

GROUP 00

GENERAL <BODY AND CHASSIS>

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HOW TO USE THIS MANUAL

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MAINTENANCE, REPAIR AND SERVICING EXPLANATIONS

This manual provides explanations, etc. concerning procedures for the inspection, maintenance, repair and servicing of the subject model. Unless otherwise specified, each service procedure covers all models. Procedures covering specific models are identified by the model codes, or similar designation (engine type, transmission type, etc.). A description of these designations is covered in this manual under "VEHICLE IDENTIFICATION."

ON-VEHICLE SERVICE

"ON-VEHICLE SERVICE" are procedures for performing inspections and adjustments of particularly important locations with regard to the construction and for maintenance and servicing, but other inspections (for looseness, play, cracking, damage, etc.) must also be performed.

SERVICE PROCEDURES

The service steps are arranged in numerical order. Attention must be paid in performing vehicle service are described in detail in SERVICE POINTS.

DEFINITION OF TERMS

STANDARD VALUE

Indicates the value used as the standard for judging the quality of a part or assembly on inspection or the value to which the part or assembly is corrected and adjusted. It is given by tolerance.

LIMIT

Shows the standard for judging the quality of a part or assembly on inspection and means the maximum or minimum value within which the part or assembly must be kept functionally or in strength. It is a value established outside the range of standard value.

REFERENCE VALUE

Indicates the adjustment value prior to starting the work (presented in order to facilitate assembly and adjustment procedures, and so they can be completed in a shorter time).

DANGER, WARNING, AND CAUTION

DANGER, WARNING, and CAUTION call special attention to a necessary action or to an action that must be avoided. The differences among DANGER, WARNING, and CAUTION are as follows:

- If a DANGER is not followed, the result is severe bodily harm or even death.
- If a WARNING is not followed, the result could be bodily injury.
- If a CAUTION is not followed, the result could be damage to the vehicle, vehicle components or service equipment.

TIGHTENING TORQUE INDICATION

The tightening torque indicates a median and its tolerance by a unit of N·m (in-lb) or N·m (ft-lb). For fasteners with no assigned torque value, refer to [P.00-29](#).

SPECIAL TOOL NOTE

Only MMC special tool part numbers are called out in the repair sections of this manual. Please refer to the special tool cross reference chart, which is located in the service manual at the beginning of each group, for a cross reference from the MMC special tool number to the special tool number that is available in your market.

MODEL INDICATIONS

The following abbreviations are used in this manual for classification of model types.

A/T:Indicates automatic transmission, or models equipped with automatic transmission.

MFI:Indicates multiport fuel injection, or engines equipped with multiport fuel injection.

A/C:Indicates air conditioning.

3.8L Engine:Indicates the 3.8 liter <6G75> engine, or a model equipped with such an engine.

EXPLANATION OF MANUAL CONTENTS

Indicates procedures to be performed before the work in that section is started, and procedures to be performed after the work in that section is finished.

Component diagram

A diagram of the component parts is provided near the front of each section in order to give the reader a better understanding of the installed condition of component parts.

Maintenance and servicing procedures

The numbers provided within the diagram indicate the sequence for maintenance and servicing procedures.

- Removal steps :

The part designation number corresponds to the number in the illustration to indicate removal steps.

- Disassembly steps :

The part designation number corresponds to the number in the illustration to indicate disassembly steps.

- Installation steps :

Specified when installation is impossible in reverse order of removal steps. Omitted if installation is possible in reverse order of removal steps.

- Assembly steps :

Specified when assembly is impossible in reverse order of disassembly steps. Omitted if assembly is possible in reverse order of disassembly steps.

Classifications of major maintenance / service points

When there are major points relative to maintenance and servicing procedures (Such as essential maintenance and service points, maintenance and service standard values, information regarding the use of special tools, etc.), These are arranged together as major maintenance and service points and explained in detail.

<<A>> : Indicates that there are essential points for removal or disassembly.

>>A<< : Indicates that there are essential points for installation or assembly.

Symbols for lubrication, sealants and adhesives

Information concerning the locations for lubrication and for application of sealants and adhesives is provided, by using symbols, in the diagram of component parts or on the page following the component parts page, and explained.



: Grease
(Multipurpose grease unless there is a brand or type specified)



: Sealant or adhesive



: Brake fluid or automatic transmission fluid



: Engine oil, gear oil or air conditioning compressor oil



: Adhesive tape or butyl rubber tape

Indicates the group title. Indicates the section title. Indicates the group number. Indicates the page number.

BASIC BRAKE SYSTEM
FRONT DISC BRAKE ASSEMBLY 35A-81

FRONT DISC BRAKE ASSEMBLY

REMOVAL AND INSTALLATION

Pre-removal Operation • Brake Fluid Draining	Post-installation Operation • Brake Fluid Supplying and Air Bleeding (Refer to .)
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<p>BRAKE CALIPER KIT</p>	<p>PAD SET</p>	<p>SHIM KIT</p>	<p>SEAL AND BOOT KIT</p>
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REMOVAL STEPS

1. BRAKE HOSE CONNECTION
2. GASKET

REMOVAL STEPS (continued)

3. DISC BRAKE ASSEMBLY
4. BRAKE DISC

Required Special Tool:

- MB990520: Disc Brake Piston Expander

INSTALLATION SERVICE POINT

>>A<< DISC BRAKE ASSEMBLY INSTALLATION

1. To check the brake drag force after mounting the pad, measure the hub torque in the advancing direction using a spring balance with the pad is removed.

CAUTION

Do not allow any oil, grease or other contamination to contact the friction surfaces of the pads and brake discs.

2. After re-installing the caliper support to the knuckle, install the pad clips and the pads to the caliper support.

Mark **N** denotes non-reusable part.

Denotes tightening torque. If there is no indication of tightening torque, refer to tightening torque.

Repair kit or set parts are shown. (Only very frequently used parts are shown.)

Operating procedures, cautions, etc. On removal, installation, disassembly and assembly are described.

LUBRICATION AND SEALING POINTS

PISTON SEAL

GREASE-REPAIR KIT GREASE

The title of the page (following the page on which the diagram of component parts is presented) indicating the locations of lubrication and sealing procedures.

Indicates (by symbols) where lubrication is necessary.

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TROUBLESHOOTING GUIDELINES

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VERIFY THE COMPLAINT

- Make sure the customer's complaint and the service writer's work order description are understood before starting work.
- Make sure the correct operation of the system is understood. Read the service manual description to verify any aspect of normal system operation.
- Operate the system to see the symptoms. Look for other symptoms that were not reported by the customer, or on the work order, that may be related to the problem.

DETERMINE POSSIBLE CAUSES

Compare the confirmed symptoms to the diagnostic symptom indexes to get to the right diagnosis procedure.

If the confirmed symptoms can not be found on any symptom index, determine other possible causes.

- Analyze the system diagrams and list all possible causes for the problem symptoms.
- Rank all these possible causes in order of probability, based on how much of the system they cover, how likely they are to be the cause, and how easy they will be to check. Be sure to take experience into account. Consider the causes of similar problems seen in the past. The list of causes should be ranked in order from general to specific, from most-likely to least-likely, and from easy-to-check to hard-to-check.

FIND THE PROBLEM

After the symptoms have been confirmed, and probable causes have been identified, the next step is to make step-by-step checks of the suspected system components, junctions, and links in logical order.

Use the diagnostic procedures in the service manual whenever possible. Follow these procedures carefully to avoid missing an important step in the diagnosis sequence. It might be the skipped step that leads to the solution of the problem.

If the service manual doesn't have step-by-step procedures to help diagnose the problem, come up with a series of checks based on the ranked list of probable causes. Troubleshooting checks should be made in the order that the list of causes was ranked:

- general to specific
- most-likely to least-likely
- easy-to-check to hard-to-check

REPAIR THE PROBLEM

When the step-by-step troubleshooting checks find a fault, perform the proper repairs. Make sure to fix the root cause of the problem, not just the symptom. Just fixing the symptom, without fixing the root cause, will cause the symptom to eventually return.

VERIFY THE REPAIR

After repairs are made, recheck the operation of the system to confirm that the problem is eliminated. Make sure to check the system thoroughly. Sometimes new problems are revealed after repairs have been made.

HOW TO USE TROUBLESHOOTING/INSPECTION SERVICE POINTS

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Troubleshooting of electronic control systems for which the scan tool can be used follows the basic outline described below. Even in systems for which the scan tool cannot be used, part of these systems still follow this outline.

TROUBLESHOOTING CONTENTS

1. STANDARD FLOW OF DIAGNOSTIC TROUBLESHOOTING

Troubleshooting strategy are shown.

2. SYSTEM OPERATION AND SYMPTOM VERIFICATION TESTS

If verification of the symptoms is difficult, procedures for checking operation and verifying symptoms are shown.

3. DIAGNOSTIC FUNCTION

The following trouble code diagnosis are shown.

- How to read diagnostic trouble codes
- How to erase diagnostic trouble codes
- Input inspection service points

4. DIAGNOSTIC TROUBLE CODE CHART

5. SYMPTOM CHART

If there are symptoms, even though the results of inspection using the scan tool show that all diagnostic trouble codes are normal, inspection procedures for each symptom will be found by using this chart.

6. DIAGNOSTIC TROUBLE CODE PROCEDURES

Indicates the inspection procedures corresponding to each diagnostic trouble code. (Refer to P.00-7.)

7. SYMPTOM PROCEDURES

Indicates the inspection procedures corresponding to each symptoms classified in the Symptom Chart. (Refer to P.00-7)

8. SERVICE DATA REFERENCE TABLE

Inspection items and normal judgment values have been provided in this chart as reference information.

9. CHECK AT ECU TERMINALS

Terminal numbers for the ECU connectors, inspection items and standard values have been provided in this chart as reference information.

Terminal Voltage Checks

1. Connect a needle-nosed wire probe to a voltmeter probe.

CAUTION

Short-circuiting the positive (+) probe between a connector terminal and ground could damage the vehicle wiring, the sensor, the ECU, or all three. Use care to prevent this!

2. Insert the needle-nosed wire probe into each of the ECU connector terminals from the wire side, and measure the voltage while referring to the check chart.

HOW TO USE THE INSPECTION PROCEDURES

The causes of many of problems occurring in electric circuitry are generally the connectors, components, the ECU and the harnesses between connectors, in that order. These inspection procedures follow this order. They first try to discover a problem with a connector or a defective component.

NOTE: Measure voltage with the ECU connectors connected.

You may find it convenient to pull out the ECU to make it easier to reach the connector terminals. Checks don't have to be carried out in the order given in the chart.

3. If voltage readings differ from normal condition values, check related sensors, actuators, and wiring, then replace or repair.
4. After repair or replacement, recheck with the voltmeter to confirm that the repair has corrected the problem.

Terminal Resistance and Continuity Checks

1. Turn the ignition switch to the "LOCK" (OFF) position.
2. Disconnect the ECU connector.

CAUTION

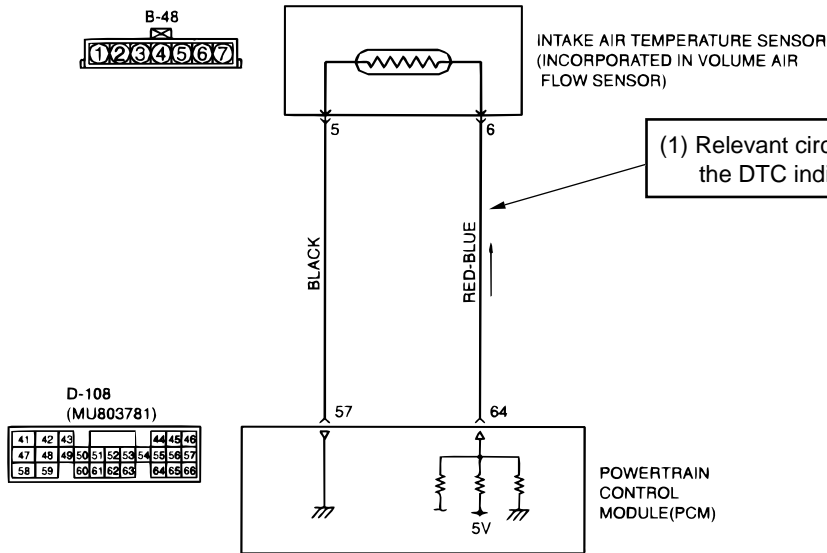
If resistance and continuity checks are performed on the wrong terminals, damage to the vehicle wiring, sensors, ECU, and/or ohmmeter may occur. Use care to prevent this!

3. Measure the resistance and check for continuity between the terminals of the ECU harness-side connector while referring to the check chart.
NOTE: Checks don't have to be carried out in the order given in the chart.
4. If the ohmmeter shows any deviation from the Normal Condition value, check the corresponding sensor, actuator and related electrical wiring, then repair or replace.
5. After repair or replacement, recheck with the ohmmeter to confirm that the repair has corrected the problem.

10. INSPECTION PROCEDURES USING AN OSCILLOSCOPE

When there are inspection procedures using an oscilloscope, these are listed here.

DTC P0110: Intake Air Temperature Circuit Malfunction

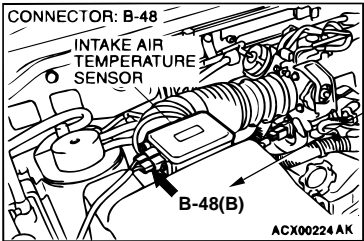


(1) Relevant circuit(s) of the component which the DTC indicates are described.

(2) For connector color, refer to GROUP 80A, How to read configuration diagrams.

(3) Shows the location of the connector(s) from the circuit(s) above.

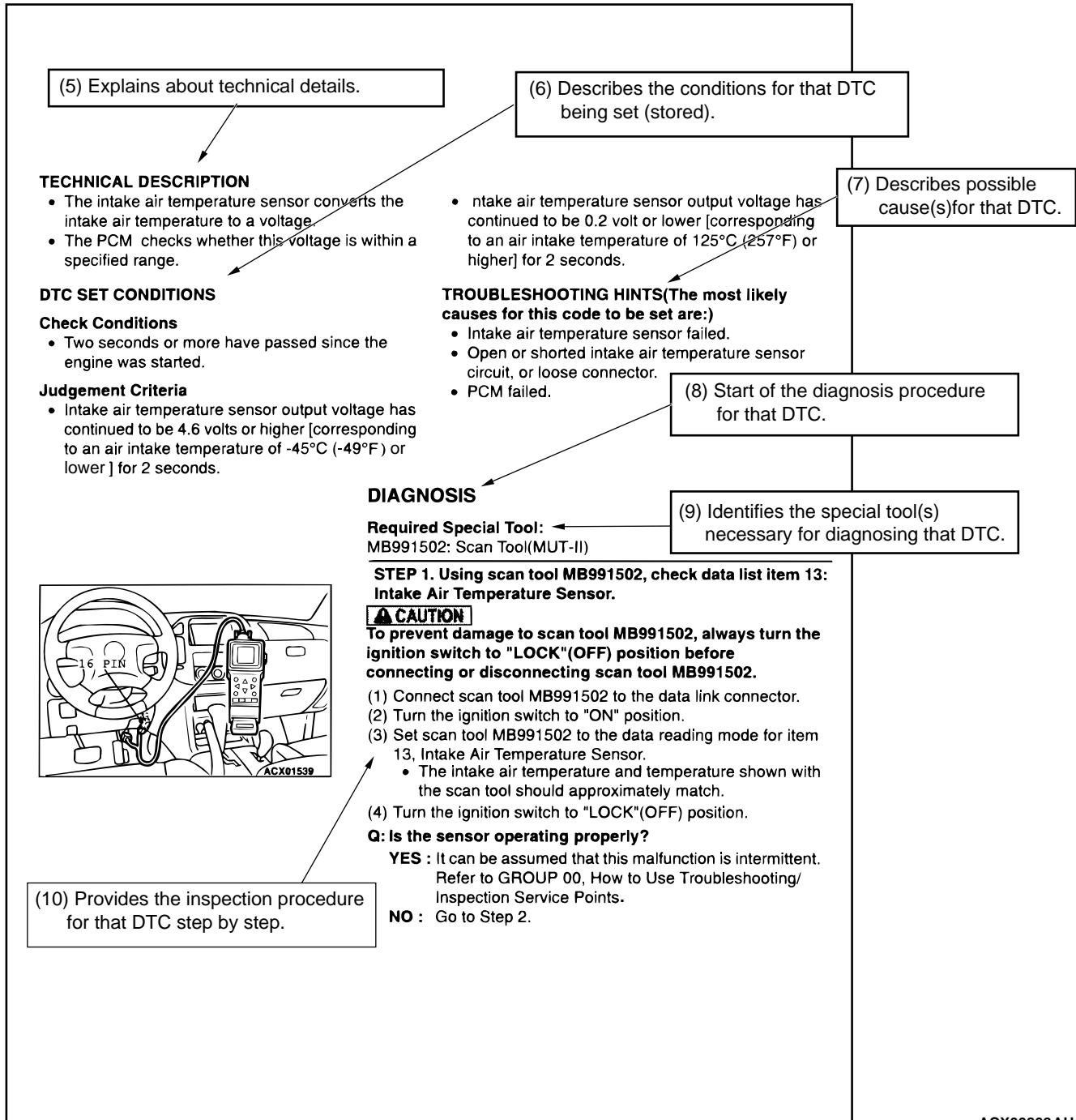
(4) Explains about the operation principle of the component or its relevant parts in that circuit.



CIRCUIT OPERATION

- Approximately 5 volts are applied to the intake air temperature sensor output terminal (terminal 6) from the PCM (terminal 64) via the resistor in the PCM. The ground terminal (terminal 5) is grounded with or PCM (terminal 57).
- The intake air temperature sensor is a negative temperature coefficient type of resistor. When the intake air temperature rises, the resistance decreases.
- The intake air temperature sensor output voltage increases when the resistance increases and decreases when the resistance decreases.

ACX00861AH



ACX00862AH

HARNES INSPECTION

Check for an open or short circuit in the harness between the terminals which were faulty according to the connector measurements. Carry out this inspection while referring to GROUP 00E, Harness Connector Inspection. Here, "Check harness between power supply and terminal xx" also includes checking for blown fuse. For inspection service points when there is a blown fuse, refer to "Inspection Service Points for a Blown Fuse."

MEASURES TO TAKE AFTER REPLACING THE ECU

If the trouble symptoms have not disappeared even after replacing the ECU, repeat the inspection procedure from the beginning.

CONNECTOR MEASUREMENT SERVICE POINTS

Turn the ignition switch to "OFF" when connecting and disconnecting the connectors. Turn the ignition switch to "ON" when measuring if there are no instructions to the contrary.

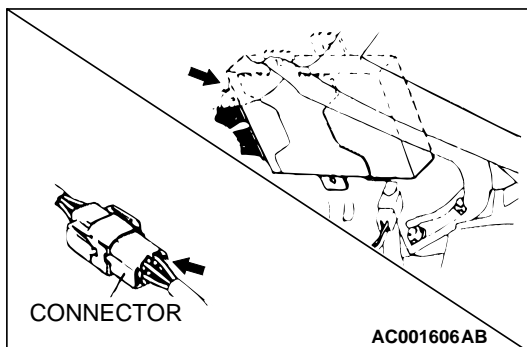
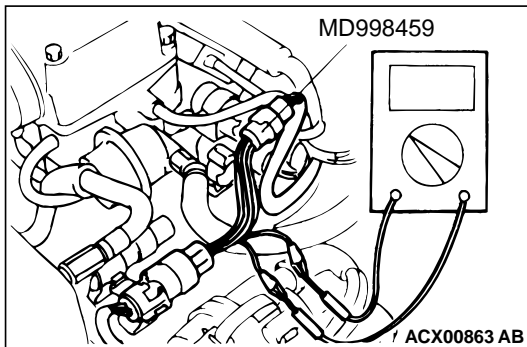
IF INSPECTING WITH THE CONNECTOR CONNECTED (WITH CIRCUIT IN A CONDITION OF CONTINUITY)

Required Special Tool:

MD998459: Test Harness

Waterproof Connectors

Be sure to use special tool, MD998459. Never insert a test probe from the harness side, as this so will reduce the waterproof performance and result in corrosion.



Ordinary (non-waterproof) Connectors

Check by inserting the test probe from the harness side. Note that if the connector (control unit, etc.) is too small to permit insertion of the test probe, it should not be forced; use the backprobing tool for this purpose.

IF INSPECTING WITH THE CONNECTOR DISCONNECTED <When Inspecting a Female Pin>

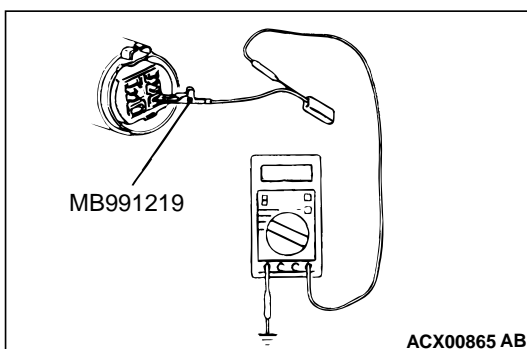
From front side of the connector

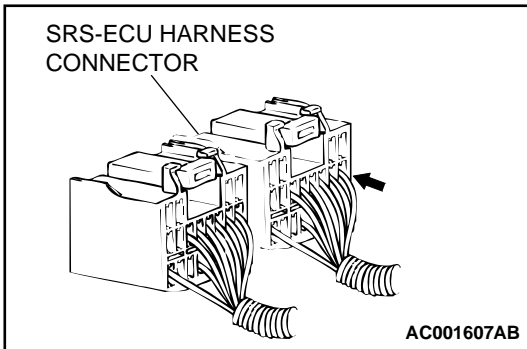
Required Special Tool:

MB991219: Inspection Harness (contained in MB991223 Test Harness)

The inspection harness for connector pin contact pressure should be used. The test probe should never be forcibly inserted, as it may cause a defective contact.

From back side of the connector (SRS-ECU harness side connector)





Since the SRS-ECU harness connector is plated to improve conductivity, observe the warning below when checking this connector.

⚠ WARNING

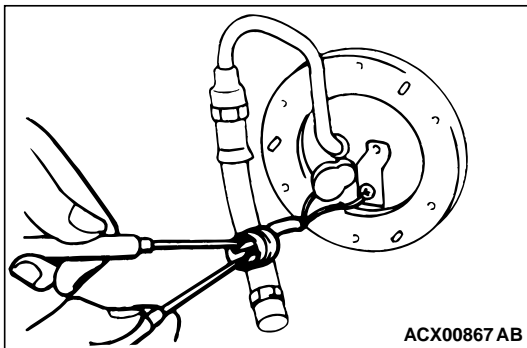
Insert the backprobing tool into connector from harness side, and connect the tester to the backprobing tool. If any tool other than the backprobing tool is used, it may cause damage to the harness and other components. Furthermore, measurement should not be carried out by touching the backprobing tool directly against the terminals from the front of the connector. The terminals are plated to increase their conductivity, so that if they are touched directly by the backprobing tool, the plating may break, which will decrease reliability.

<When Inspecting a Male Pin>

⚠ CAUTION

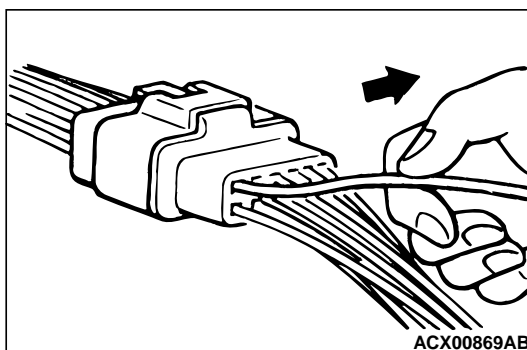
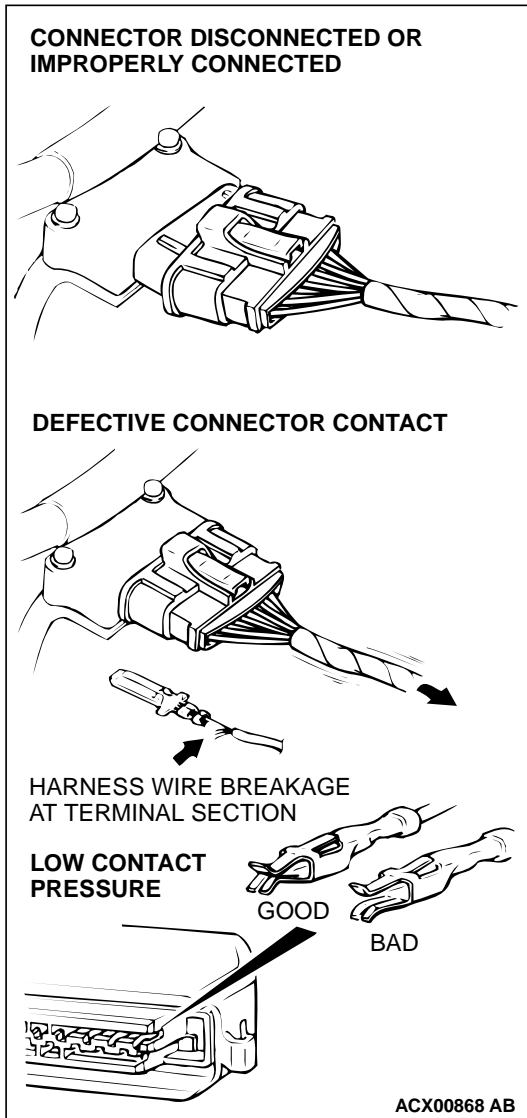
At this time, be careful not to short the connector pins with the test probes. To do so may damage the circuits inside the ECU.

Touch the pin directly with the test bar.



CONNECTOR INSPECTION SERVICE POINTS**VISUAL INSPECTION**

- Connector is disconnected or improperly connected
- Connector pins are pulled out
- Due to harness tension at terminal section
- Low contact pressure between male and female terminals
- Low connection pressure due to rusted terminals or foreign matter lodged in terminals

**CONNECTOR PIN INSPECTION**

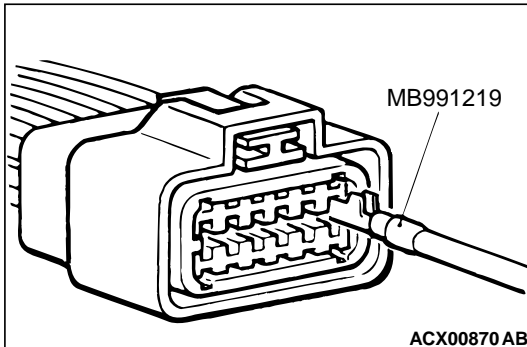
If the connector pin stopper is damaged, the terminal connections (male and female pins) will not be perfect even when the connector body is connected, because the pins may pull out of the back side of the connector. Therefore, gently pull the wires one by one to make sure that no pins pull out of the connector.

CONNECTOR ENGAGEMENT INSPECTION

Required Special Tool:

- MB991219: Inspection Harness (contained in MB991223 Test Harness)

Use special tool, MB991219, to inspect the engagement of the male pins and female pins. [Pin drawing force: 1 N (0.2 pound) or more]



HOW TO COPE WITH INTERMITTENT MALFUNCTIONS

Most intermittent malfunctions occur under certain conditions. If those conditions can be identified, the cause will be easier to find.

TO COPE WITH INTERMITTENT MALFUNCTION;

1. Ask the customer about the malfunction

- Ask what it feels like, what it sounds like, etc. Then ask about driving conditions, weather, frequency of occurrence, and so on.

2. Determine the conditions from the customer's responses

- Typically, almost all intermittent malfunctions occur from conditions like vibration, temperature and/or moisture change, poor connections. From the customer's responses, it should be reasoned which condition is influenced.

3. Use simulation test

- In the cases of vibration or poor connections, use the simulation tests below to attempt to duplicate the customer's complaint. Determine the most likely circuit(s) and perform the simulation tests on the connectors and parts of that circuit(s). Be sure to use the inspection procedures provided for diagnostic trouble codes and trouble symptoms.
- For temperature and/or moisture conditions related intermittent malfunctions try to change the conditions of the suspected circuit components, then use the simulation tests below.

4. Verify the intermittent malfunction is eliminated

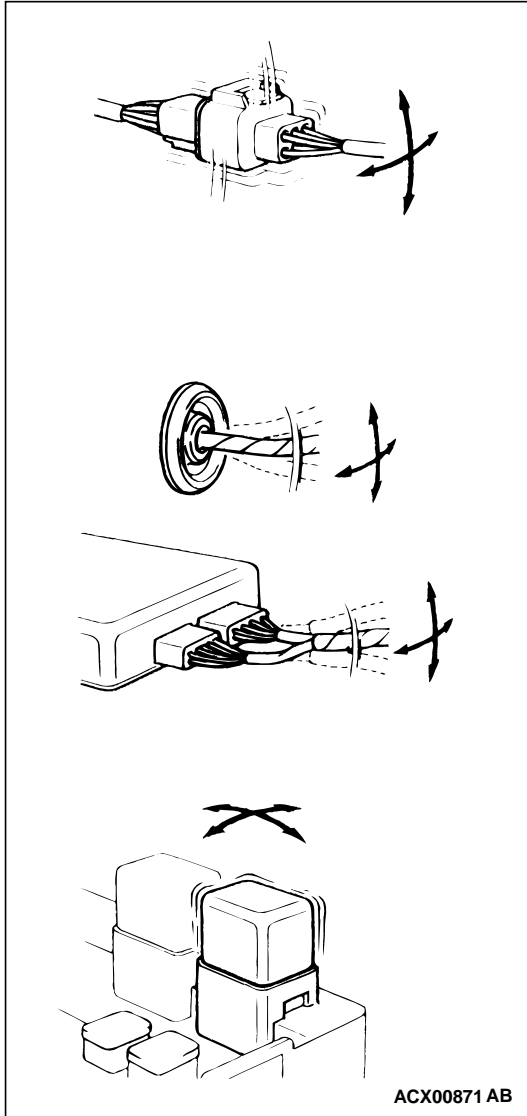
- Repair the malfunctioning part and try to duplicate the condition(s) again to verify the intermittent malfunction has been eliminated.

SIMULATION TESTS

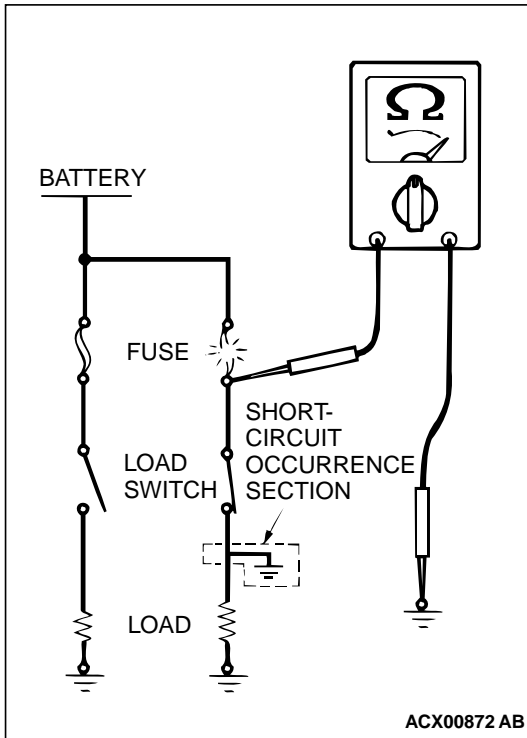
NOTE: In case of difficulty in finding the cause of the intermittent malfunction, the data recorder function in the scan tool is effective.

For these simulation tests, shake, then gently bend, pull, and twist the wiring of each of these examples to duplicate the intermittent malfunction.

- Shake the connector up-and-down, and right-and-left.
- Shake the wiring harness up-and-down, and right-and-left. Especially, check the splice points of wiring harnesses carefully. Refer to GROUP 00E, HARNESS CONNECTOR INSPECTION [P.00E-2](#).
- Vibrate the part or sensor.



INSPECTION SERVICE POINTS FOR A BLOWN FUSE



Remove the blown fuse and measure the resistance between the load side of the blown fuse and the ground. Set the switches of all circuits which are connected to this fuse to a condition of continuity. If the resistance is almost 0 Ω at this time, there is a short somewhere between these switches and the load. If the resistance is not 0 Ω, there is no short at the present time, but a momentary short has probably caused the fuse to blow.

The main causes of a short circuit are the following.

- Harness being clamped by the vehicle body
- Damage to the outer casing of the harness due to wear or heat
- Water getting into the connector or circuitry
- Human error (mistakenly shorting a circuit, etc.)

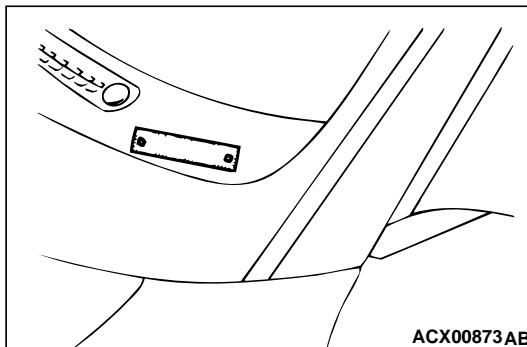
VEHICLE IDENTIFICATION

VEHICLE IDENTIFICATION

M1001000400401

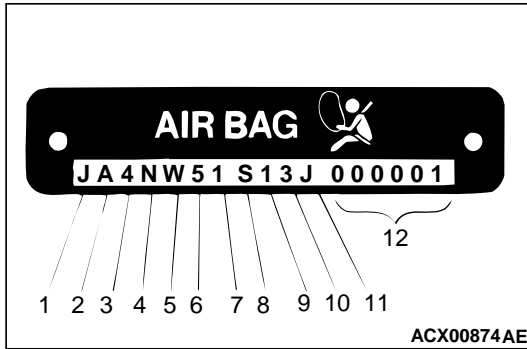
VEHICLE IDENTIFICATION NUMBER LOCATION

The vehicle identification number (VIN) is located on a plate attached to the left top side of the instrument panel.



VEHICLE IDENTIFICATION CODE CHART PLATE

All vehicle identification numbers contain 17 digits. The vehicle number is a code which tells country, make, vehicle type, etc.



NO.	ITEMS	CONTENTS
1	Country	J; Japan
2	Make	A; Mitsubishi
3	Vehicle type	4; Multi-purpose vehicle
4	Others	GROSS VEHICLE WEIGHT RATING/BRAKE SYSTEM N; 6001-7000lbs/HYDRAULIC
5	Line	W; MONTERO
6	Price class	3; Medium 5; Premium
7	Body	1; 5-Door wagon
8	Engine	S; 3.8L
9	Check digits*	0, 1, 2, 3, -----9, X
10	Model year	3; 2003 year
11	Plant	J; Pajero Manufacturing Co., Ltd.
12	Serial number	000001 to 999999

*NOTE: *: Check digit means a single number or letter X used to verify the accuracy of transcription of vehicle identification number.*

VEHICLE IDENTIFICATION NUMBER LIST

<VEHICLES FOR USA>

VIN (EXCEPT SEQUENCE NUMBER)	BRAND	ENGINE DISPLACEMENT	MODEL CODE
JA4NW31S_3J	MITSUBISHI MONTERO	3.8L	V77WLYHVL2M
JA4NW51S_3J			V77WLYXVL2M

<VEHICLES FOR CANADA>

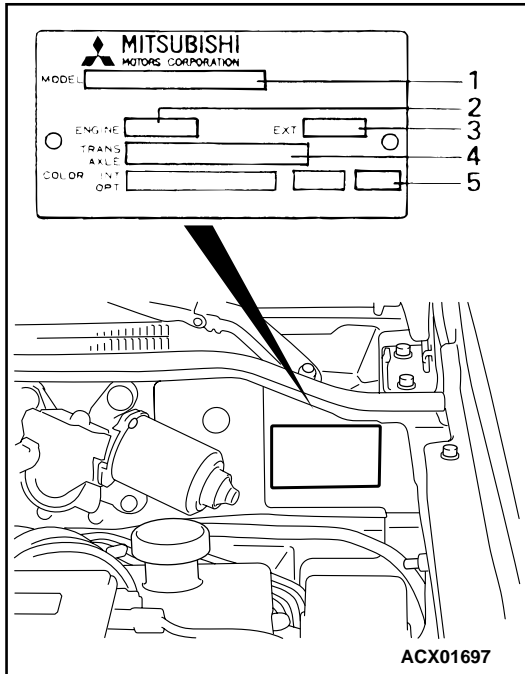
VIN (EXCEPT SEQUENCE NUMBER)	BRAND	ENGINE DISPLACEMENT	MODEL CODE
JA4NW31S_3J	MITSUBISHI MONTERO	3.8L	V77WLYHVL3M
JA4NW51S_3J			V77WLYXVL3M

VEHICLE INFORMATION CODE PLATE

M1001005400280

The vehicle information code plate is riveted onto the cowl top outer panel in the engine compartment.

The plate shows model code, engine model, transmission model and body color code.



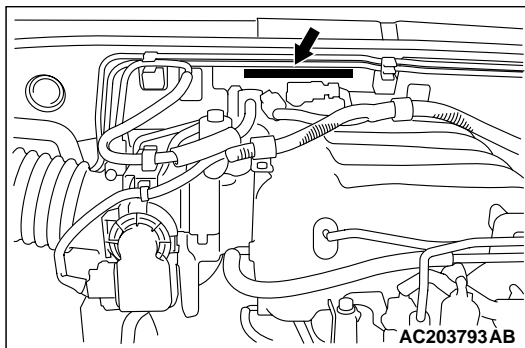
NO.	ITEMS	CONTENTS
1	MODEL	V77WLYXV L2M
		V77W; Vehicle model LYXVL2M; Model series
2	ENGINE	6G75 Engine model
3	EXT	A69D Exterior code
4	TRANSAXL E	V5A51 4300
		V5A51; Transmission model 4300; Rear differential reduction
5	COLOR, INT OPT	A69 21T Z08
		A69; Body color code 21T; Interior code
		Z08; Equipment code

For monotone color vehicles, the body color code shall be indicated. For two-tone vehicles, each color code only shall be indicated in series.

CHASSIS NUMBER

STAMPING LOCATION

The chassis number is stamped on the center of the dash panel.



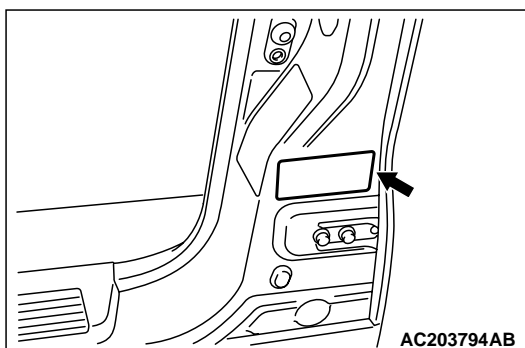
CHASSIS NUMBER CODE CHART

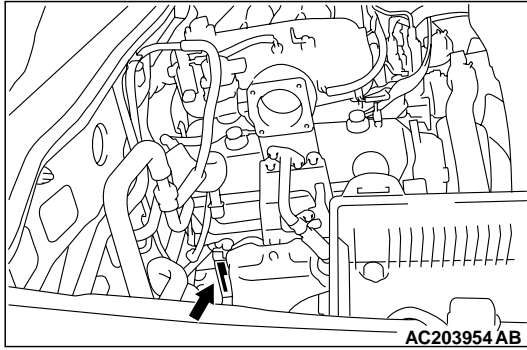
CHASSIS NUMBER CODE	CONTENTS	
V77W3J000001	V77W; Vehicle line	V77W; MONTERO
	3J000001; Refer to 10th thru 17th digits of VIN plate	

VEHICLE SAFETY CERTIFICATION LABEL

The vehicle safety certification label is attached to the face of the left door sill.

This label indicates the month and year of manufacture, Gross Vehicle Weight Rating (GVWR), front and rear Gross Axle Weight Rating (GAWR), and Vehicle Identification Number (VIN).





ENGINE MODEL STAMPING

The engine model is stamped on the cylinder block. These engine model numbers are as shown as follows.

ENGINE MODEL	ENGINE DISPLACEMENT
6G75	3.8L

The engine serial number is stamped near the engine model number.

THEFT PROTECTION

In order to protect against theft, a Vehicle Identification Number (VIN) is attached as a plate or label to the following major parts of the engine and transmission, as well as main outer panels: Engine cylinder block, Transmission housing. Fender, Doors, Liftgate, Quarter panel, Hood, Bumpers
In addition, a theft-protection label is attached to replacement parts for the body outer panel main components, and the same data are stamped into replacement parts for the engine and the transmission.

CAUTION

Cautions regarding panel repairs:

1. When repainting original parts, do so after first masking the theft-protection label. After painting, be sure to peel off the masking tape.
2. The theft-protection label for replacement parts is covered by masking tape, so such parts can be painted as is. The masking tape should be removed after painting is finished.
3. The theft-protection label should not be removed from original parts or replacement parts.

THEFT PROTECTION PLATE (VIN PLATE)

FOR ENGINE

FOR TRANSMISSION

THEFT PROTECTION LABEL
FOR MAIN OUTER PANELS

[FOR ORIGINAL PARTS]

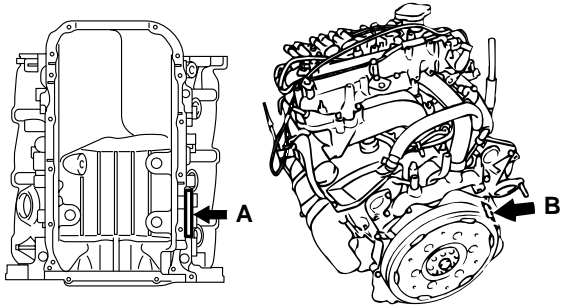
[FOR REPLACEMENT PARTS]

ACX00878 AB

LOCATIONS

TARGET AREA (A: FOR ORIGINAL EQUIPMENT PARTS, B: FOR REPLACEMENT PARTS)

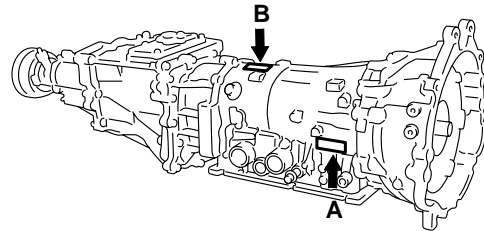
ENGINE



ENGINE UNDERSIDE

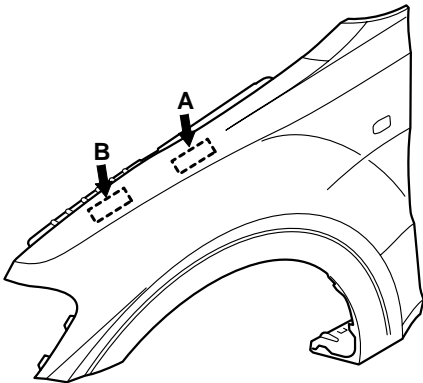
ACX01547AB

AUTOMATIC TRANSMISSION
<V4A51, V5A51>



ACX01191AB

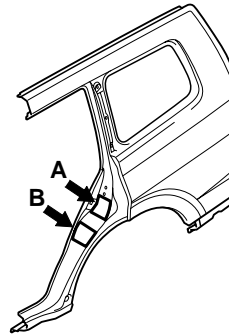
FENDER



The illustration indicates left outer side.
Right side is symmetrically opposite.

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QUARTER PANEL

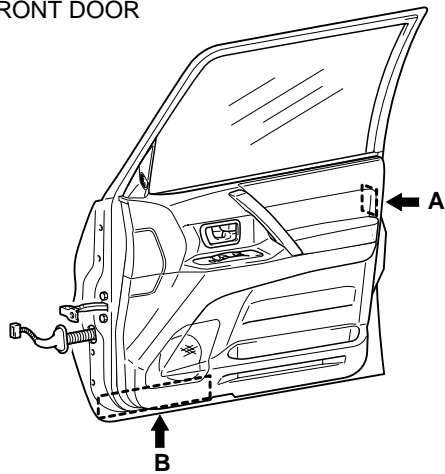


The illustration indicates left outer side.
Right side is symmetrically opposite.

ACX01193AB

TARGET AREA (A: FOR ORIGINAL EQUIPMENT PARTS, B: FOR REPLACEMENT PARTS)

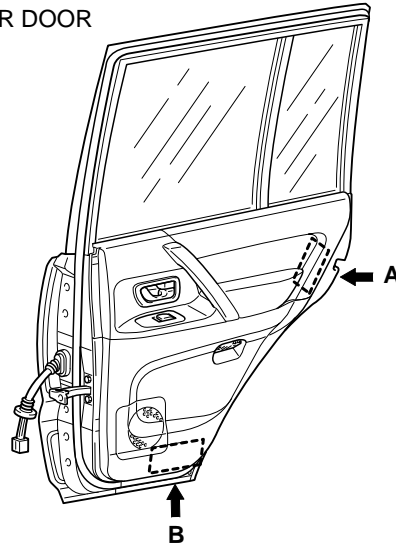
FRONT DOOR



The illustration indicates right outer side.
Left side is symmetrically opposite.

ACX01194AB

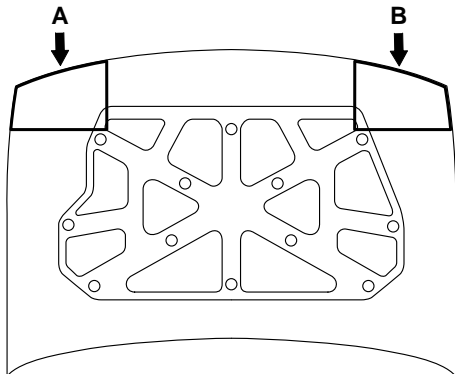
REAR DOOR



The illustration indicates right outer side.
Left side is symmetrically opposite.

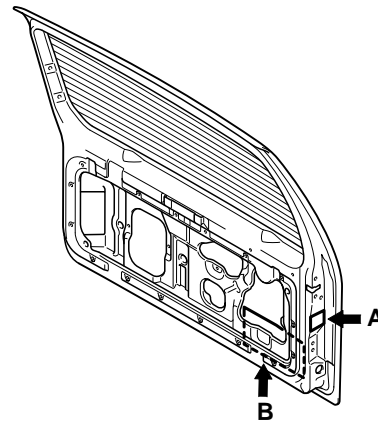
ACX01195AB

HOOD



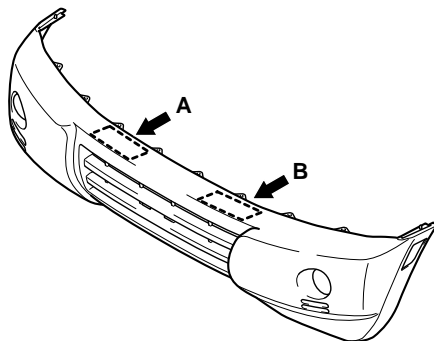
ACX01196AB

BACK DOOR



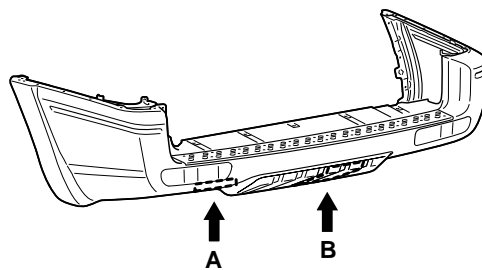
ACX01197AB

FRONT BUMPER



AC203795AB

REAR BUMPER



AC203796AB

PRECAUTIONS BEFORE SERVICE

M1001000500312

SUPPLEMENTAL RESTRAINT SYSTEM (SRS)

- Items to follow when servicing SRS
 - Be sure to read GROUP 52B, Supplemental Restraint System (SRS). For safe operation, please follow the directions and heed all warnings.
 - Wait at least 60 seconds after disconnecting the battery cable before doing any further work. The SRS system is designed to retain enough voltage to deploy the air bag even after the battery has been disconnected. Serious injury may result from unintended air bag deployment if work is done on the SRS system immediately after the battery cable is disconnected.
 - Warning labels must be heeded when servicing or handling SRS components. Warning labels can be found in the following locations.
 - Hood
 - Front impact sensor, side impact sensor
 - Sun visor
 - Glove box
 - SRS-ECU
 - Steering wheel
 - Air bag module, side-airbag modules
 - Clock spring
 - Steering gear box
 - Seat belt pre-tensioner
 - Always use the designated special tools and test equipment.
 - Store components removed from the SRS in a clean and dry place. The air bag module should be stored on a flat surface and placed so that the pad surface is facing upward.
 - Never attempt to disassemble or repair the SRS components (SRS-ECU, air bag module, clock spring and seat belt pre-tensioner). If there is a defect, replace the defective part.
 - Whenever you finish servicing the SRS, check the SRS warning light operation to make sure that the system functions properly.
 - Be sure to deploy the air bag before disposing of the air bag module or disposing of a vehicle equipped with an air bag. (Refer to GROUP 52B, Air Bag Module Disposal Procedures P.52Ba-48.)
- Observe the following when carrying out operations on places where SRS components are installed, including operations not directly related to the SRS air bag.
 - When removing or installing parts, do not allow any impact or shock to the SRS components.
 - If heat damage may occur during paint work, remove the SRS components. After re-installing them, check the SRS warning light operation to make sure that the system functions properly.
 - SRS-ECU, air bag module, clock spring: 93°C (200°F) or more
 - Seat belt pre-tensioner: 90°C (194°F) or more

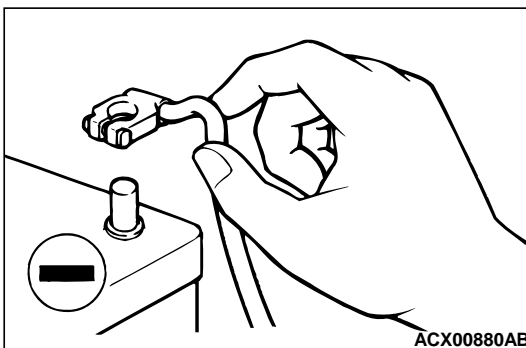
SERVICING ELECTRICAL SYSTEM

⚠ WARNING

Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

- Note the following before proceeding with working on the electrical system.

Never perform unauthorized modifications to any electrical device or wiring. Such modifications might lead to a vehicle malfunction, over-capacity or short-circuit that could result in a fire in the vehicle.



⚠ CAUTION

- Before connecting or disconnecting the negative battery cable, be sure to turn off the ignition switch and the lights. (If this is not done, there is the possibility of semiconductor parts being damaged.)
 - After completion of the work steps (when the negative battery terminal is connected), warm up the engine and allow it to idle for approximately 10 minutes under the conditions described below in order to stabilize engine control conditions, and then check to be sure that the idling is satisfactory.
2. When servicing the electrical system, disconnect the negative cable terminal from the battery.

Engine coolant temperature: 85° – 95°C (185° – 203°F)

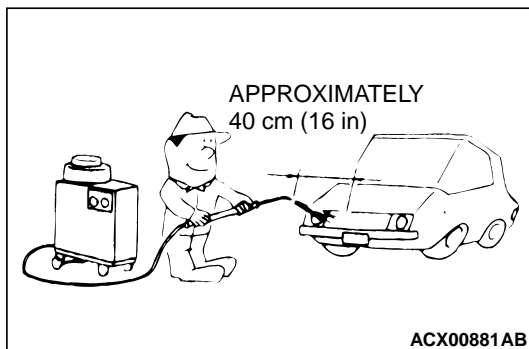
Lights and all accessories: OFF

Transmission: N or P position

Steering wheel: straight-forward position

VEHICLE WASHING

If high-pressure car-washing equipment or steam car-washing equipment is used to wash the vehicle, be sure to maintain the spray nozzle at a distance of at least approximately 40cm (16 inches) from any plastic parts and all opening parts (doors, luggage compartment, etc.).

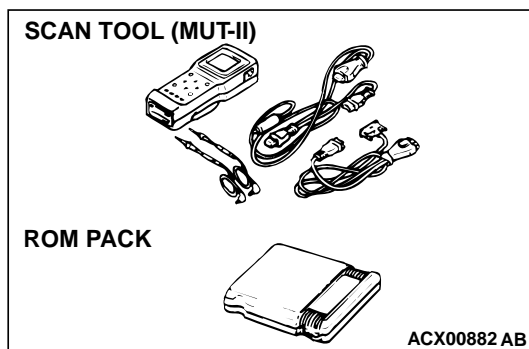
**APPLYING ANTI-CORROSION AGENT OR OTHER UNDERCOAT AGENTS**

Be careful not to adhere oil or grease to the heated oxygen sensor. If adhered, the sensor may malfunction. Protect the heated oxygen sensor with a cover before applying anti-corrosion agent, etc.

SCAN TOOL (MUT-II)**⚠ CAUTION**

Turn the ignition switch to the "LOCK" (OFF) position before disconnecting or connecting the scan tool.

To operate the scan tool, refer to "MUT-II/MUT-II + Reference Manual."



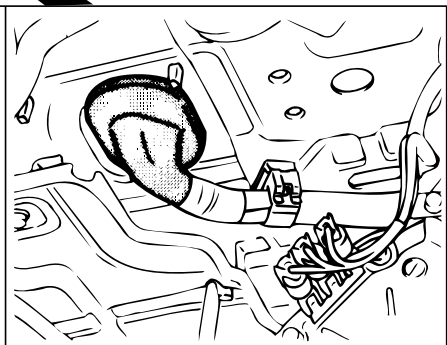
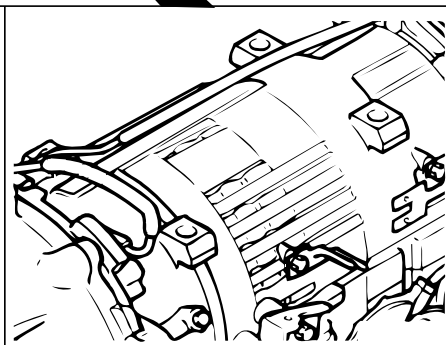
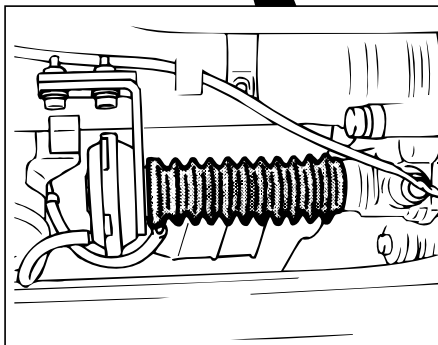
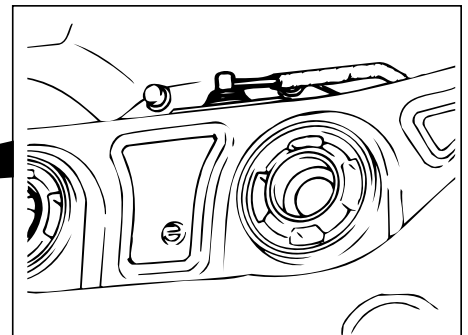
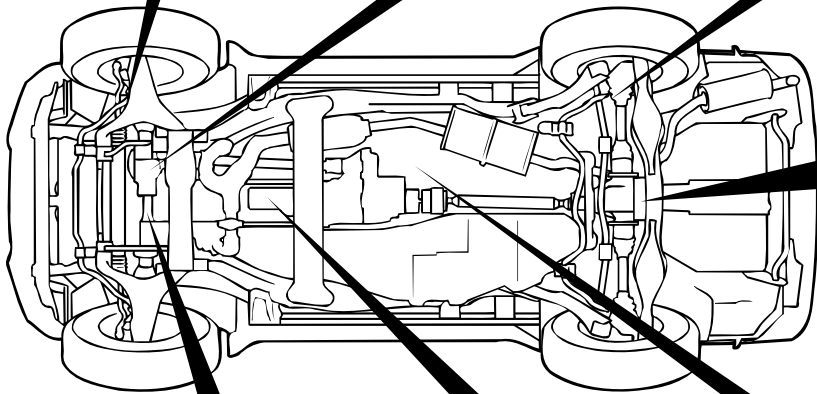
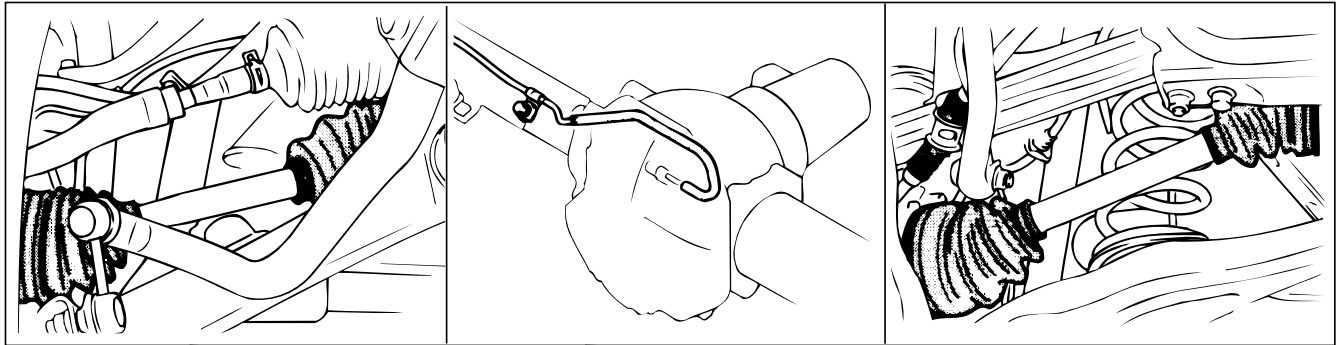
TREATMENT BEFORE/AFTER DRIVING THROUGH WATER

M1001000600074

INSPECTION AND SERVICE BEFORE DRIVING THROUGH WATER

Vehicles which are driven through water, or which may possibly be driven through water, should be subjected to the following inspections and maintenance procedures in advance.

- Inspect the dust boot and breather hose for cracks or damage, and replace them if cracks or damage are found.

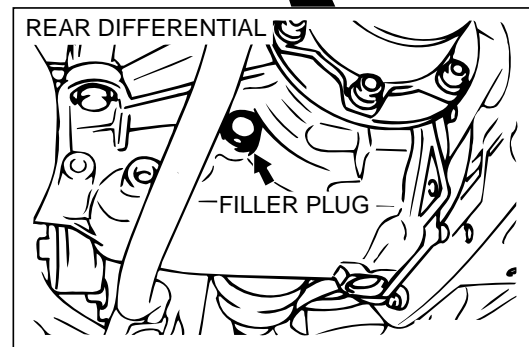
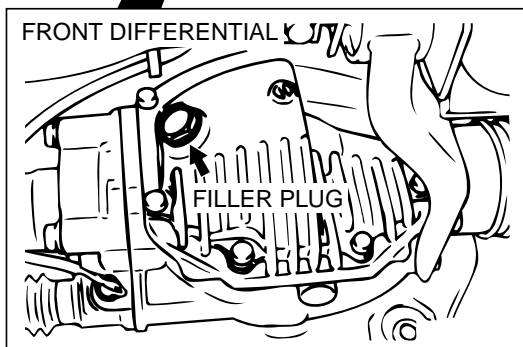
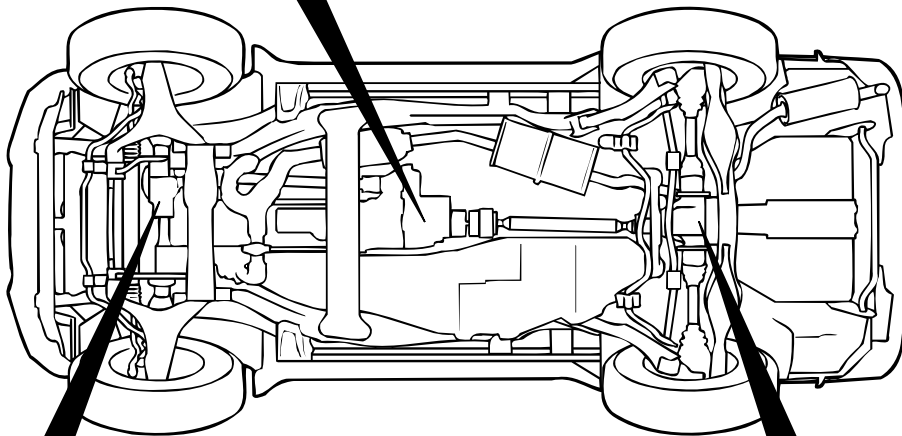
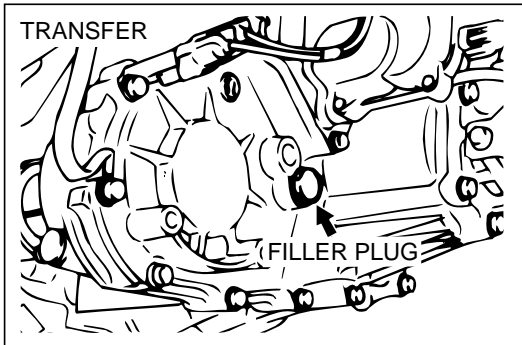


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**INSPECTION AND SERVICE AFTER
DRIVING THROUGH WATER**

After fording a stream, check the following points. If abnormal condition is evident, clean, replace or lubricate.

- Check for water, mud, sand, etc. in the rear brake drum, starter motor, brake pipe and fuel pipe.
- Check for water in the fluid or oil inside the front differential, rear differential, transmission and transfer.
- Check all boots and breather hoses for cracks and damage.



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TOWING AND HOISTING

M1001000800142

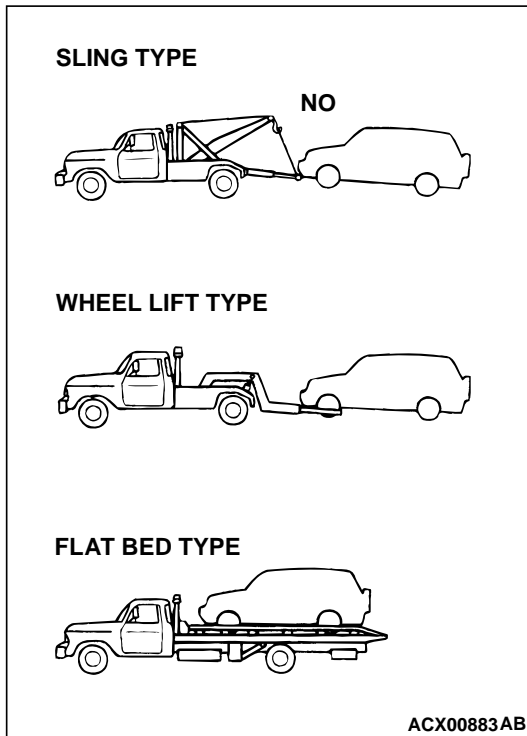
WRECKER TOWING RECOMMENDATION

FRONT TOWING PICKUP

CAUTION

- Do not tow this vehicle with a wrecker using sling-type equipment to prevent the bumper from deformation. If this vehicle is towed, use wheel lift or flat bed equipment.
- Make sure that the transmission remains in the "N" position.
- For the four-wheel-drive vehicle, move the transfer shift lever to "2H" position

The vehicle may be towed on its rear wheels for extended distances provided the parking brake is released. It is recommended that vehicles be towed using the front pickup whenever possible.



REAR TOWING PICKUP

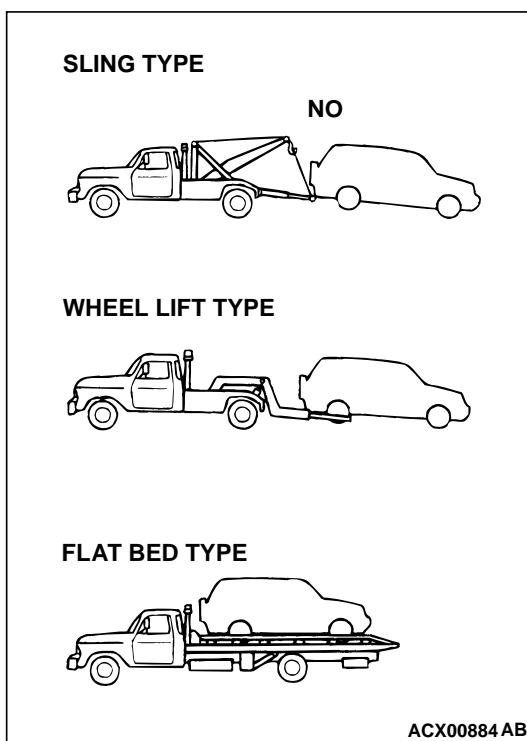
CAUTION

- This vehicle cannot be towed by a wrecker using sling-type equipment to prevent the lower arm from deformation. If this vehicle is towed, use a wheel lift or flat bed equipment.
- Do not use the steering column lock to secure the front wheel for towing.
- For the four-wheel-drive vehicle, move the transfer shift lever to "2H" position.
- If these limits cannot be met, the front wheels must be placed on a tow dolly.

Automatic transmission vehicle may be towed on the front wheels at speeds not to exceed 50 km/h (30 mph) for distances not to exceed 30 km (18 miles).

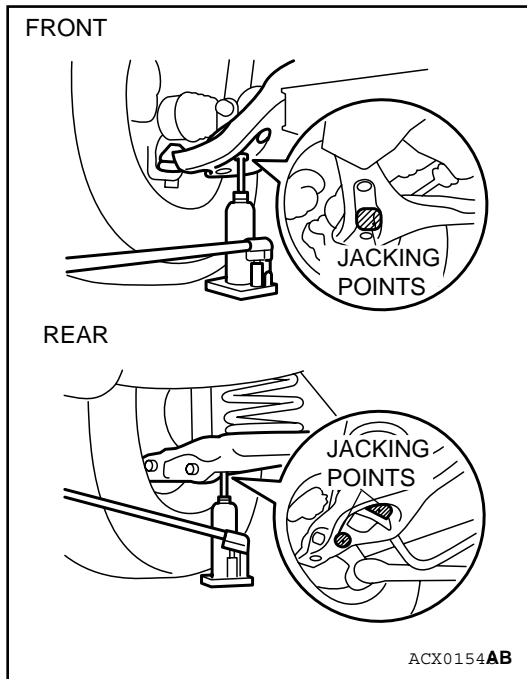
TOWING WHEN KEYS ARE NOT AVAILABLE

When a locked vehicle must be towed and keys are not available, the vehicle may be lifted and towed from the front, provided the parking brake is released. If not released, the rear wheels should be placed on a tow dolly.



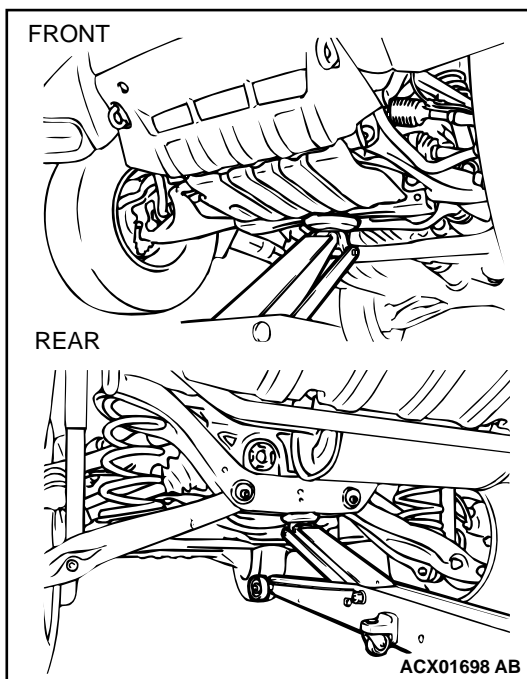
HOISTING**EMERGENCY JACKING**

Place a jack under one of the jacking points shown in the illustration.

**FLOOR JACK****⚠ CAUTION**

- A floor jack must never be used on any part of the underbody.
- Do not attempt to raise one entire side of the vehicle by placing a jack midway between front and rear wheels. This practice may result in permanent damage to the body.

A regular floor jack may be used under the front crossmember or rear frame.



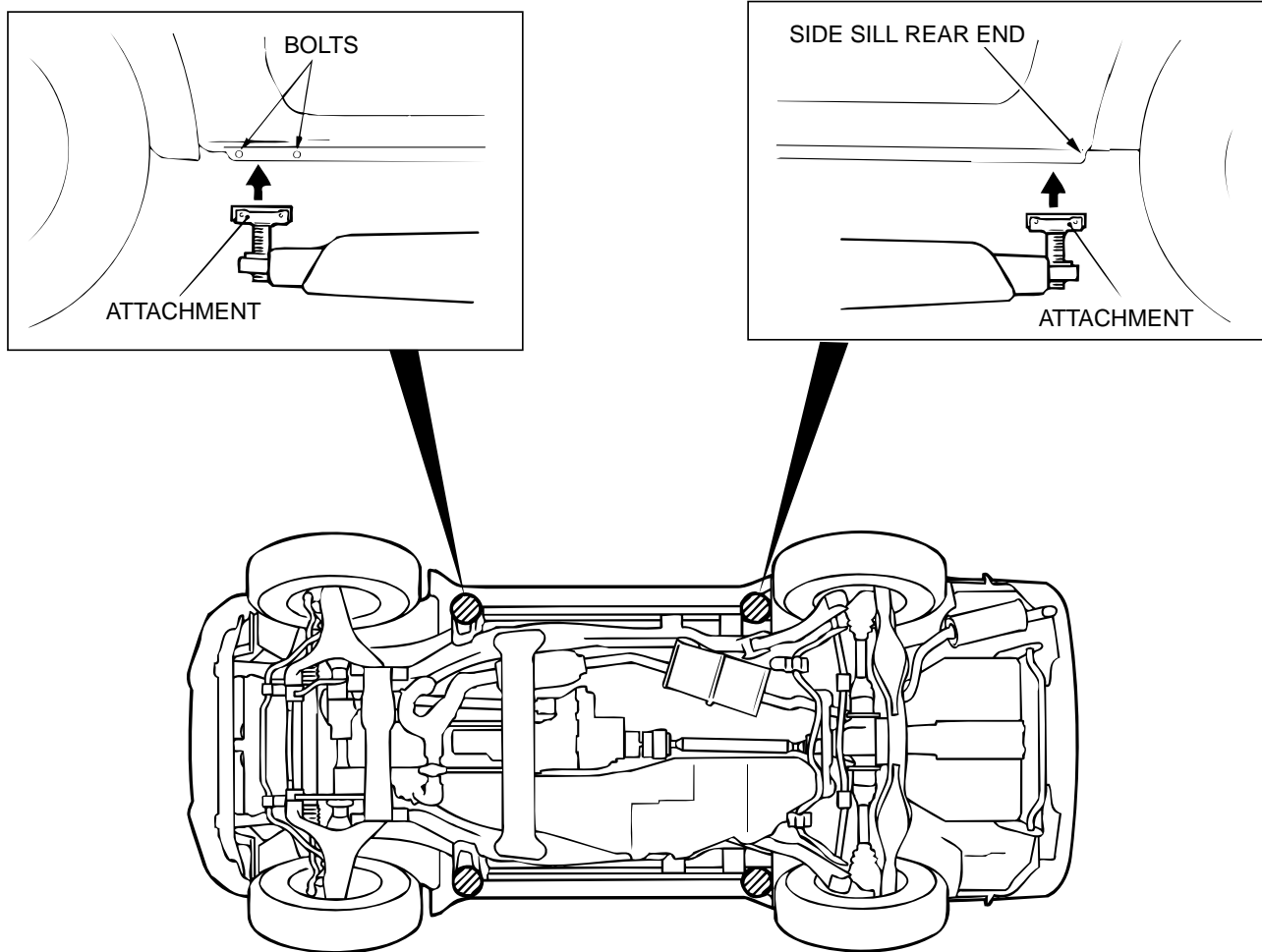
POST TYPE

⚠ CAUTION

When service procedures require removal of the rear suspension, the fuel tank or the spare tire, place additional weight on the rear end of the vehicle or anchor the vehicle to a hoist to prevent center of gravity changes.

Special care should be taken when raising the vehicle on a frame contact type hoist. The hoist must be equipped with the proper adapters in order to support the vehicle at the proper locations shown in the illustration.

Conventional hydraulic hoists may be used after determining that the adapter plates will make firm contact with the side frame.

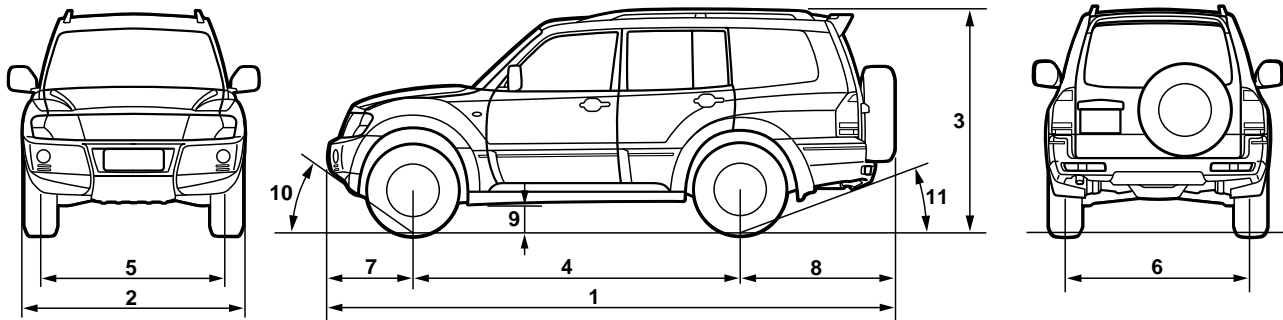


ACX01699 AB

GENERAL DATA AND SPECIFICATIONS

M1001000900309

GENERAL SPECIFICATIONS



AC204542

ITEM		V77WLYHVL2M/3M	V77WLYXVL2M/3M
Vehicle dimensions			
Overall length mm (in)	1	4,795 (188.7)	4,795 (188.7)
Overall width mm (in)	2	1,875 (73.8)	1,875 (73.8)
Overall height (unladen) mm (in)	3	1,885 (74.2)	1,885 (74.2)
Wheelbase mm (in)	4	2,780 (109.4)	2,780 (109.4)
Tread – front mm (in)	5	1,560 (61.4)	1,560 (61.4)
Tread – rear mm (in)	6	1,560 (61.4)	1,560 (61.4)
Overhang – front mm (in)	7	710 (28.0)	710 (28.0)
Overhang – rear mm (in)	8	1,305 (51.4)	1,305 (51.4)
Minimum running ground clearance mm (in)	9	235 (9.3)	235 (9.3)
Angle of approach degrees	10	42°	42°
Angle of departure degrees	11	24°	24°
Vehicle weight kg (lb)			
Curb weight		2,140 (4,718)	2,170 (4,784)
Gross vehicle weight rating		2,760 (6,085)	2,760 (6,085)
Gross axle weight rating - front		1,200 (2,646)	1,200 (2,646)
Gross axle weight rating - rear		1,650 (3,638)	1,650 (3,638)
Seating capacity		7	7
Engine			
Model No.		6G75	6G75
Piston displacement		3.8L	3.8L
Transmission			
Model No.		V5A51	V5A51
Type		5-speed automatic	5-speed automatic
Fuel system			
Fuel supply system		Electronic-controlled multiport fuel injection	

TIGHTENING TORQUE

M1001001100146

Each torque value in the table is a standard value for tightening under the following conditions.

1. Bolts, nuts and washers are all made of steel and plated with zinc.
2. The threads and bearing surface of bolts and nuts are all in dry condition.

The values in the table are not applicable:

1. If toothed washers are inserted.
2. If plastic parts are fastened.
3. If bolts are tightened to plastic or die-cast inserted nuts.
4. If self-tapping screws or self-locking nuts are used

Standard bolt and nut tightening torque

THREAD SIZE		STANDARD TIGHTENING TORQUE		
NOMINAL BOLT DIAMETER (mm)	PITCH (mm)	HEAD MARK "4"	HEAD MARK "7"	HEAD MARK "8"
M5	0.8	2.5±0.5 N·m (23±4 in-lb)	5.0±1.0 N·m (44±9 in-lb)	6.0±1.0 N·m (53±9 in-lb)
M6	1.0	5.0±1.0 N·m (44±9 in-lb)	9.0±2.0 N·m (79±18 in-lb)	10±2 N·m (89±17 in-lb)
M8	1.25	12±2 N·m (107±17 in-lb)	22±4 N·m (16±3 ft-lb)	25±4 N·m (18±3 ft-lb)
M10	1.25	24±4 N·m (18±3 ft-lb)	44±10 N·m (33±7 ft-lb)	53±7 N·m (39±5 ft-lb)
M12	1.25	41±8 N·m (30±6 ft-lb)	83±12 N·m (61±9 ft-lb)	98±12 N·m (72±9 ft-lb)
M14	1.5	73±12 N·m (54±9 ft-lb)	140±20 N·m (104±14 ft-lb)	155±25 N·m (115±18 ft-lb)
M16	1.5	110±20 N·m (81±15 ft-lb)	210±30 N·m (155±22 ft-lb)	235±35 N·m (174±25 ft-lb)
M18	1.5	165±25 N·m (122±18 ft-lb)	300±40 N·m (222±29 ft-lb)	340±50 N·m (251±37 ft-lb)
M20	1.5	225±35 N·m (166±26 ft-lb)	410±60 N·m (303±44 ft-lb)	480±70 N·m (354±52 ft-lb)
M22	1.5	300±40 N·m (222±29 ft-lb)	555±85 N·m (410±62 ft-lb)	645±95 N·m (476±70 ft-lb)
M24	1.5	395±55 N·m (292±40 ft-lb)	735±105 N·m (543±77 ft-lb)	855±125 N·m (631±92 ft-lb)

Flange bolt and nut tightening torque

THREAD SIZE		STANDARD TIGHTENING TORQUE		
NOMINAL BOLT DIAMETER (mm)	PITCH (mm)	HEAD MARK "4"	HEAD MARK "7"	HEAD MARK "8"
M6	1.0	5.0±1.0 N·m (44±9 in-lb)	10±2 N·m (89±17 in-lb)	12±2 N·m (107±17 in-lb)
M8	1.25	13±2 N·m (111±22 in-lb)	24±4 N·m (18±3 ft-lb)	27±5 N·m (20±4 ft-lb)
M10	1.25	26±4 N·m (19±3 ft-lb)	49±9 N·m (36±7 ft-lb)	58±7 N·m (43±5 ft-lb)
M10	1.5	24±4 N·m (18±3 ft-lb)	45±8 N·m (33±6 ft-lb)	55±10 N·m (41±7 ft-lb)
M12	1.25	46±8 N·m (34±6 ft-lb)	95±15 N·m (70±11 ft-lb)	105±15 N·m (78±11 ft-lb)
M12	1.75	43±8 N·m (32±6 ft-lb)	83±12 N·m (61±9 ft-lb)	98±12 N·m (72±9 ft-lb)

LUBRICATION AND MAINTENANCE

M1001001200295

Maintenance and lubrication service recommendations have been compiled to provide maximum protection for the vehicle owner's investment against all reasonable types of driving conditions. Since these conditions vary with the individual vehicle owner's driving habits, the area in which the vehicle is operated and the type of driving to which the vehicle is subjected, it is necessary to prescribe lubrication and maintenance service on a time frequency as well as mileage interval basis.

Oils, lubricants and greases are classified and graded according to standards recommended by the Society of Automotive Engineers (SAE), the American Petroleum Institute (API) and the National Lubricating Grease Institute (NLGI).

MAINTENANCE SCHEDULES

Information for service maintenance is provided in the "SCHEDULED MAINTENANCE TABLE." Three schedules are provided; one for "Required Maintenance," one for "General Maintenance" and one for "Severe Usage Service."

The item numbers in "SCHEDULED MAINTENANCE TABLE" correspond to the section numbers in "MAINTENANCE SERVICE."

SEVERE SERVICE

Vehicles operating under severe service conditions will require more frequent service.

Component service information is included in appropriate units for vehicles operating under one or more of the following conditions:

1. Trailer towing or police, taxi or commercial type operation.
2. Operation of Vehicle
 - (1) Short-trip operation at freezing temperature (engine not thoroughly warmed up)
 - (2) More than 50% operation in heavy city traffic during hot weather greater than 32°C(90°F)
 - (3) Extensive idling
 - (4) Driving in sandy areas
 - (5) Driving in salty areas
 - (6) Driving in dusty conditions
 - (7) Driving off-road

ENGINE OIL

CAUTION

Test results submitted to EPA have shown that laboratory animals develop skin cancer after prolonged contact with used engine oil. Accordingly, the potential exists for humans to develop a number of skin disorders, including cancer, from such exposure to used engine oil. Therefore, when changing engine oil, be careful not to touch it as much as possible. Protective clothing and gloves, that cannot be penetrated by oil, should be worn. The skin should be thoroughly washed with soap and water, or use waterless hand cleaner, to remove any used engine oil. Do not use gasoline, thinners, or solvents.

Either of the following engine oils should be used:

1. Engine oil displaying ILSAC certification mark.
2. Engine oil conforming to the API classification SJ EC or SJ/CD EC.

For further details, refer to "LUBRICANTS SELECTION."

LUBRICANTS AND GREASES

Semi-solid lubricants bear the NLGI designation and are further classified as grades 0, 1, 2, 3, etc.

Whenever "Chassis Lubricant" is specified, Multipurpose Grease, NLGI grade Number 2, should be used.

FUEL USAGE STATEMENT

CAUTION

Using leaded gasoline in your car will damage the catalytic converters and heated oxygen sensors, and affect the warranty coverage validity.

This vehicle must use unleaded gasoline only.

Premium fuel is recommended.

This vehicle has a fuel filler tube which is especially designed to accept only the smaller-diameter unleaded gasoline dispensing nozzle.

Your car is designed to operate on unleaded gasoline having a minimum octane rating of 87 [(MON + RON)/2], or 91 RON.

MON: Motor Octane Number

RON: Research Octane Number

GASOLINES CONTAINING ALCOHOL

Some gasolines sold at service stations contain alcohol although they may not be so identified.

Using fuels containing alcohol is not recommended unless the nature of the blend can be determined as being satisfactory.

Gasohol: A mixture of 10% ethanol (grain alcohol) and 90% unleaded gasoline may be used in your vehicle. If driveability problems are experienced as a result of using gasohol, it is recommended that the vehicle be operated on gasoline.

Methanol: **Do not use gasolines containing methanol (wood alcohol).** Using this type of alcohol can result in vehicle performance deterioration and damage critical parts in the fuel system components. Fuel system damage and performance problems resulting from the use of gasolines containing methanol may not be covered by the new vehicle warranty.

GASOLINES CONTAINING METHY TERTIARY BUTYL ETHER (MTBE)

Unleaded gasoline containing 15% or less MTBE may be used in your vehicle. (Fuel containing MTBE over 15% in volume may cause reduced engine performance and produce vapor lock or hard starting.

MATERIALS ADDED TO FUEL

Indiscriminate use of fuel system cleaning agents should be avoided. Many of these materials intended for gum and varnish removal may contain highly active solvents or similar ingredients that can be harmful to gasket and diaphragm materials used in fuel system component parts.

RECOMMENDED LUBRICANTS AND LUBRICANT CAPACITIES TABLE

M1001001300300

RECOMMENDED LUBRICANTS

PART	SPECIFICATION	REMARK
Engine oil	Engine oil displaying ILSAC certification mark or conforming the API classification SJ EC or SJ/CD EC	For further details, refer to "LUBRICANTS SELECTION" section.
Automatic transmission	mitsubishi genuine ATF SP-III	-
Transfer	API classification GL-4	SAE grade number: SAE 75W-90 or 75W/85W
Front axle, Rear axle	API classification GL-5 or higher	For further details, refer to "Lubricants Selection" section.
Power steering	GENUINE MITSUBISHI POWER STEERING FLUID	-
Brakes	Conforming to DOT 3 or DOT 4	-
Engine coolant	MITSUBISHI genuine coolant or an equivalent	-
Door hinges, back door hinges	Engine oil	-

LUBRICANT CAPACITY TABLE

DESCRIPTION	SPECIFICATION
Engine oil dm ³ (qt)	Oil pan (excluding oil filter) 4.3 (4.5)
Engine oil dm ³ (qt)	Oil filter 0.3 (0.32)
Engine oil dm ³ (qt)	Oil cooler 0.3 (0.32)
Engine coolant dm ³ (qt)	9.0 (9.5)
Automatic transmission dm ³ (qt)	9.3 (9.8)
Transfer dm ³ (qt)	2.8 (3.0)

DESCRIPTION		SPECIFICATION
Differential	Front axle dm ³ (qt)	1.2 (1.3)
	Rear axle dm ³ (qt)	1.6 (1.7)
Power steering dm ³ (qt)		1.0 (1.1)
Fuel tank dm ³ (gal)		90 (23.8)

LUBRICANT SELECTION

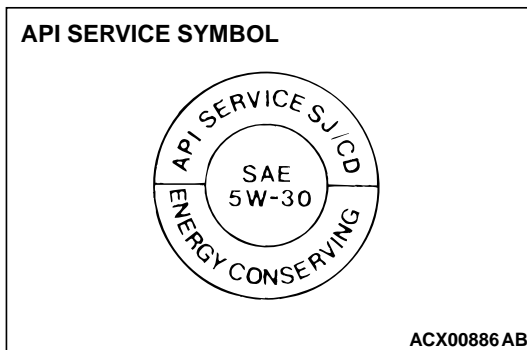
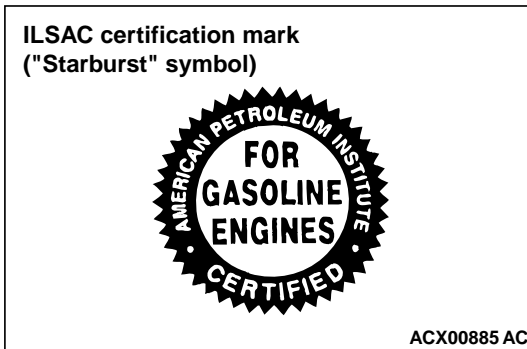
ENGINE OIL

⚠ CAUTION

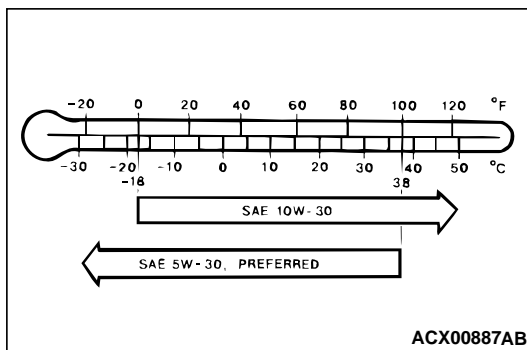
Never use nondetergent or straight mineral oil.

Oil Identification Symbol

Use only engine oils displaying the ILSAC certification mark ("Starburst" symbol) on the container.



If these oils are not available, an API classification SJ EC or SJ/CD EC can be used.



Oil Viscosity

The SAE grade number indicates the viscosity of the oil. A proper SAE grade number should be selected according to ambient temperature.

FRONT AXLE/REAR AXLE

LUBRICANT	API CLASSIFICATION GL-5 OR HIGHER
Expected temperature range	Viscosity range
Greater than -23°C (-10°F)	SAE 90, SAE 85W-90 or SAE 80W-90
-20°C to -34°C (-10°F to -30°F)	SAE 80W or SAE 80W-90
Less than -34°C (-30°F)	SAE 75W

SELECTION OF COOLANT

COOLANT

Relationship between Coolant Concentration and Specific Gravity

⚠ CAUTION

- If the concentration of the coolant is less than 30%, the anti-corrosion property will be adversely affected. In addition, if the concentration is greater than 60%, both the anti-freeze and engine cooling properties will decrease, affecting the engine adversely. For these reasons, be sure to maintain the concentration level within the specified range.
- Do not use a mixture of different brands of anti-freeze.

COOLANT TEMPERATURE °C (°F) AND SPECIFIC GRAVITY					FREEZING TEMPERATURE	SAFE OPERATING TEMPERATURE	COOLANT CONCENTRATION (SPECIFIC VOLUME)
10 (50)	20 (68)	30 (86)	40 (104)	50 (122)	°C (°F)	°C (°F)	%
1.054	1.050	1.046	1.042	1.036	-16 (3.2)	-11 (12.2)	30
1.063	1.058	1.054	1.049	1.044	-20 (-4)	-15 (5)	35
1.071	1.067	1.062	1.057	1.052	-25 (-13)	-20 (-4)	40
1.079	1.074	1.069	1.064	1.058	-30 (-22)	-25 (-13)	45
1.087	1.082	1.076	1.070	1.064	-36 (-32.8)	-31 (-23.8)	50
1.095	1.090	1.084	1.077	1.070	-42 (-44)	-37 (-35)	55
1.103	1.098	1.092	1.084	1.076	-50 (-58)	-45 (-49)	60

Example

- The safe operating temperature is -15°C (5° F) when the specific gravity is 1.058 at the coolant temperature of 20° C (68° F)

SCHEDULED MAINTENANCE TABLE

M1001001400307

**SCHEDULED MAINTENANCE SERVICE
FOR EMISSION CONTROL AND PROPER
VEHICLE PERFORMANCE**

Inspection and service should be performed any time a malfunction is observed or suspected.

NO.	EMISSION CONTROL SYSTEM MAINTENANCE	SERVICE INTERVALS	KILOMETERS IN THOUSANDS	24	48	72	96	120	144	168
			MILEAGE IN THOUSANDS	15	30	45	60	75	90	105
1	Fuel system (tank, pipe line and connection, and fuel tank filler tube cap)	Check for leaks every 5 years or					X			
2	Fuel hoses	Check condition every 2 years or			X		X		X	
3	Air cleaner element	Replace at			X		X		X	
4	Evaporative emission system (except evaporative emission canister)	Check for leaks and clogging every 5 years or					X			
5	Spark plugs	Replace at								X
6	Ignition cables	Replace every 5 years or					X			

GENERAL MAINTENANCE SERVICE FOR PROPER VEHICLE PERFORMANCE

NO.	GENERAL MAINTENANCE	SERVICE INTERVALS	KILOMETERS IN THOUSANDS	24	48	72	96	120	144	168
			MILEAGE IN THOUSANDS	15	30	45	60	75	90	105
7	Timing belt	Replace at					X ^{*1}			AT 160,000 km ^{*2} (100,000 miles)
8	Drive belt (for generator, water pump, power steering pump)	Check condition at			X		X		X	
9	Engine oil	Change oil every 12 months or		Every 12,000 km (7,500 miles)						
10	Engine oil filter	Replace every 12 months or ^{*3}		X	X	X	X	X	X	X
11	Automatic transmission fluid	Check fluid level every 12 months or		X	X	X	X	X	X	X
12	Automatic transmission fluid ^{*4}	Change fluid at			X		X		X	
13	Transfer oil	Check oil level			X		X		X	

**GENERAL <BODY AND CHASSIS>
SCHEDULED MAINTENANCE TABLE**

00-35

NO.	GENERAL MAINTENANCE		SERVICE INTERVALS	KILOMETERS IN THOUSANDS	24	48	72	96	120	144	168
				MILEAGE IN THOUSANDS	15	30	45	60	75	90	105
14	Engine coolant		Change	at first 4 years or				X			
				after that Every 2 years or				Every 48,000 km (30,000 miles)	X		
15	Disc brake pads		Inspect for wear every 12 months or		X	X	X	X	X	X	X
16	Brake hoses		Check for deterioration or leaks every 12 months or		X	X	X	X	X	X	X
17	Ball joint and steering linkage seals		Inspect for grease leaks and damage every 2 years or			X		X		X	
18	Drive shaft boots		Inspect for grease leaks and damage every 12 months or		X	X	X	X	X	X	X
19	Front axle and rear axle	Without LSD	Inspect oil level at			X		X		X	
20	Propeller shaft joints		Lubricate with grease every 2 years or			X		X		X	
21	Exhaust system connection portion of muffler, piping and converter heat shields		Check and service as required every 2 years or			X		X		X	
22	SRS air bag		Inspect the SRS system at		10 years						
23	Tires		Rotate every 12 months or		Every 12,000 km (7,500 miles)						

NOTE:

*1: For California, Massachusetts, Vermont and Maine, this maintenance is recommended but not required

*2: Not required if belt was previously changed

*3: If the mileage is less than 12,000 km (7,500 miles) each year, the oil filter should be replaced at every oil change

*4: Change fluid under severe usage conditions only.

**SCHEDULED MAINTENANCE UNDER
SEVERE USAGE CONDITIONS**

Maintenance should be carried out according to the following table:

NO.	MAINTENANCE ITEM	SERVICE INTERVALS	KILOMETERS IN THOUSANDS	24	48	72	96	120	144	168	SEVERE USAGE CONDITIONS
			MILEAGE IN THOUSANDS	15	30	45	60	75	90	105	
3	Air cleaner element	Replace at		X	X	X	X	X	X	X	A and E
5	Spark plugs	Replace at		X	X	X	X	X	X	X	B and D
9	Engine oil	Change every 3 months or	Every 4,800 km (3,000 miles)								A, B, C, D and G
10	Engine oil filter	Replace every 6 months or	Every 9,600 km (6,000 miles)								A, B, C, D and G
12	Automatic transmission fluid	Change fluid at		X		X		X			B, G and H
13	Transfer oil	Change oil at		X		X		X			B, G and H
15	Disc brake pads	Inspect for wear every 6 months or	Every 9,600 km (6,000 miles)								A and F
23	Tires	Rotate every 6 months or	Every 9,600 km (6,000 miles)								B, C, E, G and H

Severe usage conditions

A – Driving in dusty conditions

B – Trailer towing, or police, taxi, or commercial type operation

C – Extensive idling, driving in stop and go traffic

D – Short-trip operation at freezing temperatures (engine not thoroughly warmed up)

E – Driving in sandy areas

F – Driving in salty areas

G – More than 50% operation in heavy city traffic or at sustained high speeds during hot weather grater than 32°C (90°F)

H – Driving off-road

MAINTENANCE SERVICE**1. FUEL SYSTEM (TANK, PIPE LINE AND CONNECTIONS, AND FUEL TANK FILLER TUBE CAP) (Check for leaks)**

M1001001600130

1. Check for damage or leakage in the fuel lines and connections.
2. Inspect the surface of fuel hoses for heat and mechanical damage. Hard and brittle rubber, cracking, checking, tears, cuts, abrasions and excessive swelling indicate deterioration of the rubber.
3. If the fabric casing of the rubber hose is exposed by cracks and abrasions in the fuel system, the hoses should be replaced.

2. FUEL HOSES (CHECK CONDITION)

M1001001700137

Make sure that the hoses do not come in contact with any heat source or moving component which might cause heat damage or mechanical wear.

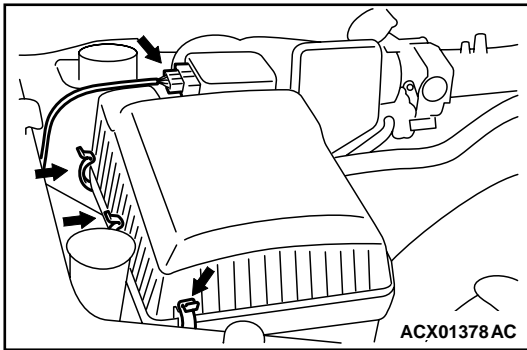
3. AIR CLEANER ELEMENT (Replace)

M1001001800286

The air cleaner element will become dirty during use, reducing its effect. Replace it with a new one.

REPLACEMENT OF AIR CLEANER ELEMENT

1. Loosen the clamp coupling the air intake hose and the air cleaner housing cover, and separate the air intake hose.
2. Disconnect the volume airflow sensor connector.
3. Disconnect the air cleaner housing cover clips.
4. Remove the air cleaner housing cover and replace the air cleaner element with a new one.
5. Clamp the clips and coupling, and then connect the volume airflow sensor connector.



4. EVAPORATIVE EMISSION SYSTEM (CHECK FOR LEAKS AND CLOGGING) - EXCEPT EVAPORATIVE EMISSION CANISTER

M1001001900272

If the fuel-vapor vent line is clogged or damaged, the fuel vapor mixture will escape into the atmosphere causing excessive emissions. Disconnect the line at both ends, and blow it clean with compressed air. Remove the fuel tank filler tube cap from the filler tube and check to see if there is evidence that the packing makes improper contact to the filler tube.

5. SPARK PLUGS (Replace)

M1001002000238

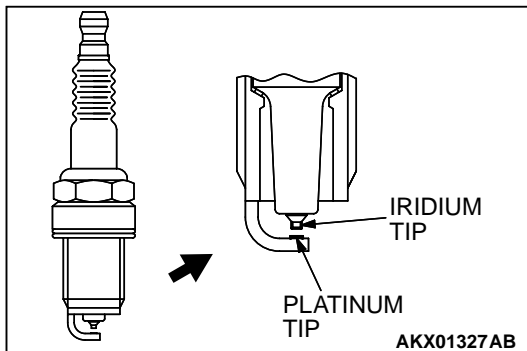
⚠ CAUTION

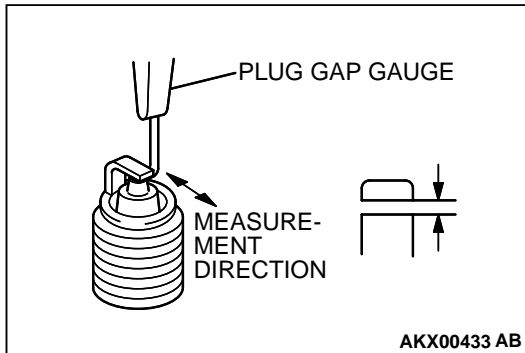
Iridium plugs are used. Use care not to damage the iridium and platinum tips of the plugs. Do not adjust the spark plug gap.

1. Spark plugs must spark properly to assure proper engine performance and reduce exhaust emission level. Therefore, they should be replaced periodically with new ones.

Spark plug type

MAKER	IDENTIFICATION NO.
NGK	IFR6S
DENSO	SK20PR-A8





2. The new plugs should be checked for the proper gap.
Spark plug gap: 0.7 – 0.8 mm (0.028 – 0.031 inch)
3. Install the spark plugs and tighten to 25 ± 5 N·m (18 ± 4 ft-lb).

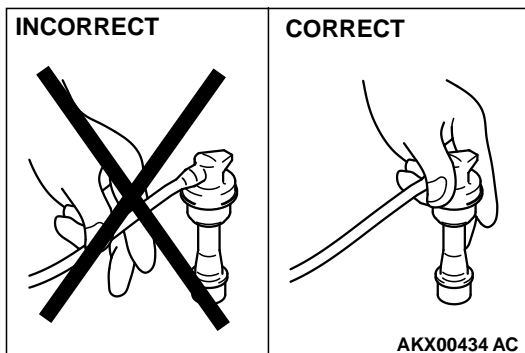
6. IGNITION CABLES (Replace)

M1001002100020

⚠ CAUTION

When disconnecting an ignition cable, be sure to hold the cable boot. If the cable is disconnected by pulling on the cable, an open circuit might result.

The ignition cables should be replaced periodically with new ones. After replacing, make sure that the ignition cables are routed properly and fully seated.



7. TIMING BELT (REPLACE)

M1001002300024

Replace the belt with a new one according to the maintenance schedule on [P.00-34](#) to assure proper engine performance. For removal and installation procedures, refer to GROUP 11A, Timing Belt [P.11A-33](#).

8. DRIVE BELT (FOR GENERATOR AND WATER PUMP, POWER STEERING PUMP) (CHECK CONDITION)

M1001002500318

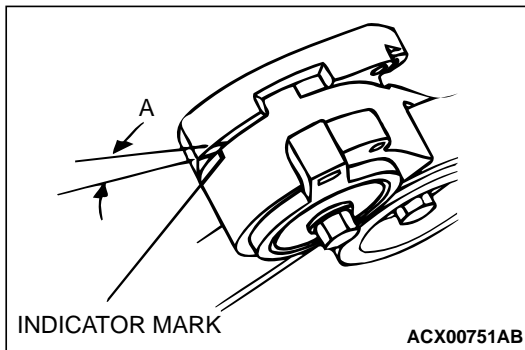
Generator, Water Pump, Power Steering Pump Drive Belt Tension Check and Adjustment

⚠ CAUTION

Perform the check after rotating the engine in the normal direction (one revolution or more).

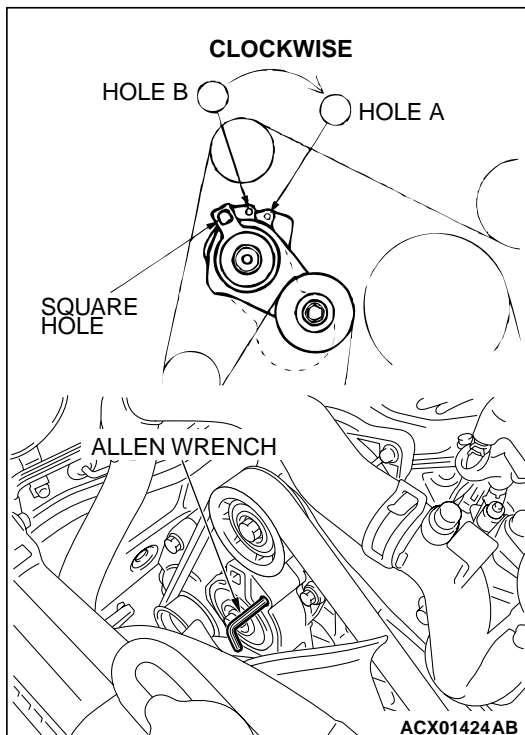
1. Check that the indicator mark of the auto-tensioner is located between the marks shown as "A" on the tensioner bracket.
2. If the mark is located out of the space "A," replace the drive belt.

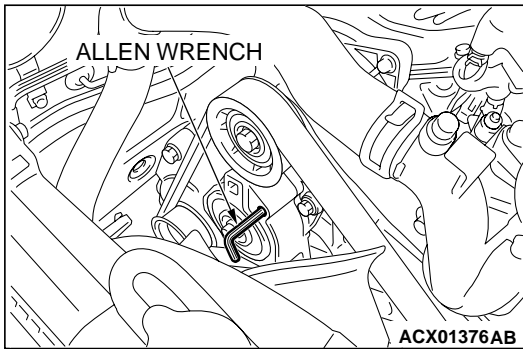
NOTE: Since the auto-tensioner is used, it is not necessary to adjust the tension of the belt



Check of auto-tensioner

1. Run the engine at idling speed and then stop it to check whether the drive belt is centered on the auto-tensioner pulley.
2. Insert a 1/2 inch breaker bar into the square hole on the drive belt auto tensioner, and rotate it clockwise until the tensioner touches the stopper.
3. Align hole B with hole A, and insert a 5.0 mm (0.20 inch) Allen wrench to hold the tensioner. Then loosen the drive belt, and then remove the drive belt auto tensioner.
4. Move the auto-tensioner right and left by using a 1/2 inch breaker bar or similar tool to verify that it moves smoothly.
5. If some abnormality is found during the above mentioned check (1) and (3), replace the auto-tensioner.
6. Install the drive belt auto tensioner with Allen wrench inserted.





7. After the drive belt has been installed, remove the Allen wrench while holding the drive belt auto tensioner with a socket wrench drive. Then release the drive belt auto tensioner slowly.
8. Check for proper tension.

9. ENGINE OIL (CHANGE)

M1001002600304

Use the specified oil. (Refer to P.00-31.)

1. After warming up the engine, remove the oil filler cap.

⚠ WARNING

Use care. Oil could be hot.

2. Remove the drain plug to allow the engine oil to drain.
3. Replace the drain plug gasket with a new one, and then tighten the drain plug to the specified torque.

NOTE: Install the drain plug gasket so it faces in the direction shown in the illustration.

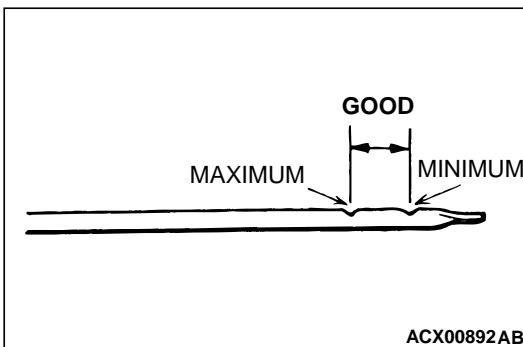
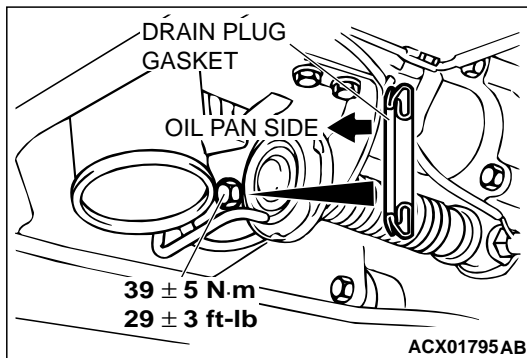
Tightening torque: 39 ± 5 N·m (29 ± 3 ft·lb)

4. Pour new engine oil in through the oil filler tube.

Engine oil capacity: 4.3 dm³ (4.5 quarts)

[excluding oil filter 0.3 dm³ (0.32 quart), oil cooler 0.3 dm³ (0.32 quart)]

5. Start the engine and run it at idle for a few minutes.
6. Stop the engine and check to ensure that the engine oil level is within the level range indicated on the dip stick.

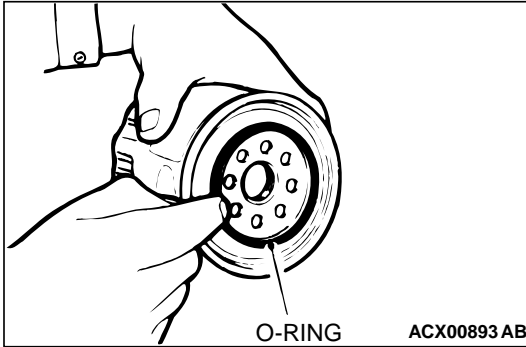


10. ENGINE OIL FILTER (REPLACE)

M1001002700282

The quality of replacement filters varies considerably. Only high quality filters should be used to assure most efficient service. Genuine oil filters require that the filter is capable of withstanding a pressure of 1,765 kPa (256 psi) are high quality filters and are recommended as follows:

**Mitsubishi Oil Filter Part Number:
MD352626 or equivalent**



ENGINE OIL FILTER SELECTION

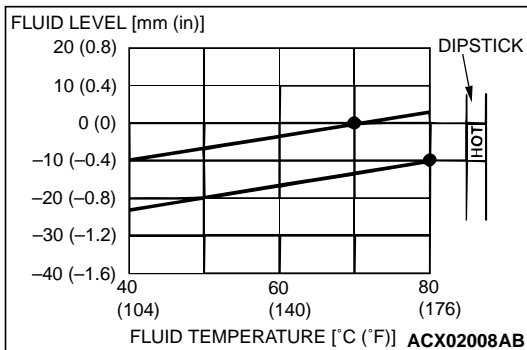
This vehicle is equipped with a full-flow, throw-away oil filter. The same type of filter is recommended as a replacement filter for this vehicle. It is possible, particularly in cold weather, that this vehicle may develop high oil pressure for a short duration. Make sure that any replacement filter used on this vehicle is a high-quality filter. The filter can withstand a pressure of 1,765 kPa (256 psi) [manufacturer's specifications] to avoid the filter and engine damage. The following is a high-quality filter and is strongly recommended for use on this vehicle: Mitsubishi Engine Oil Filter Part number MD352626.

Any replacement oil filter should be installed in accordance with the oil filter manufacturer's installation instructions.

1. Remove the under cover.
2. Drain the engine oil by removing the oil drain plug.
3. Use an oil filter wrench to remove the engine oil filter.
4. Clean the contact surface of the filter bracket.
5. Lubricate the O-ring of the new oil filter with a small amount of new engine oil.

11. AUTOMATIC TRANSMISSION FLUID (CHECK FLUID LEVEL)

M1001002900275



1. Drive the vehicle until the fluid temperature rises to the normal temperature [70 – 80°C (158 – 176°F)].
If it takes some amount of time until the transmission fluid reaches its normal operating temperature [70 – 80°C (158 – 176°F)], check the transmission fluid level by referring to the diagram at left.

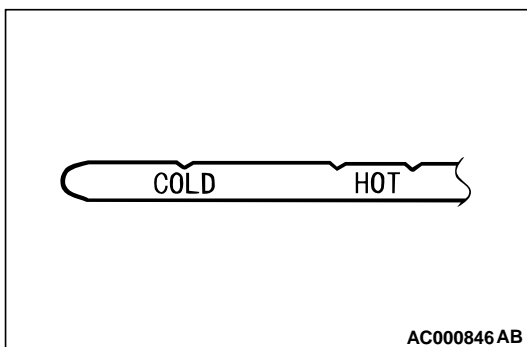
NOTE: The transmission fluid temperature is measured with scan tool MB991502.

2. Park the vehicle on a level surface.
3. Move the selector lever through all positions to fill the torque converter and the hydraulic circuits with fluid, and then move the selector lever to the "N" position.
4. After wiping off any dirt from around the dipstick, remove the dipstick and check the condition of the fluid.

NOTE: If the fluid smells as if it is burnt, it means that the fluid has been contaminated by fine particles from the bushings and friction materials, a transmission overhaul and flashing the cooler line flushing may be necessary.

5. Check that the fluid level is at the "HOT" mark on the dipstick. If the fluid level is lower than this, pour in more MITSUBISHI GENUINE ATF SP-III or equivalent until the level reaches the "HOT" mark.

NOTE: If the fluid level is too low, the oil pump will draw in air along with the fluid, which will cause bubbles to form. This will in turn cause the hydraulic pressure to drop, which will result in late shifting and slipping of the clutches and brakes.



If the fluid level is too high, the gear makes bubbles in transmission fluid. Same phenomena will occur when the transmission fluid volume is little.

In either case, air bubbles can interfere with normal valve, clutch, and brake operation. Foaming can cause fluid to escape from the transmission vent, in which case it may be mistaken for a leak.

- Securely insert the dipstick.

NOTE: The fluid and filter should always be replaced when:

- When trouble shooting the transmission
- When overhauling the transmission
- When the oil is noticeably dirty or burnt (vehicle was driven under severe conditions)

Further more, the oil filters are special filters which are only to be used for the automatic transmission.

12. AUTOMATIC TRANSMISSION FLUID (CHANGE)

M1001006900136

If you have a fluid changer, replace the fluid by the following procedure.

- Disconnect the hose shown in the illustration which connects the transmission and the oil cooler (inside the radiator). Place a container under the hose to collect the transmission fluid.
- Start the engine and let the fluid drain out.

Running conditions: "N" range with engine idling

⚠ CAUTION

The engine should be stopped within one minute after it is started. If the fluid has all drained out before then, the engine should be stopped at that point.

- Remove the drain plug from the bottom of the transmission case to drain the fluid.

Discharge volume: Approximately 2.0 dm³ (2.1 quarts)

- Install the drain plug with a new gasket, and tighten it to the specified torque.

Tightening torque: 32 ± 2 N·m (24 ± 1 ft·lb)

- Pour new transmission fluid in through the oil filler tube.

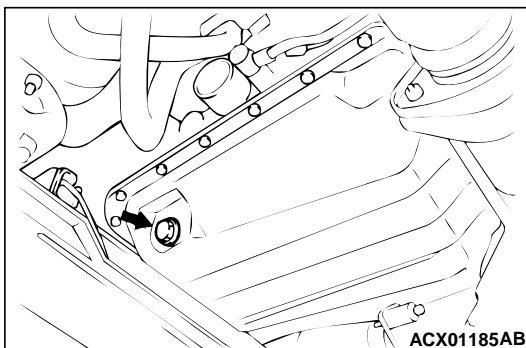
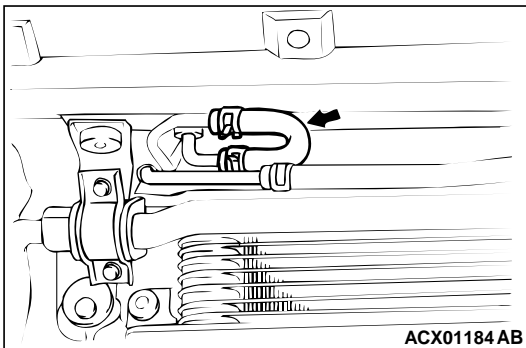
Adding volume: Approximately 6.0 dm³ (6.3 quarts)

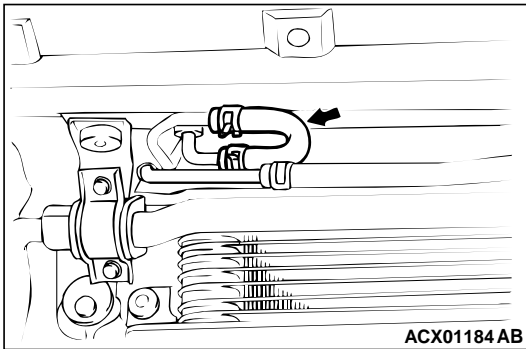
⚠ CAUTION

Stop pouring if the full volume of fluid cannot be poured in.

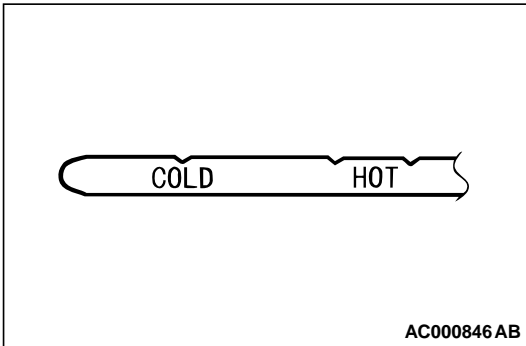
- Repeat the procedure in Step 2. (to pump out the rest of the contaminated fluid)
- Pour the transmission fluid in through the oil filler tube.

NOTE: Check the fluid for contamination or burnt smell. If fluid is still contaminated or burnt, repeat Steps 7 and 8 before proceeding to Step 8.

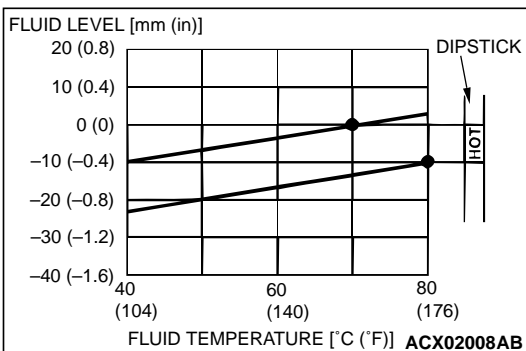




8. Reconnect the hose which was disconnected in step 1 above, and firmly replace the dipstick.
9. Start the engine and run it at idle for 1 – 2 minutes.
10. Move the selector lever through all positions, and then move it to the "N" position.



11. Check that the fluid level is at the "COLD" mark on the dipstick. If the level is lower than this, pour in more fluid.



12. Drive the vehicle until the fluid temperature rises to the normal temperature [70 – 80°C (158 – 176°F)], and then check the fluid level again. If it takes some amount of time until the transmission fluid reaches its normal operating temperature [70 – 80°C (158 – 176°F)], check the transmission fluid level by referring to the diagram at left. The transmission fluid level must be at the "HOT" mark.

NOTE: The transmission fluid temperature is measured with scan tool MB991502. The "COLD" level is for reference only; the "HOT" level should be regarded as the standard level.

13. Firmly insert the dipstick into the oil filler tube.

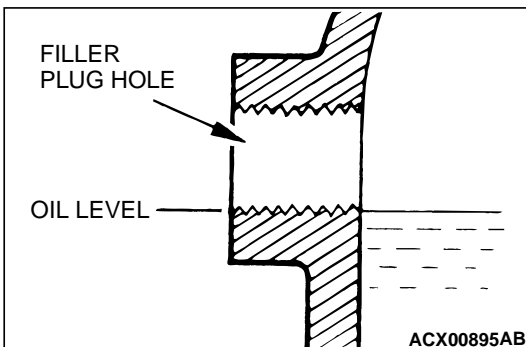
13. TRANSFER OIL (CHECK OIL LEVEL)

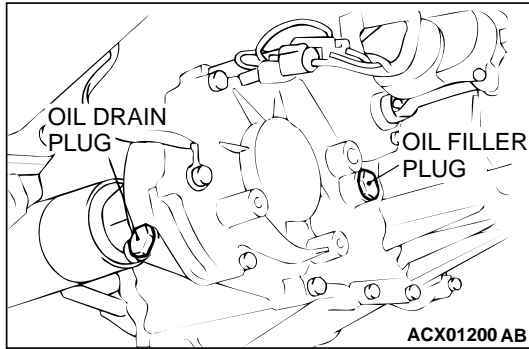
M1001003000082

Transfer Oil Check

1. Remove the filler plug.
2. Check that the oil level is up to the lower edge of the filler plug hole.
3. Check that the oil is not noticeably dirty, and that it has a suitable viscosity.
4. Tighten the filler plug to the specified torque.

Tightening torque: 32 ± 2 N·m (24 ± 1 ft-lb)





TRANSFER OIL CHANGE

1. Remove the filler plug.
2. Remove the drain plug and drain oil.
3. Tighten the drain plug to the specified torque.
Tightening torque: 32 ± 2 N·m (24 ± 1 ft-lb)
4. Add the oil until the level comes to the lower portion of the filler plug hole.
Specified oil:
Hypoid gear oil SAE 75W-90 or 75W-85W conforming to API classification GL-4
Quantity: 2.8 dm³ (3.0 quarts)
5. Tighten the filler plug to the specified torque.
Tightening torque: 32 ± 2 N·m (24 ± 1 ft-lb)

14. ENGINE COOLANT (CHANGE)

M1001003100283

Check the cooling system parts such as the radiator, heater and oil cooler hoses, thermostat and their connections for leakage and damage.

Changing Coolant

1. Set the temperature control knob to the "HOT" position.

⚠ CAUTION

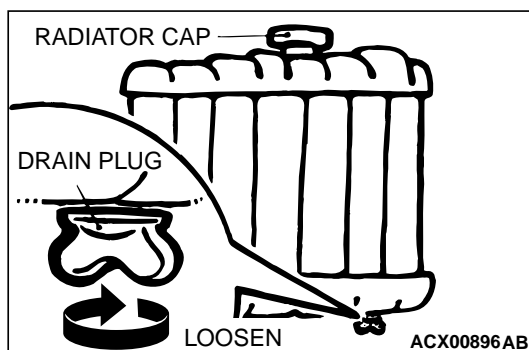
When removing the radiator cap, use care to avoid contact with hot coolant or steam. Place a shop towel over the cap and turn the cap counterclockwise a little to let the pressure escape through the vinyl tube. After relieving the steam pressure, remove the cap by slowly turning it counterclockwise.

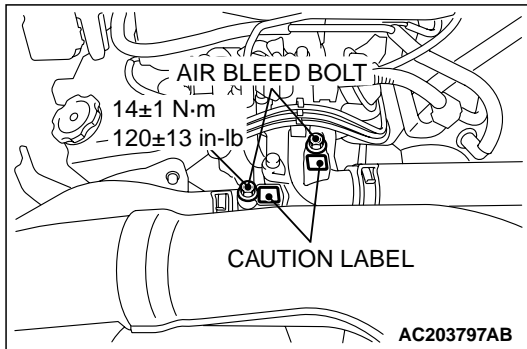
2. Remove the radiator cap, radiator drain plug and engine drain plug to drain the coolant.
3. Remove the reserve tank and drain the coolant.
4. After completely draining the coolant, reinstall the drain plugs and flush the engine and radiator using a radiator cleaning fluid.
5. After the flushing is completed, completely drain the cleaning fluid and install the radiator and engine drain plugs.
6. Assemble the reservoir tank.

⚠ CAUTION

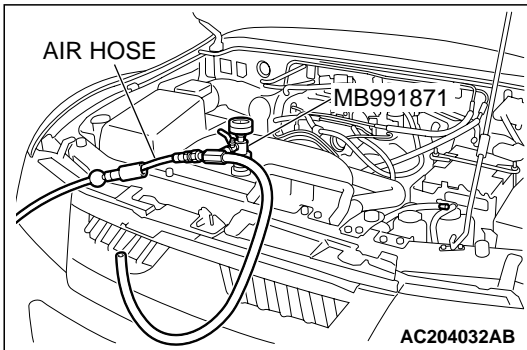
Do not use alcohol or methanol anti-freeze or any engine coolants mixed with alcohol or methanol anti-freeze. The use of an improper anti-freeze can cause the corrosion of the aluminum components.

7. <Refilling engine coolant without the special tool>
(1) Loosen the air bleed bolt.





- (2) By referring to the section on coolant, select an appropriate concentration for safe operating temperature within the range of 30 to 60%. Refill the system with a high quality ethylene glycol antifreeze at the selected concentration. A convenient mixture is a 50% water and 50% antifreeze solution [freezing point: -31°C (-32.8°F)]. Pour in coolant until it overflows from the air bleed bolt hole, and then tighten the air bleed bolt.



8. <When special tool MB991871 is used>
By referring to the section on coolant, select an appropriate concentration for safe operating temperature within the range of 30 to 60 %. Use special tool MB991871 to refill the coolant. A convenient mixture is a 50 % water and 50 % antifreeze solution [freezing point: -31°C (-32.8°F)].

NOTE: For how to use special tool MB991871, refer to its manufacturer's instructions.

Recommended antifreeze:

Long life antifreeze coolant or an equivalent

Quantity: 9.0 dm³ (9.5 quarts)

9. Reinstall the radiator cap.
10. Start the engine and let it warm up until the thermostat opens.
11. After repeatedly revving the engine up to 3,000 r/min several times, then stop the engine.
12. Remove the radiator cap after the engine has become cold, and pour in coolant up to the brim. Reinstall the cap.

⚠ CAUTION

Do not overflow the reserve tank.

13. Add coolant to the reserve tank between the "FULL" and "LOW" mark if necessary.

15. DISC BRAKE PADS (INSPECT FOR WEAR)

M1001003200138

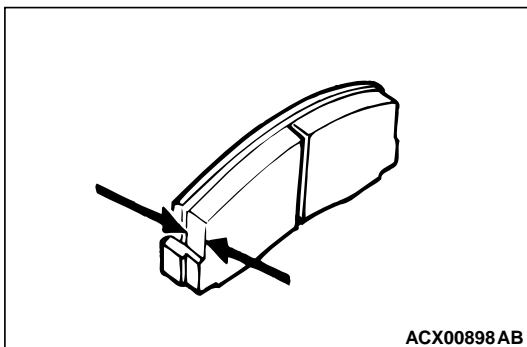
Check for fluid contamination and wear. Replace the complete set of pads if defective.

Thickness of lining

Minimum limit: 2.0 mm (0.08 inch)

⚠ CAUTION

The pads for the right and left wheels should be replaced at the same time. Never split or intermix brake pad sets. All four pads must be replaced as a complete set.



**16. BRAKE HOSES (CHECK FOR
DETERIORATION OR LEAKS)**

M1001003400273

Inspection of brake hoses and tubing should be included in all brake service operations.

The hoses should be checked for:

1. Incorrect length, severe surface cracking, pulling, scuffing or worn spots. (If the fabric casing of the hoses is exposed by cracks or abrasion in the rubber hose cover, the hoses should be replaced. Eventual deterioration of the hose and possible bursting failure may occur.)
2. Incorrect installation, twisting or interference with wheel, tire or chassis.

**17. BALL JOINT AND STEERING LINKAGE
SEALS (INSPECT FOR GREASE LEAKS AND
DAMAGE)**

M1001003500281

1. These components, which are permanently lubricated at the factory, do not require periodic lubrication. Damaged seals and boots should be replaced to prevent leakage or grease contamination.
2. Inspect the dust cover and boots for proper sealing, leakage and damage, and replace them if defective.

**18. DRIVE SHAFT BOOTS (INSPECT FOR
GREASE LEAKS AND DAMAGE)**

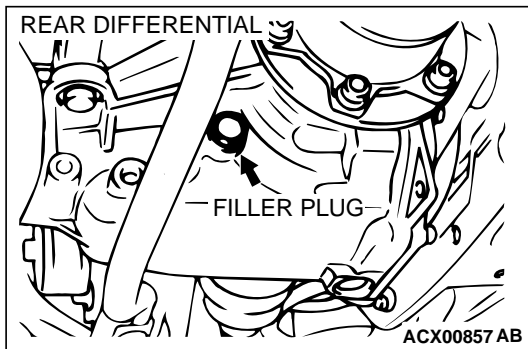
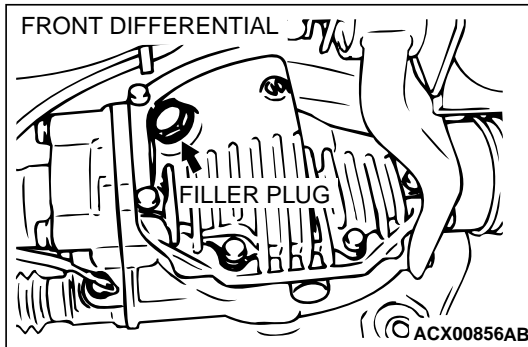
M1001003600277

1. These components, which are permanently lubricated at the factory, do not require periodic lubrication. Damaged seals and boots should be replaced to prevent leakage or grease contamination.
2. Inspect the dust cover and boots for proper sealing, leakage and damage. Replace them if defective.

19 FRONT AXLE AND REAR AXLE (CONVENTIONAL DIFFERENTIAL) (INSPECT OIL LEVEL)

M1001007100100

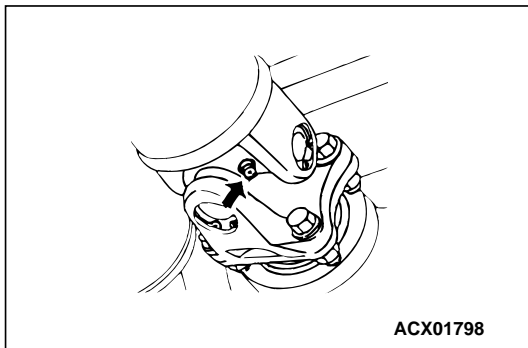
Remove the filler plug and inspect the oil level at the bottom of the filler hole. If the oil level is slightly below the filler hole, the condition is satisfactory.



20. PROPELLER SHAFT JOINTS (LUBRICATE WITH GREASE)

M1001007300063

Lubricate the propeller shaft joints with grease.
The propeller shaft joints should be repacked with multipurpose grease.



21. EXHAUST SYSTEM (CONNECTION PORTION OF MUFFLER, PIPINGS AND CONVERTER HEAT SHIELDS) (CHECK AND SERVICE AS REQUIRED)

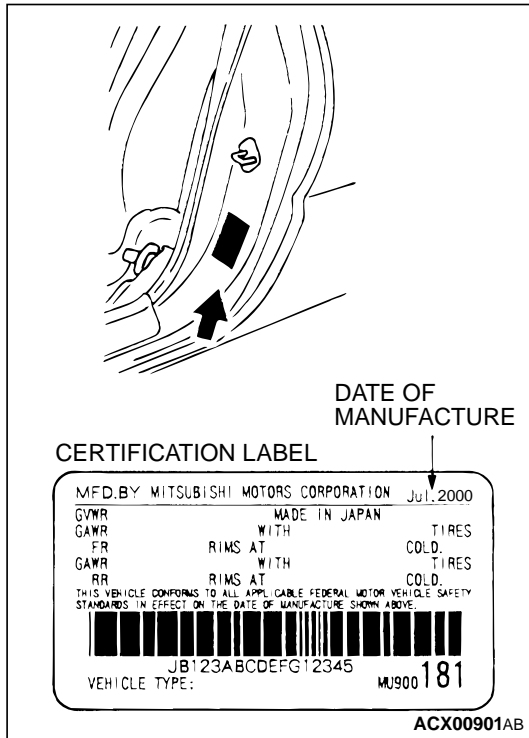
M1001005800114

1. Check for holes and gas leaks due to damage, corrosion, etc.
2. Check the joints and connections for looseness and gas leaks.
3. Check the hanger rubber and brackets for damage.

22. SRS MAINTENANCE (SRS COMPONENT CHECK-DAMAGE, FUNCTION, CONNECTION TO WIRING HARNESS, ETC.)

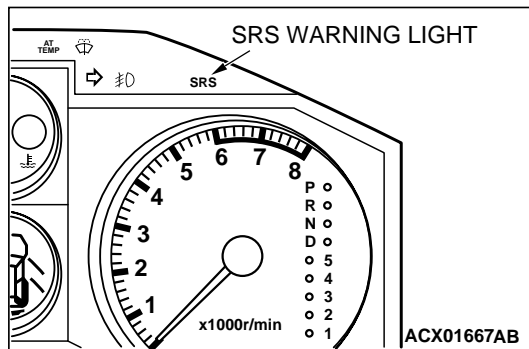
M1001003700274

The SRS must be inspected by an authorized dealer 10 years after the car manufacture date shown on the certification label located on the left center sill.



SRS Warning Light Check

Turn the ignition key to the "ON" position. Does the "SRS" warning light illuminate for about seven seconds, and then remain off for at least five seconds after turning OFF? If yes, the SRS system is functioning properly. If no, refer to GROUP 52B, Diagnosis [P.52Bb-3](#).



SRS Component Visual Check

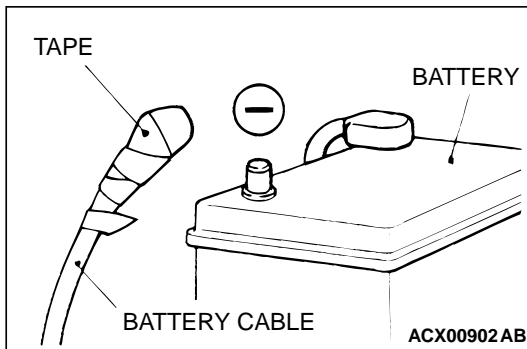
⚠ DANGER

Wait at least 60 seconds after disconnecting the battery cable before doing any further work. The SRS system is designed to retain enough voltage to deploy the air bag for a short time even after the battery has been disconnected, so serious injury may result from unintended air bag deployment if work is done on the SRS system immediately after the battery cable is disconnected.

⚠ WARNING

Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

1. Turn the ignition switch to the "LOCK" (OFF) position, disconnect the negative battery cable and tape the terminal.
2. Remove the floor console assembly. (Refer to GROUP 52A, Floor Console [P.52A-7.](#))
3. Disconnect a connector from the SRS-ECU.



Front Impact Sensors

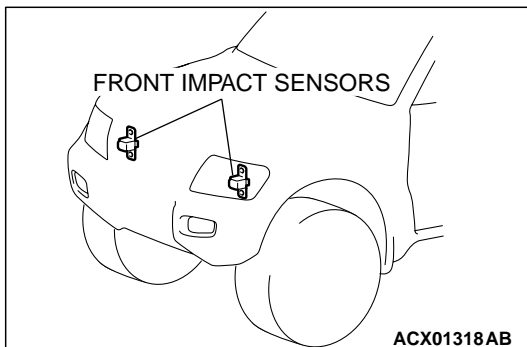
1. Check that the arrows on the sensors face toward the front of the vehicle.

⚠ WARNING

The SRS may not activate if a front impact sensor is not installed properly, which could result in serious injury or death to the vehicle's driver and passenger.

2. Check the radiator support panel and front impact sensor for deformation or rust.
3. Check the front impact sensor wiring harness for binding; check the connector for damage; and check the terminals for deformation.

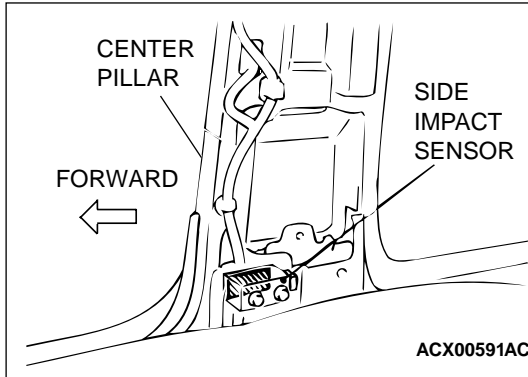
Replace the sensor and/or wiring harness if they fail the visual check. (Refer to GROUP 52B, SRS Service Precautions [P.52Ba-18](#) and GROUP 52B, Front Impact Sensor [P.52Ba-27.](#))



Side Impact Sensors

⚠ WARNING

- **If the side impact sensor is not installed securely and correctly, the side-airbag may not operate normally.**
- **If a dent, crack, deformation or rust is detected, replace with a new sensor.**



1. Check the side impact sensor for dents, cracks or deformation. The side impact sensors are located inside the center pillars (LH/RH).
2. Check the connector for damage, and terminal for deformation.
3. Check that there is no bending or corrosion in the center pillars (LH/RH).

NOTE: The illustration at left shows the right side impact sensor (RH). The position of the side impact sensor (LH) is symmetrical to this.

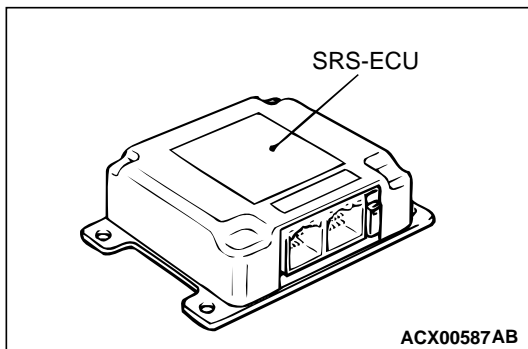
SRS Air Bag Control Unit (SRS-ECU)

⚠ WARNING

The SRS may not activate if the SRS-ECU (with built-in safing G-sensor and analog G-sensor) is not installed properly, which could result in serious injury or death to the vehicle's driver and passenger.

1. Check the SRS-ECU case and brackets for dents, cracks, deformation or rust.
2. Check the connector for damage, and check the terminals for deformation or rust.

Replace the SRS-ECU if it fails the visual check. (Refer to GROUP 52B, SRS Air bag Control Unit [P.52Ba-31.](#))

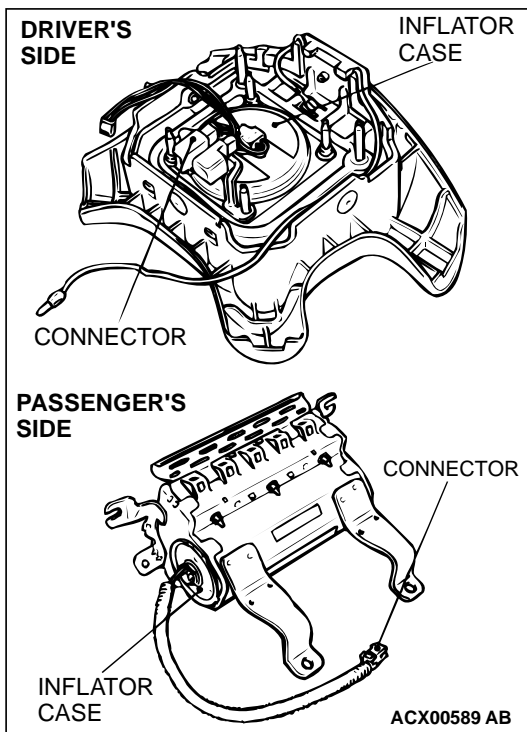


Air Bag Module, Steering Wheel and Clock Spring

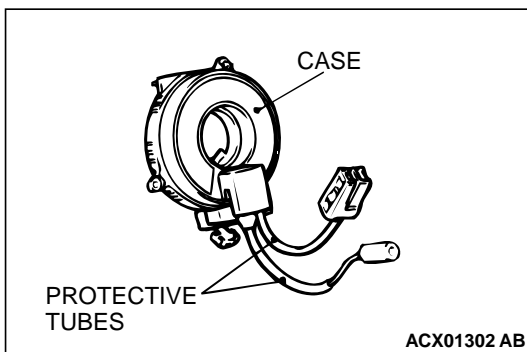
⚠ WARNING

The removed air bag module should be stored in a clean, dry place with the pad cover face up.

1. Remove the air bag module, steering wheel and clock spring.
(Refer to GROUP 52B, Air Bag Module and Clock Spring [P.52Ba-33.](#))
2. Check the pad cover for dents, cracks or deformation.



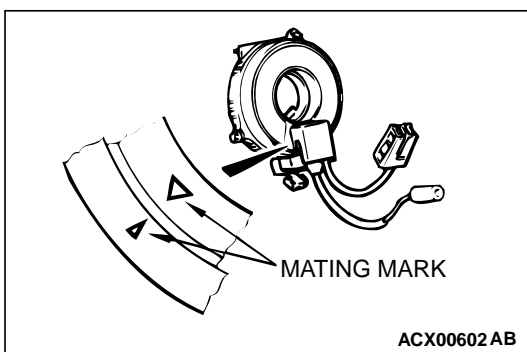
3. Check the connector for damage and deformed terminals, and check the harness for binding.
4. Check the air bag inflator case for dents, cracks or deformation.
5. Check the harness (built into the steering wheel) and connectors for damage, and check the terminals for deformation.



6. Check the clock spring connectors and protective tube for damage, and terminals for deformities.
7. Visually check the case for damage.

⚠ WARNING

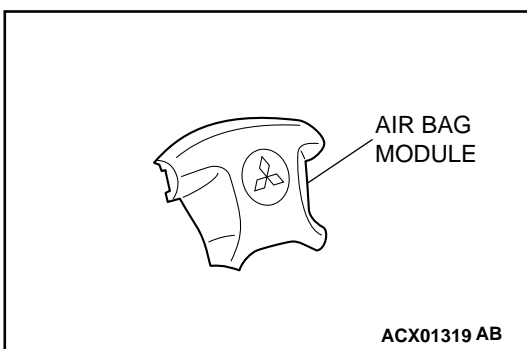
If the clock spring's mating mark is not properly aligned, the steering wheel may not completely rotate during a turn, or the flat cable within the clock spring may be severed, obstructing normal operation of the SRS and possibly leading to serious injury to the vehicle's driver and passenger.



8. Align the mating marks of the clock spring, and after turning the front wheels to the straight-ahead position, install the clock spring to the column switch.

Mating marks alignment

- After turning the clock spring fully clockwise, turn it approximately 3 4/5 turns counterclockwise until the mating marks are aligned.



9. Install the steering column covers, steering wheel and air bag module.
10. Check the steering wheel for noise, binding or difficult operation.

⚠ DANGER

The SRS may not activate if any of the above components are not installed properly, which could result in serious injury or death to the vehicle's driver and passenger.

11. Check the steering wheel for excessive free play.

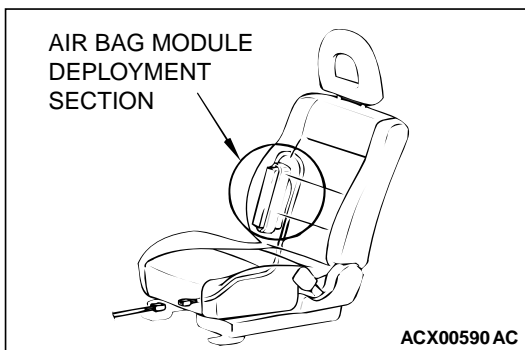
REPLACE ANY VISUALLY INSPECTED PART IF IT FAILS THAT INSPECTION. (Refer to GROUP 52B, Air Bag Module and Clock Spring [P.52Ba-33.](#))

Front Seatback Assembly with Side-airbag Module

⚠ WARNING

- ***If any improper part is found during the following inspection, replace the front seatback assembly with a new one.***
- ***Dispose of the old one according to the specified procedure. (Refer to GROUP 52B, Air Bag Module and Seat Belt Pre-Tensioner Disposal Procedures [P.52Ba-48.](#))***
- ***Never attempt to measure the circuit resistance of the air bag module (squib) even if you are using the specified tester. If the circuit resistance is measured with a tester, accidental air bag deployment will result in serious personal injury.***

1. Check the air bag module deployment section for dents or deformation.
2. Check the connector for damage; check the terminals for deformation; and check the harness for binding.



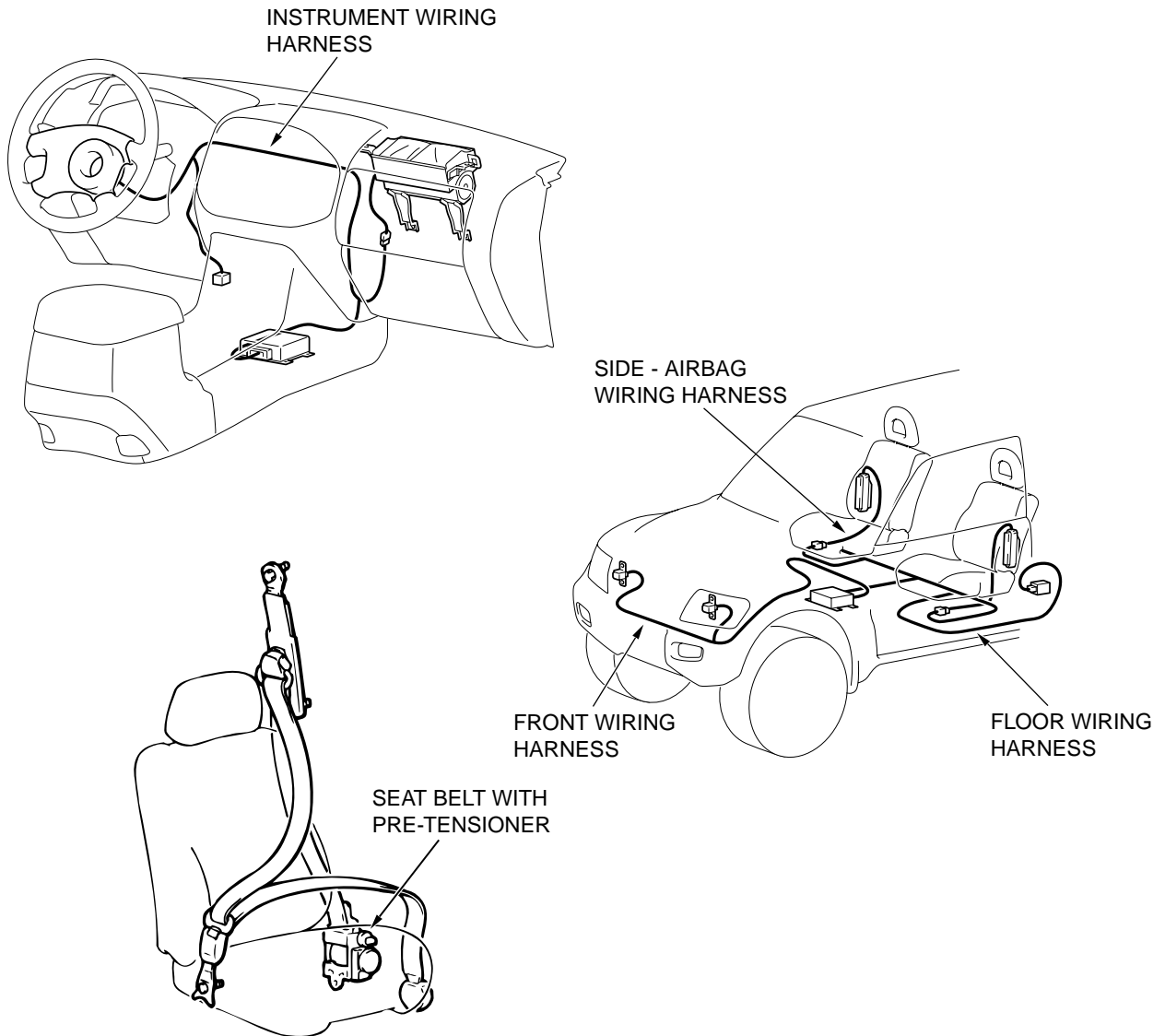
Seat belt with pre-tensioner

⚠ WARNING

- ***If the seat belt pre-tensioner is not installed securely and correctly, the seat belt pre-tensioner may not operate normally.***
- ***If a dent, crack, deformation or rust is detected, replace with a new seat belt pre-tensioner.***

1. Check the seat belt pre-tensioner for dents or deformation.
2. Check that the seat belt pre-tensioner is installed correctly to the vehicle body.

WIRING HARNESS



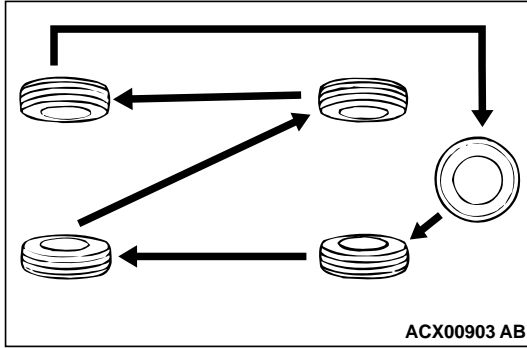
AC205493AB

1. Check the connector for poor connection.

⚠ DANGER

The SRS system may not operate if SRS harnesses or connectors are damaged or improperly connected, which could result in serious injury or death to the vehicle's driver and passenger.

2. Check the harness for binding; check the connectors for damage; and check the terminals for deformation.
REPLACE ANY CONNECTORS OR HARNESS THAT FAIL THE VISUAL INSPECTION. (Refer to GROUP 52B, SRS Service Precautions [P.52Ba-18.](#))



23. TIRES (ROTATE)

M1001008900262

Rotate tires regularly to equalize tire wear and help extend tire life. Recommended tire rotation is every 12,000 km (7,500 miles) under normal driving conditions and every 9,600 km (6,000 miles) in severe driving conditions.

Timing for the rotation may vary according to vehicle condition, road surface conditions, and individual driver's habits.

When rotating tires, check for uneven wear, damage, and wheel alignment. Abnormal wear is usually caused by incorrect tire pressure, improper wheel alignment, out-of-balance wheels, or severe braking.

The first rotation is the most important to achieve more uniform wear for all tires on the vehicle.

MAIN SEALANT AND ADHESIVE TABLE

M1001003800152

APPLICATION		3M™ NO.	LOCTITE®/ PERMATEX® NO.
ENGINE AND DRIVETRAIN	Between rocker cover and camshaft bearing cap. Between rocker cover, semicircular packing and cylinder head. Between oil pressure switch and engine.	3M™ AAD Part No. 8660 Ultrapro High Temp. Silicone Gasket or 3M™ AAD Part No. 8679 Black/8678 Black Press-In-Place Silicone gasket strips	Permatex® Ultra Black 598, No.82180
	Between engine coolant temperature switch, engine coolant temperature sensor, thermo valve, thermo switch, joint, engine coolant temperature gauge unit (large-size) and engine	3M™ AAD Part No. 8731 Medium Strength Blue Threadlocker	Loctite®242 Blue Service Tool Removable 24200
	Between oil pan and engine block	3M™ AAD Part No. 8672, 3M™ AAD Part No. 8704 or 3M™ AAD Part No. 8679/ 3M™ AAD Part No. 8678 or	Permatex® Ultra Gray 599, No.82194
WEATHER-STRIPPING FOR GLASS	Between tempered glass, body flanges, and weatherstrip	3M™ AAD Part No. 8509 Auto Bedding and Glazing Compound or 3M™ AAD Part No. 8633 Windo-weld Resealant	-
WEATHER-STRIPPING FOR GLASS	Between laminated glass and weatherstrip	3M™ AAD Part No. 8633	-

**GENERAL <BODY AND CHASSIS>
MAIN SEALANT AND ADHESIVE TABLE**

00-55

APPLICATION		3M™ NO.	LOCTITE®/ PERMATEX® NO.
INTERIORS	Adhesive of vinyl chloride cloth	3M™ AAD Part No. 8088 General Trim Adhesive or 3M™ AAD Part No. 8064 Vinyl Trim Adhesive	Permatex® Vinyl Repair Kit No.81786
	Adhesion of door weatherstrip	3M™ AAD Part No. 8001 (yellow) or 3M™ AAD Part No. 8008 (black) Super Weatherstrip Adhesive or 3M™ AAD Part No. 8011 Black Weatherstrip Adhesive	Permatex® Super Black Weatherstrip Adhesive No.82, 81850
	Sealing of various grommets and packing	3M™ AAD Part No. 8509 or 3M™ AAD Part No. 8678	-
	Adhesion of headliners and various interior decorative materials	3M™ AAD Part No. 8088 General Trim Adhesive or 3M™ AAD Part No. 8090 Super Trim Adhesive	Permatex® Spray Adhesive No.82019
BODY SEALANTS	Sealing of sheet metal joints, drip rail, floor, side panels, trunk, front panel, tail gate hinge	3M™ AAD Part No. 8531 Heavy Drip-Check Sealer (gray) or 3M™ AAD Part No. 8302 Ultrapro Autobody Sealant (clear) or 3M™ AAD Part No. 8361 Urethane A/B Sealant (gray or white)	-
	Miscellaneous body sealants (original mounted w/adhesive tape) <ul style="list-style-type: none"> • Waterproof door film • Fender panel • Splash shield • Mud guard • Rear combination lamp 	3M™ AAD Part No. 8633 Windo-weld Resealant	-
	Fuel Tank and Pad	3M™ AAD Part No. 8088 General Trim Adhesive or 3M™ AAD Part No. 8090 Super Trim Adhesive	Permatex® Spray Adhesive No.82019

APPLICATION		3M™ NO.	LOCTITE®/ PERMATEX® NO.
CHASSIS SEALANT	Sealant of various flange faces and threaded parts. Packing of fuel gauge unit	3M™ AAD Part No. 8730 High Strength Red Threadlock or 3M™ AAD Part No. 8731 Medium Strength Blue Threadlocker	Loctite®272 High Strength and High Temperature 27200
	Sealing of various threaded parts, dust covers. Differential carrier packing, dust covers and ball joint and linkage. Packing and shims of steering box, sealing of rack support cover and top cover of steering box housing, seal of junction face of knuckle arm flange	3M™ AAD Part No. 8672 Ultrapro High Temp. Silicone Gasket or 3M™ AAD Part No. 8679 (black) or 3M™ AAD Part No. 8678 (black) Press-In-Place Silicone gasket strips 3M™ AAD Part No. 8661 or 3M™ AAD Part No. 8663 Super Silicone sealant	Permatex® The Right Stuff No.25223
	Seal of brake shoe hold down pin and wheel cylinder of drum brakes	3M™ AAD Part No. 8633 Windo-weld Resealant	-
QUICK FIX ADHESIVE	-	3M™ AAD Part No. 8155 Quick Fix Adhesive	Loctite®Quicktite Super Glue 21309
ANAEROBIC STRONG SEALING AGENT	Fixing of various threads, bolts, screws. Fixing of differential drive gear bolt, Connecting of tilt steering bolt. Fan, pulley, gear Sealing of small gaps and flange faces	3M™ AAD Part No. 8730 High Strength Threadlocker or 3M™ AAD Part No. 8731 Medium Strength Threadlocker	Loctite®271, High-Strength Threadlocker 27100 or 27200
UNDER COATING AGENT	-	3M™ AAD Part No. 8883 Rubberized Undercoating Aerosol or 3M™ AAD Part No. 8864 Body Schutz Undercoating (qt)	Permatex® Heavy-Duty Undercoating 81833