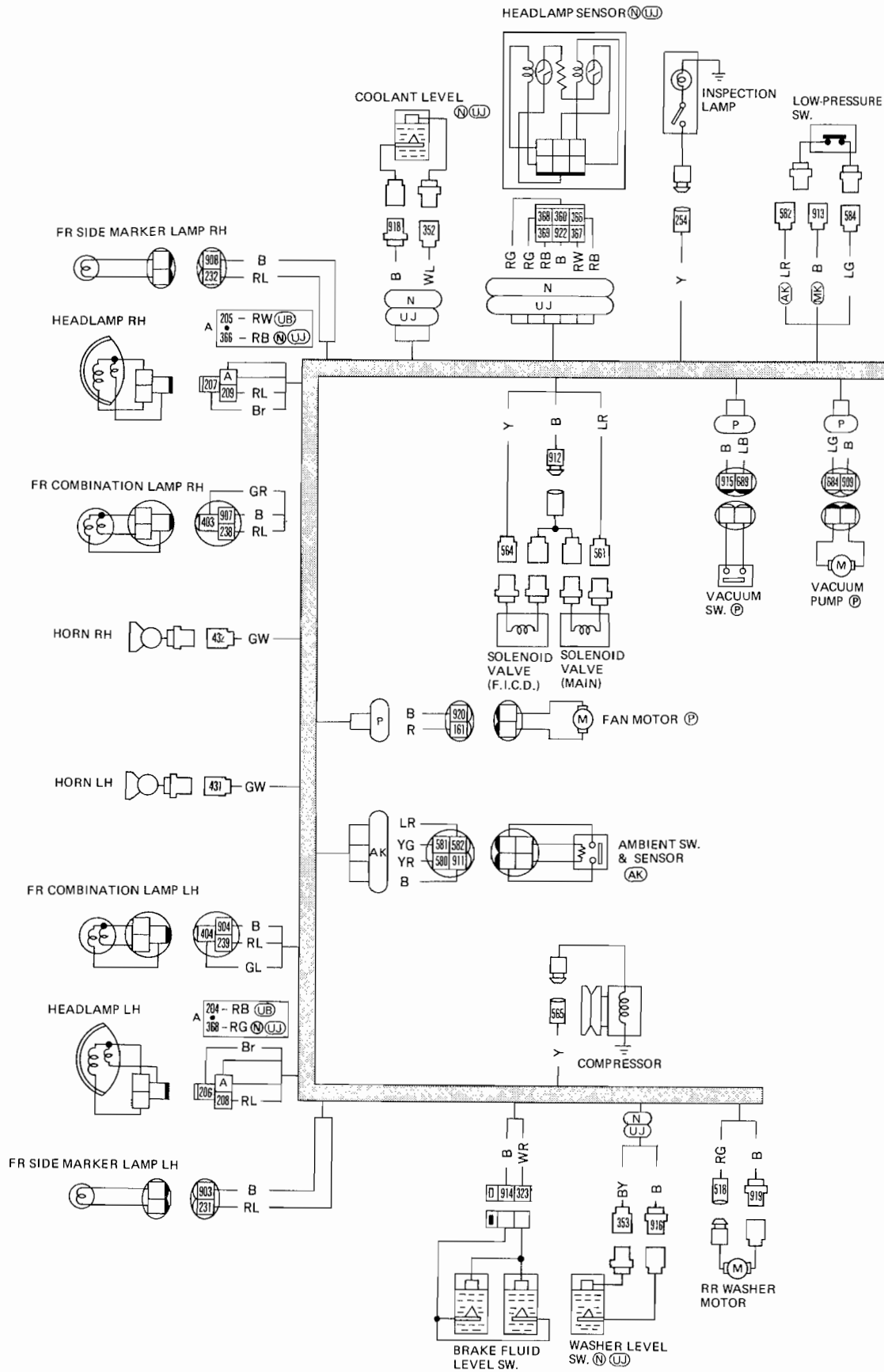
- 24013 P9100 (S)
- 24013 P9100
- 24013 P9101
- 24013 P9010
- 24013 P9200
- 24013 P9201
- 24013 P9210
- 24013 P9700 (N)
- 24013 P9700
- 24013 P9900
- 24013 P9701
- 24013 P9901

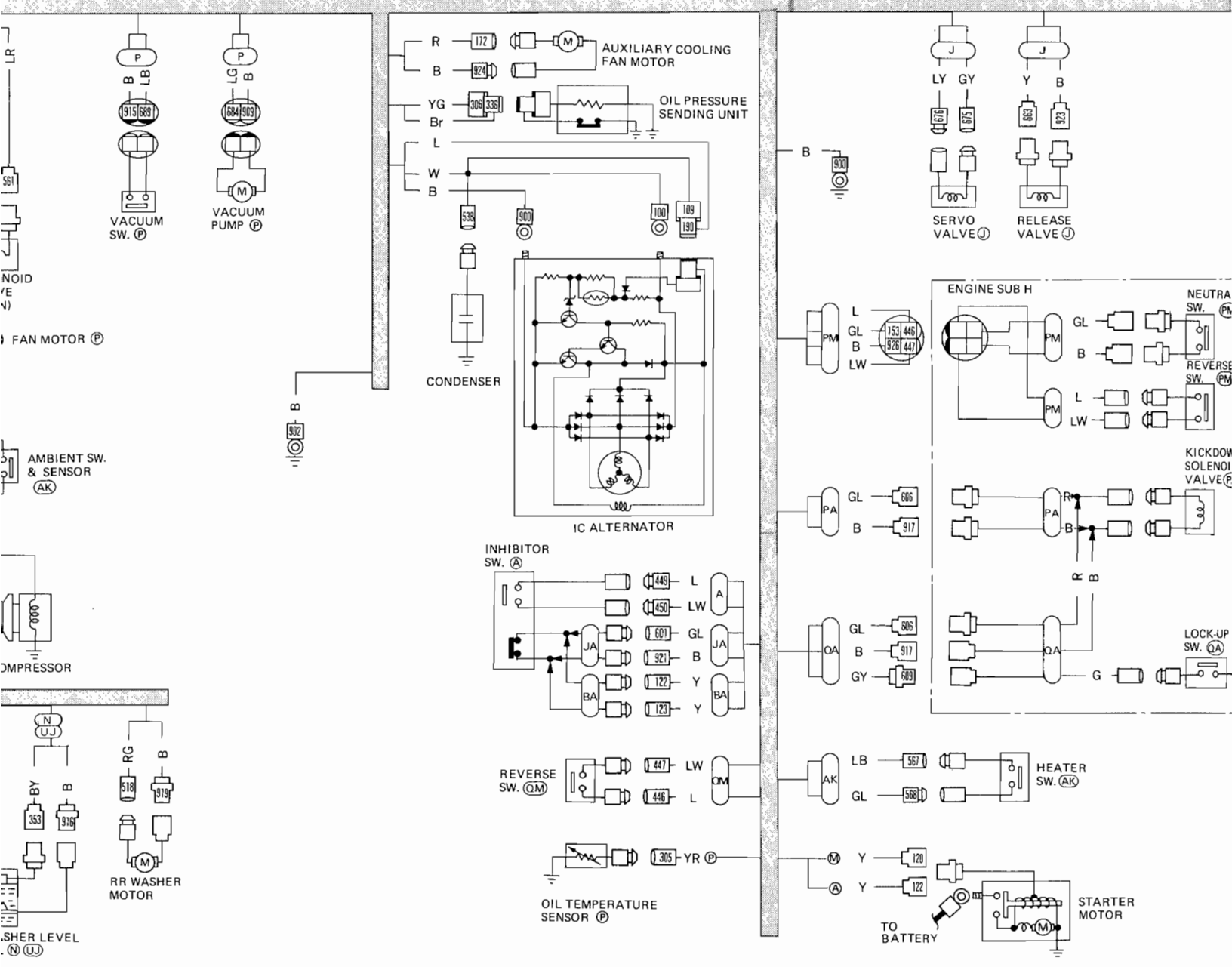
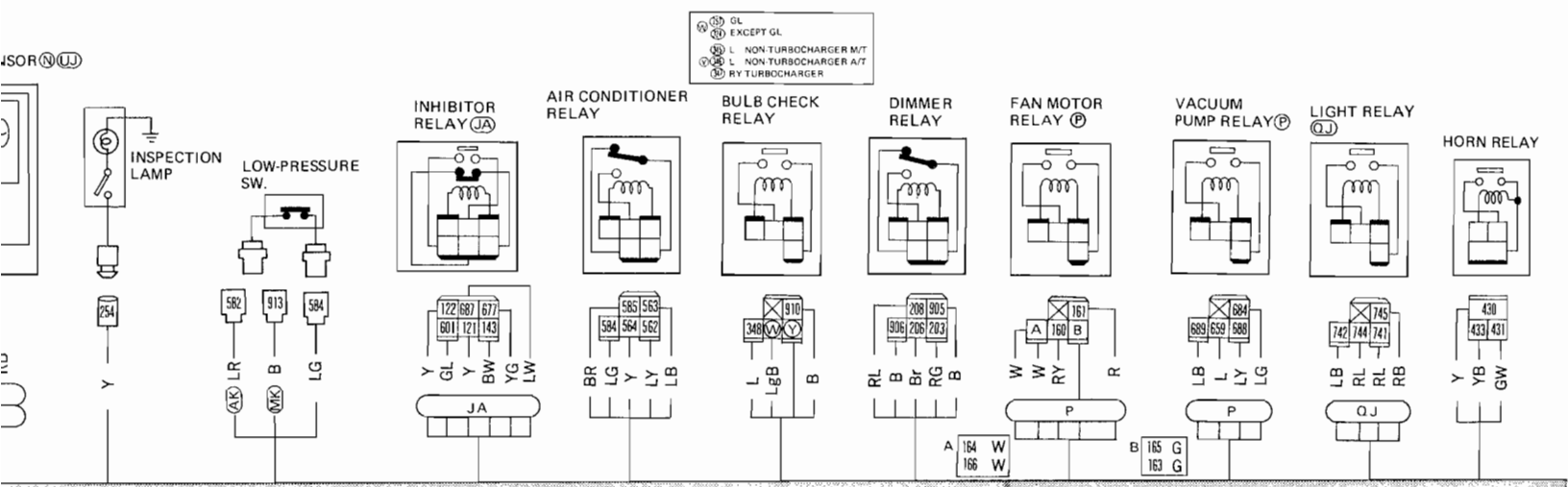
1983 DATSUN 280ZX ENGINE ROOM HARNESS

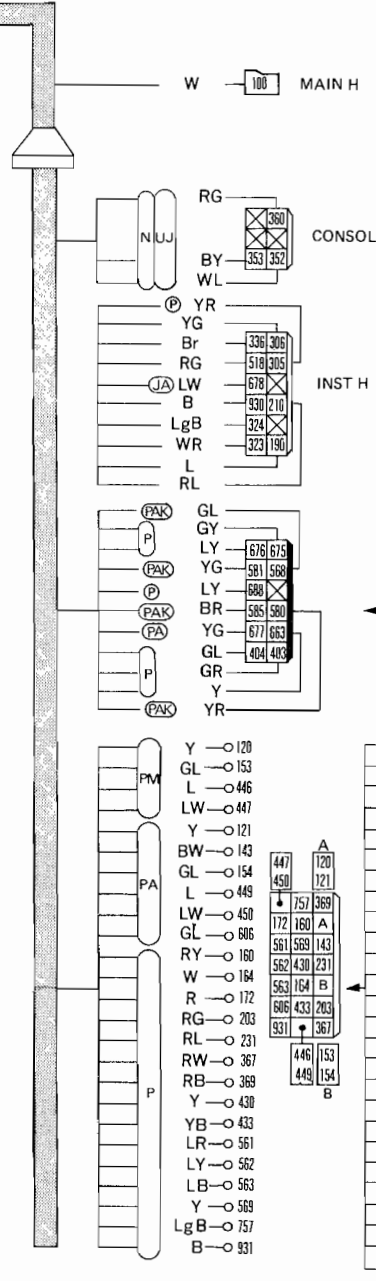
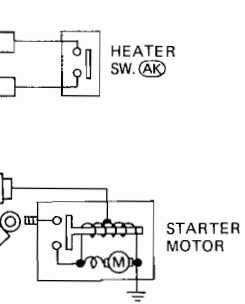
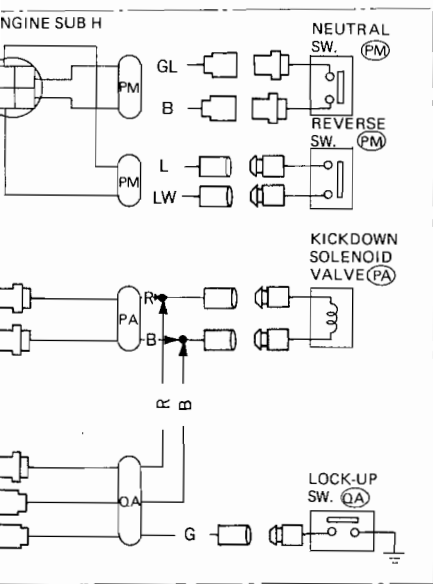
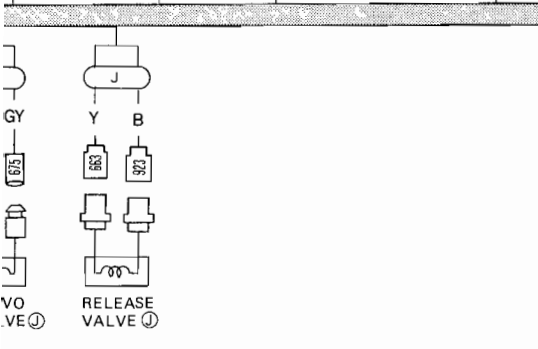
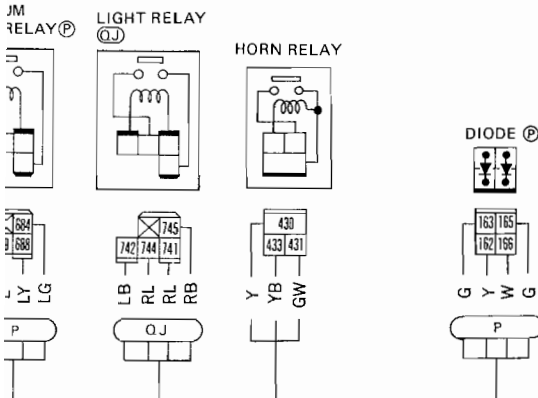
NO.	FROM	TO	REMARKS
100 ENGINE ELECTRICAL SYSTEM			
100	ALTERNATOR	MAIN H	
109	ALTERNATOR	100	
120	MAIN H	ST MOTOR	M/T
121	MAIN H	INHIB RELAY	A/T GL
122	INHIB SW	ST MOTOR	A/T EXCEPT GL
122	INHIB RELAY	ST MOTOR	A/T GL
123	MAIN H	INHIB SW	A/T EXCEPT GL
143	MAIN H	INHIB RELAY	A/T GL
153	MAIN H	ENG SUB H	TURBOCHARGER M/T
154	MAIN H	601	TURBOCHARGER A/T
160	FAN MOTOR RELAY	MAIN H	TURBOCHARGER
161	FAN MOTOR RELAY	FAN MOTOR	TURBOCHARGER
162	DIODE	564	TURBOCHARGER
163	FAN MOTOR RELAY	DIODE	TURBOCHARGER
164	FAN MOTOR RELAY	MAIN H	TURBOCHARGER
165	FAN MOTOR RELAY	DIODE	TURBOCHARGER
166	FAN MOTOR RELAY	DIODE	TURBOCHARGER
172	MAIN H	AUXILIARY COOLING FAN MOTOR	
190	ALTERNATOR	INST H	
200 LIGHTING SYSTEM			
203	MAIN H	DIMMER RELAY	
204	MAIN H	HEAD LAMP LH	USA EXCEPT GL
205	MAIN H	HEAD LAMP RH	USA EXCEPT GL
206	DIMMER RELAY	HEAD LAMP LH	
207	206	HEAD LAMP RH	
208	DIMMER RELAY	HEAD LAMP LH	
209	208	HEAD LAMP RH	
210	208	INST H	
231	MAIN H	FR SIDE MARKER LAMP LH	
232	231	FR SIDE MARKER LAMP RH	
238	231	FR COMBINATION LAMP RH	
239	231	FR COMBINATION LAMP LH	
254	430	INSPECTION L	
300 METER, GAUGES AND WARNING SYSTEM			
305	INST H	OIL TEMPERATURE SENSOR	TURBOCHARGER
306	INST H	OIL PRESSURE SENDING UNIT	
323	INST H	BRAKE FLUID LEVEL SW	
324	INST H	757	GL
324	INST H	BULB CHECK RELAY	EXCEPT GL
336	OIL P SENDING U	INST H	
345	BULB CHECK RELAY	446	NON-TURBOCHARGER M/T
346	BULB CHECK RELAY	449	NON-TURBOCHARGER A/T
347	BULB CHECK RELAY	160	TURBOCHARGER
348	BULB CHECK RELAY	190	
352	COOLANT LEVEL SENSOR	CONSOLE H	USA GL & CANADA
353	WASHER LEVEL SW	CONSOLE H	USA GL & CANADA
360	HEAD LAMP SENSOR	CONSOLE H	USA GL & CANADA
366	HEAD LAMP RH	HEAD LAMP SENSOR	USA GL & CANADA
367	MAIN H	HEAD LAMP SENSOR	USA GL & CANADA
368	HEAD LAMP LH	HEAD LAMP SENSOR	USA GL & CANADA
369	MAIN H	HEAD LAMP SENSOR	USA GL & CANADA
400 SIGNAL SYSTEM			
403	MAIN H	FR COMBINATION LAMP RH	
404	MAIN H	FR COMBINATION LAMP LH	
430	MAIN H	HORN RELAY	
431	HORN LH	HORN RELAY	
432	HORN RH	431	
433	MAIN H	HORN RELAY	
446	MAIN H	REVERSE SW	NON-TURBOCHARGER M/T
446	MAIN H	ENG SUB H	TURBOCHARGER M/T
447	MAIN H	REVERSE SW	NON-TURBOCHARGER M/T
447	MAIN H	ENG SUB H	TURBOCHARGER M/T
449	MAIN H	INHIB SW	A/T
450	MAIN H	INHIB SW	A/T
500 ACCESSORY SYSTEM			
518	INST H	RR WASHER MOTOR	
538	CONDENSER	100	
561	MAIN H	SOLENOID VALVE	
562	MAIN H	A/C RELAY	
563	MAIN H	A/C RELAY	
564	A/C RELAY	SOLENOID VALVE	
565	COMPRESSOR	564	
567	563	HEATER SW	AUTO A/C
568	MAIN H	HEATER SW	AUTO A/C
569	564	MAIN H	TURBOCHARGER
580	MAIN H	AMB SW	AUTO A/C
581	MAIN H	AMB SW	AUTO A/C
582	LOW PRESSURE SW	AMB SW	AUTO A/C

NO.	FROM	TO
584	A/C RELAY	LOW PRESSURE SW
585	A/C RELAY	MAIN H
600 SUPPLEMENTAL NUMBER		
601	INHIB RELAY	INHIB SW
606	MAIN H	ENG SUB H
609	MAIN H	ENG SUB H
659	449	VAC PUMP RELAY
659	446	VAC PUMP RELAY
663	MAIN H	RELEASE VALVE
675	MAIN H	SERVO VALVE
676	MAIN H	SERVO VALVE
677	MAIN H	INHIB RELAY
678	INST H	INHIB RELAY
684	VAC PUMP RELAY	VAC PUMP
688	MAIN H	VAC PUMP RELAY
689	VAC PUMP RELAY	VAC SW
700 SUPPLEMENTAL NUMBER		
741	231	LIGHT RELAY
742	LIGHT RELAY	MAIN H
744	741	LIGHT RELAY
745	LIGHT RELAY	MAIN H
757	MAIN H	BLUB CHECK RELAY
900 GROUND		
900	ALTERNATOR	BODY EARTH
902	ENG EARTH	900
903	FR SM LAMP	907
904	903	FR COMBINATION LAMP
905	900	DIMMER RELAY
906	905	DIMMER RELAY
907	905	FR COMBINATION LAMP
908	907	FR SIDE MARKER LAMP
909	VAC PUMP	913 905
910	905	BULB CHECK RELAY
911	903 905 907 908 920	AMB SW
912	905	SOLENOID VALVE
913	912	LOW PRESSURE SW
914	919	BRAKE FLUID LEVEL SW
915	905	VACUUM SW
916	919	WASHER LEVEL SW
917	900 921	ENG SUB H
918	905	COOLANT LEVEL SENSOR
919	903	RR WASHER MOTOR
920	907	FAN MOTOR
921	900	INHIB SW
922	905	HEAD LAMP SENSOR
923	900	RELEASE VALVE
924	900	AUXILIARY COOLING
930	931	INST H
931	900	MAIN H

TO	REMARKS
RE SW	AUTO A/C
RELAY	A/T GL
RELAY	A/T
RELAY	NON-TURBOCHARGER A/T
RELAY	TURBOCHARGER A/T
RELAY	TURBOCHARGER M/T
RELAY	GL
RELAY	GL
RELAY	GL
RELAY	A/T GL
RELAY	A/T GL
RELAY	TURBOCHARGER
RELAY	TURBOCHARGER
RELAY	TURBOCHARGER
RELAY	NON-TURBOCHARGER GL
RELAY	NON-TURBOCHARGER GL
RELAY	NON-TURBOCHARGER GL
RELAY	NON-TURBOCHARGER GL
RELAY	GL
RELAY	910
RELAY	AUTO A/C
RELAY	MANUAL A/C
RELAY	TURBOCHARGER
RELAY	USA GL & CANADA
RELAY	A/T
RELAY	USA GL & CANADA
RELAY	TURBOCHARGER
RELAY	A/T GL
RELAY	USA GL & CANADA
RELAY	GL
RELAY	TURBOCHARGER
RELAY	A/T GL
RELAY	USA GL & CANADA
RELAY	GL

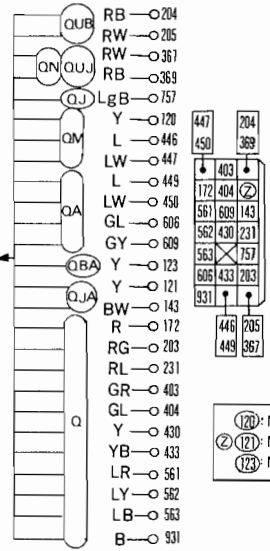
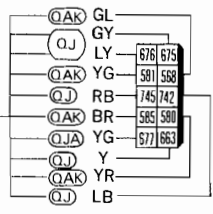






- (A) A/T
- (M) M/T
- (P) TURBOCHARGER
- (Q) NON-TURBOCHARGER
- (J) GL
- (B) EXCEPT GL
- (N) CANADA
- (AK) AUTO A/C
- (MX) MANUAL A/C
- (PA) TURBOCHARGER A/T
- (PM) TURBOCHARGER M/T
- (QA) NON-TURBOCHARGER A/T
- (QM) NON-TURBOCHARGER M/T
- (QJ) NON-TURBOCHARGER GL
- (JA) A/T GL
- (BA) A/T EXCEPT GL
- (UJ) USA GL
- (QN) NON-TURBOCHARGER FOR CANADA
- (QUJ) NON-TURBOCHARGER FOR USA (GL)
- (QUB) NON-TURBOCHARGER FOR USA (EXCEPT GL)

- (QJA) NON-TURBOCHARGER
- (QBA) NON-TURBOCHARGER
- (PAK) TURBOCHARGER AUT
- (QAK) NON-TURBOCHARGER

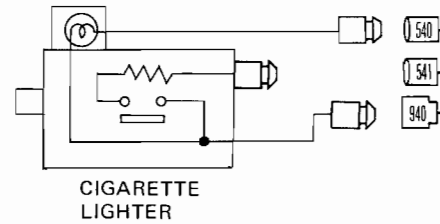


- (120) NON-TURBOCHARGER M/T
- (121) NON-TURBOCHARGER A/T GL
- (123) NON-TURBOCHARGER A/T EXCEPT GL

1983 DATSUN 280ZX CONSOLE HARNESS

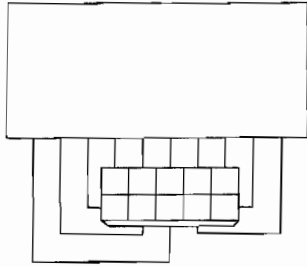
NO.	FROM	TO	REMARKS
200	LIGHTING SYSTEM		
229	MAIN H	RADIO	
230	MAIN H	RADIO	
269	230	RADIO	GL MODEL
300	METER, GAUGES AND WARNING SYSTEM		
350	MAIN H	DISP AMP	
352	ENG ROOM H	DISP AMP	
353	ENG ROOM H	DISP AMP	
354	230	DISP AMP	
360	ENG ROOM H	DISP AMP	
361	MAIN H	DISP AMP	
362	MAIN H	DISP AMP	
500	ACCESSORY SYSTEM		
520	MAIN H	DECK	
521	ANT SW	520	EXCEPT GL MODEL
521	ANT SW	MAIN H	GL MODEL
522	ANT SW	MAIN H	
523	ANT SW	MAIN H	
524	RADIO	520	GL MODEL
525	RADIO	MAIN H	
526	RADIO	MAIN H	
530	RADIO	MAIN H	
531	MAIN H	INST H	
532	RADIO	INST H	
534	RADIO	MAIN H	
535	RADIO	MAIN H	
536	RADIO	MAIN H	
538	542	MAIN H	GL MODEL
540	MAIN H	CIG LIGHTER	
541	230	CIG LIGHTER	
542	RADIO	INST H	GL MODEL
544	MAIN H	INST H	GL MODEL
900	GROUND		
940	CIG LIGHTER	MAIN H	
944	DISP AMP	940	

WARNING DISPLAY
SUB H

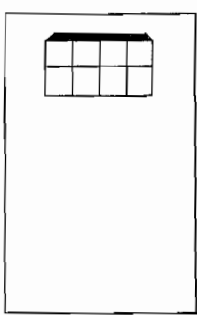
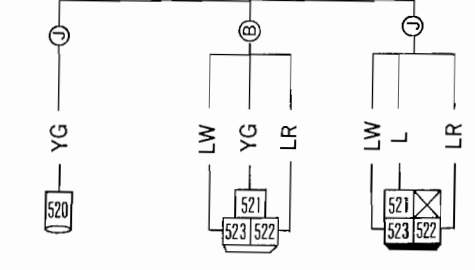
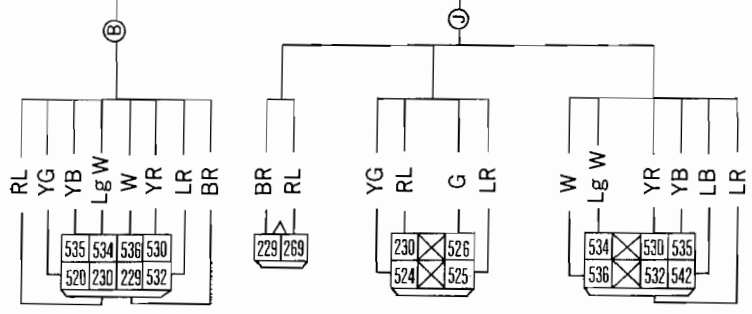
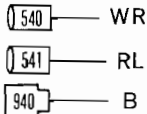
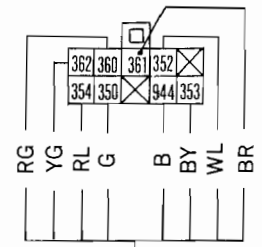
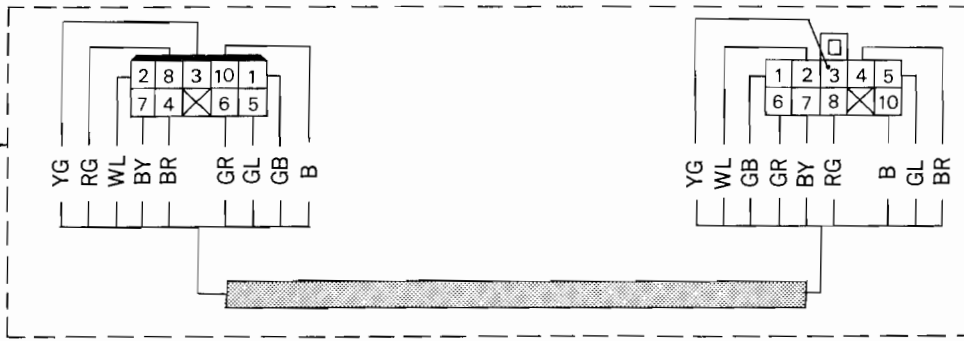
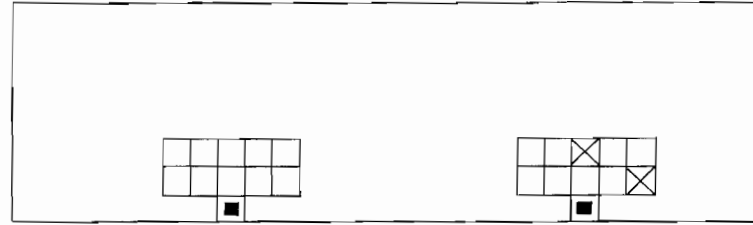


- Ⓧ GL MODELS
- Ⓛ EXCEPT GL MODELS
- Ⓧ WARNING DISPLAY

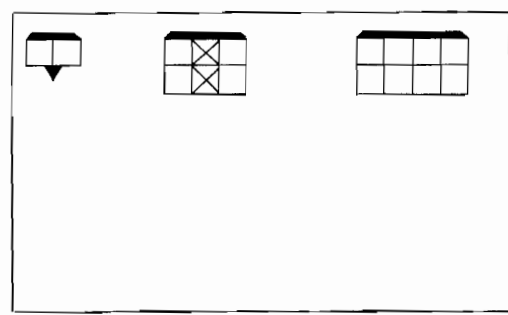
WARNING DISPLAY ①



WARNING DISPLAY AMPLIFIER ①



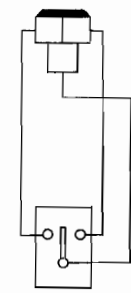
RADIO ③



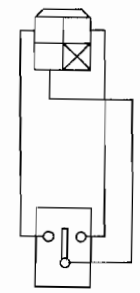
RADIO ④



DECK ④

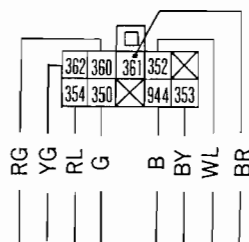
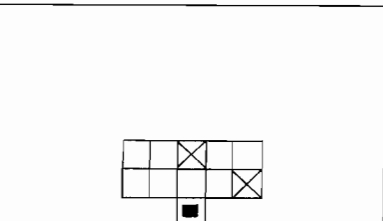


ANTENNA SW. ③

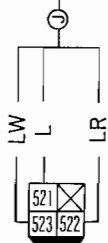


ANTENNA SW. ④

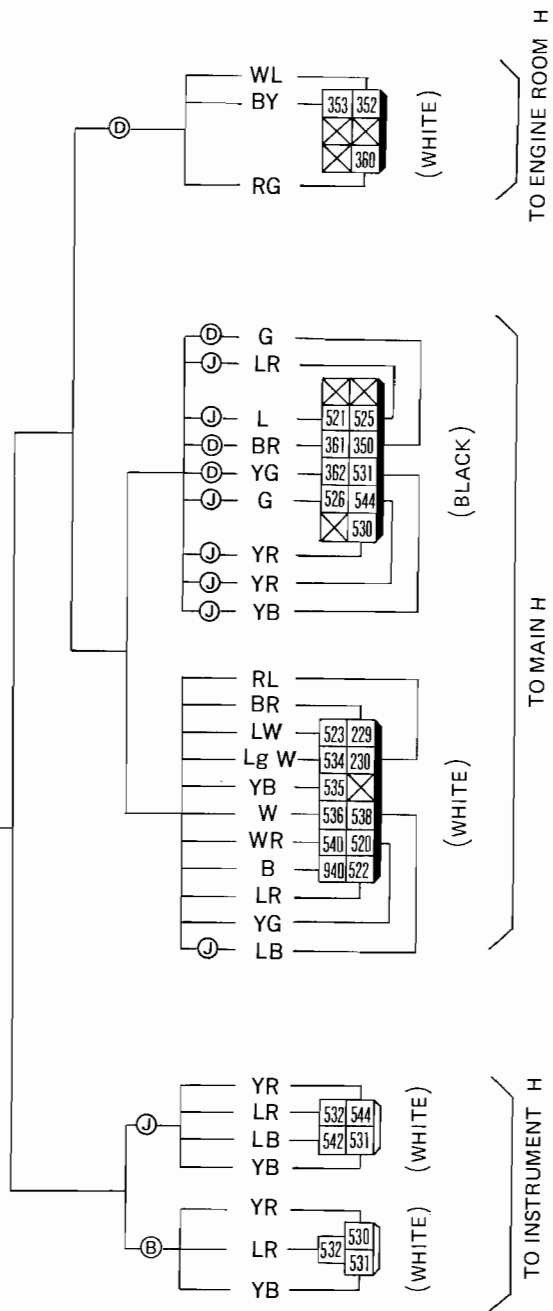
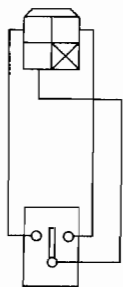
Y AMPLIFIER ①



①



ANTENNA SW. ①



- 24023 P9100 ②
- └ 24023 P9100
- 24023 P9101 ③
- └ 24023 P9103
- └ 24023 P9104

INCH TO METRIC CONVERSION TABLE

(Rounded-off for automotive use)

inches	mm	inches	mm
.100	2.54	.610	15.49
.110	2.79	.620	15.75
.120	3.05	.630	16.00
.130	3.30	.640	16.26
.140	3.56	.650	16.51
.150	3.81	.660	16.76
.160	4.06	.670	17.02
.170	4.32	.680	17.27
.180	4.57	.690	17.53
.190	4.83	.700	17.78
.200	5.08	.710	18.03
.210	5.33	.720	18.29
.220	5.59	.730	18.54
.230	5.84	.740	18.80
.240	6.10	.750	19.05
.250	6.35	.760	19.30
.260	6.60	.770	19.56
.270	6.86	.780	19.81
.280	7.11	.790	20.07
.290	7.37	.800	20.32
.300	7.62	.810	20.57
.310	7.87	.820	20.83
.320	8.13	.830	21.08
.330	8.38	.840	21.34
.340	8.64	.850	21.59
.350	8.89	.860	21.84
.360	9.14	.870	22.10
.370	9.40	.880	22.35
.380	9.65	.890	22.61
.390	9.91	.900	22.86
.400	10.16	.910	23.11
.410	10.41	.920	23.37
.420	10.67	.930	23.62
.430	10.92	.940	23.88
.440	11.18	.950	24.11
.450	11.43	.960	24.38
.460	11.68	.970	24.64
.470	11.94	.980	24.89
.480	12.19	.990	25.15
.490	12.45	1.000	25.40
.500	12.70	2.000	50.80
.510	12.95	3.000	76.20
.520	13.21	4.000	101.60
.530	13.46	5.000	127.00
.540	13.72	6.000	152.40
.550	13.97	7.000	177.80
.560	14.22	8.000	203.20
.570	14.48	9.000	228.60
.580	14.73	10.000	254.00
.590	14.99	20.000	508.00
.600	15.24		

METRIC TO INCH CONVERSION TABLE

(Rounded-off for automotive use)

mm	inches	mm	inches
1	.0394	51	2.008
2	.079	52	2.047
3	.118	53	2.087
4	.157	54	2.126
5	.197	55	2.165
6	.236	56	2.205
7	.276	57	2.244
8	.315	58	2.283
9	.354	59	2.323
10	.394	60	2.362
11	.433	61	2.402
12	.472	62	2.441
13	.512	63	2.480
14	.551	64	2.520
15	.591	65	2.559
16	.630	66	2.598
17	.669	67	2.638
18	.709	68	2.677
19	.748	69	2.717
20	.787	70	2.756
21	.827	71	2.795
22	.866	72	2.835
23	.906	73	2.874
24	.945	74	2.913
25	.984	75	2.953
26	1.024	76	2.992
27	1.063	77	3.031
28	1.102	78	3.071
29	1.142	79	3.110
30	1.181	80	3.150
31	1.220	81	3.189
32	1.260	82	3.228
33	1.299	83	3.268
34	1.339	84	3.307
35	1.378	85	3.346
36	1.417	86	3.386
37	1.457	87	3.425
38	1.496	88	3.465
39	1.535	89	3.504
40	1.575	90	3.543
41	1.614	91	3.583
42	1.654	92	3.622
43	1.693	93	3.661
44	1.732	94	3.701
45	1.772	95	3.740
46	1.811	96	3.780
47	1.850	97	3.819
48	1.890	98	3.858
49	1.929	99	3.898
50	1.969	100	3.937

QUICK REFERENCE CHART: 280ZX 1983

ENGINE TUNE-UP DATA

Engine model		L28E	
Firing order		1-5-3-6-2-4	
Idle speed	M/T	700±100 700±50**	
	A/T	700±100 (in "D" position) 650±50 (in "D" position)**	
Ignition timing (degree B.T.D.C. at idle speed)		8°±2° 24°±3°**	
CO ₂ at idle		Idle mixture screw is preset and sealed at factory.	
B.C.D.D. operating pressure (At sea level) kPa (mmHg, inHg)		-76.0±2.7 (-570±20, -22.44±0.79) (Models without turbocharger)	
Valve clearance (Hot)	Intake	0.25 (0.010)	
	Exhaust	0.30 (0.012)	
Drive belt deflection (Cold)		Adjust deflection of used belt	Set deflection of new belt
Cooling fan	mm (in)	7 - 10 (0.28 - 0.39)	6 - 9 (0.24 - 0.35)
Air conditioner compressor	mm (in)	5 - 7 (0.20 - 0.28)	4 - 6 (0.16 - 0.24)
Power steering pump	mm (in)	11 - 14 (0.43 - 0.55)	9 - 12 (0.35 - 0.47)
Applied pressed force	N (kg, lb)	98 (10, 22)	
Radiator cap relief pressure kPa (kg/cm ² , psi)		88 (0.9, 13)	
Cooling system leakage testing pressure kPa (kg/cm ² , psi)		157 (1.6, 23)	
Compression pressure kPa (kg/cm ² , psi)/rpm	Standard	1,177 (12.0, 171)/350	
	Minimum	883 (9.0, 128)/350	
High tension cable resistance	kΩ	Less than 30	
Spark plug	Type	BPR6ES-11	
	Gap mm (in)	1.0 - 1.1 (0.039 - 0.043)	
Battery		U.S.A.	Canada
Type		N60MF	N70ZMF
Capacity	V-AH	12 - 60	12 - 70
Tightening torque		N-m	kg-m
Fuel hose clamps		1.0 - 1.5	0.10 - 0.15
Cylinder head		69 - 83	7.0 - 8.5
Rocker cover bolt		10 - 16	1.0 - 1.6
Manifold bolt and nut	M8 bolt	15 - 25	1.5 - 2.5
	M10 bolt	34 - 44	3.5 - 4.5
	M8 nut	12 - 16	1.2 - 1.6

*Ignition timing should be checked with distributor vacuum hose disconnected and plugged up.
Disconnect harness connector (Color: gray) from distributor.

** : Models equipped with turbocharger.

CLUTCH PEDAL

Height	196 - 206 (7.72 - 8.11)
Free play	1 - 5 (0.04 - 0.20)

Unit: mm (in)

WHEEL ALIGNMENT (Unladen*)

Camber	degree	-35' - 55'	
Caster	degree	4°10' - 5°40'	
Toe-in	mm (in)	1 - 3 (0.04 - 0.12)	
	degree	6' - 16' (On both sides)	
Turning angle	degree	Power steering model	Manual steering model
	Toe-out - turns (Inside/Outside)	20°/18.1°	20°/18.7°
	Inside	32° - 36°	32° - 36°
	Outside	24½° - 28½°	24½° - 28½°

*: Tankful of fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools, mats in designed position.

FRONT WHEEL BEARING

Tightening torque	N-m (kg-m, ft-lb)	25 - 29 (2.5 - 3.0, 18 - 22)
Return angle	degree	60°

WHEEL AND TIRE

Tire size	195/70HR-14 P205/70R14 P205/60R15*3	C78-14*1			
Inflation pressure*2	Car speed	km/h (MPH)	Under 160 (100)	Over 160 (100)	Under 80 (50)
	Pressure	psi (kPa)	28 (200)	32 (220)	28 (200)
Wheel nut tightening torque	N-m (kg-m, ft-lb)	78 - 98 (8 - 10, 58 - 72)			

*1: Space Saver Spare tire of Foldable Spare tire.

*2: Tire pressure should be checked when Tires are cold.

*3: Models equipped with turbocharger.

BRAKE

Unit: mm (in)

Disc brake	Front	Rear
Pad minimum thickness	2.0 (0.079)	
Rotor repair limit		
Runout	Less than 0.07 (0.0028)	Less than 0.07 (0.0028)
Parallelism circumferential direction	Less than 0.03 (0.0012)	
Minimum thickness	18.0 (0.709)	8.6 (0.339)

REFILL CAPACITIES

Unit	Liter	US measure
Fuel tank	80	21-1/8 gal
Coolant	With reservoir	10.5
	Without reservoir	9.7
Engine oil	With oil filter	4.5, 5.2*
	Without oil filter	4.0, 4.7*
Transmission	M/T	F55W71B
		F55R90A
	A/T	5.5
Differential carrier	R200	1.3
	R180	1.0
Power steering system	1.1	1-1/8 qt
Windshield washer tank	2.8	3 qt
Headlight cleaner washer tank	2.0	2-1/8 qt
Air conditioning system	Compressor oil	150 ml
	Refrigerant	0.8 - 1.0 kg

*: Models equipped with turbocharger.

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