

HOW TO USE THIS MANUAL

MAINTENANCE, REPAIR AND SERVICING EXPLANATIONS

This manual provides explanations, etc. concerning procedures for the inspection, maintenance, repair and servicing of the subject model, for Australian vehicles.

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.

INSPECTION

Items described under this heading are inspection and checking procedures to be performed by using special tools and measuring instruments and by feeling. For actual maintenance and servicing procedures, visual inspections should always be performed as well.

DEFINITION OF TERMS

STANDARD VALUE

Indicates the value used as the standard for judging the quality of a part or assembly, 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, it is provided to facilitate assembly and adjustment procedures so they can be completed more efficiently.

CAUTION

Indicates information particularly vital to the technician during the performance of maintenance and servicing procedures in order to avoid the possibility of injury to the technician, or damage to component parts, or a reduction of component or vehicle function or performance, etc.

INDICATION OF TIGHTENING TORQUE

The tightening torque shown in this manual is a basic value with a tolerance of $\pm 10\%$ except the following cases when the upper and lower limits of tightening torque are given.

- (1) The tolerance of the basic value is within $\pm 10\%$.
- (2) Special bolts or the like are in use.
- (3) Special tightening methods are used.

ABBREVIATIONS

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

M/T: Indicates manual transmission, or models equipped with a manual transmission.
 A/T: Indicates automatic transmission, or models equipped with an automatic transmission.
 MPI: Indicates multipoint fuel injection.
 S4: Indicates an engine with a single overhead camshaft and 4 valves per cylinder.

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.

Indicates (by symbols) where lubrication is necessary.

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 in case installation is impossible in reverse order of removal steps. Omitted if installation is possible in reverse order of removal steps.
- Reassembly steps :
Specified in case reassembly is impossible in reverse order of disassembly steps. Omitted if reassembly 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 reassembly.

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.

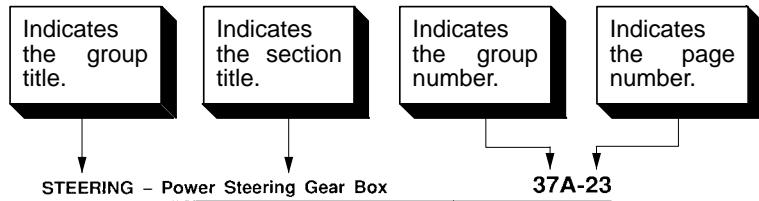
-  : Grease
(multipurpose grease unless there is a brand or type specified)
-  : Sealant or adhesive
-  : Brake fluid or automatic transmission fluid
-  : Engine oil, gear oil or air conditioner compressor oil
-  : Adhesive tape or butyl rubber tape

GENERAL – How to Use This Manual

Main Index

00 Index

00 BASE

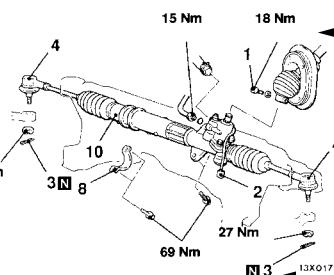
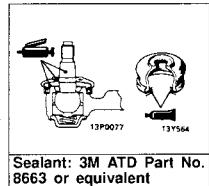
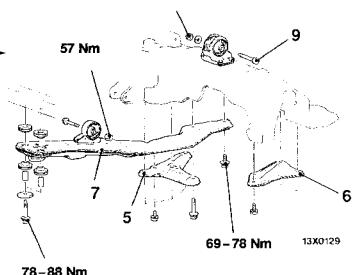


POWER STEERING GEAR BOX

REMOVAL AND INSTALLATION

Pre-removal Operation

- Power Steering Fluid Draining (Refer to P37A-15.)
- Stabilizer Bar Removal (Refer to GROUP 33A – Stabilizer Bar)



Denotes tightening torque.

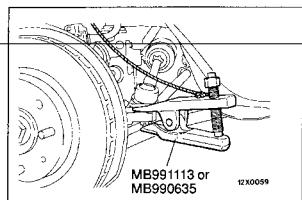
Denotes non-reusable part.



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

► Removal steps

1. Joint assembly and gear box connecting bolt
2. Solenoid valve connector <Vehicles with EPS>
3. Cotter pin
4. Connection for tie-rod end and knuckle
5. Stay (L.H.)
6. Stay (R.H.)
7. Center member assembly
8. Clamp
9. Bolt
10. Gear box assembly



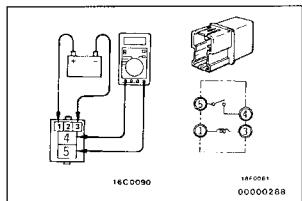
REMOVAL SERVICE POINTS

► A TIE-ROD END DISCONNECTION

Caution

1. Be sure to tie the cord of the special tool to the nearby part.
2. Loosen the nut but do not remove it.

Operating procedures, cautions, etc. on removal, installation, disassembly and reassembly are described.



FOG LIGHT RELAY CONTINUITY CHECK

| Battery voltage | Terminal | | | |
|-----------------------|----------|---|---|---|
| | 1 | 3 | 4 | 5 |
| Power is not supplied | ○ | ○ | | |
| Power is supplied | ⊕ | ⊖ | ○ | ○ |

○○ indicates that there is continuity between the terminals.

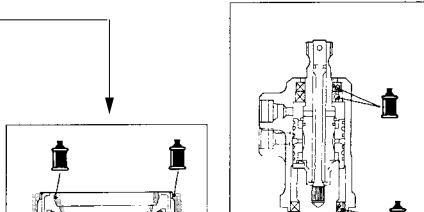
⊕⊖ indicates terminals to which battery voltage is applied.

37A-28

STEERING – Power Steering Gear Box

LUBRICATION AND SEALING POINTS

<Conventional power steering gear box>



HOW TO USE TROUBLESHOOTING/INSPECTION SERVICE POINTS

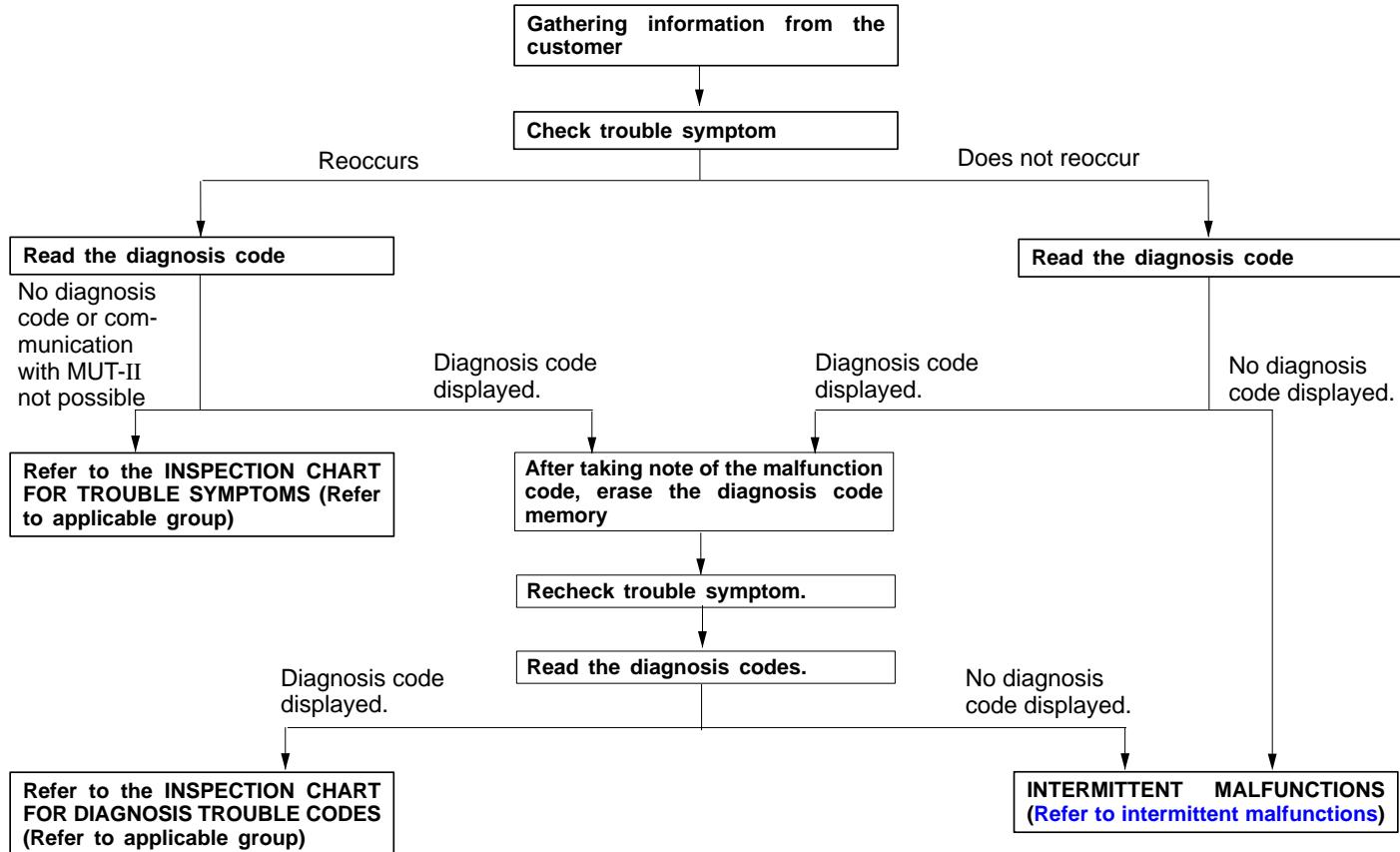
Troubleshooting of electronic control systems for which the MUT-II can be used follows the basic outline described below. Furthermore, even in systems for which the MUT-II cannot be used, part of these systems still follow this outline.

TROUBLESHOOTING CONTENTS

1. STANDARD FLOW OF DIAGNOSTIC TROUBLESHOOTING

The troubleshooting sections follow the basic diagnosis flow which is given below. If the diagnosis flow is different from that given below, or if additional explanation is required, the details of such differences or additions will also be listed.

Diagnosis method



2. SYSTEM OPERATION AND SYMPTOM VERIFICATION TESTS

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

3. DIAGNOSIS FUNCTION

Details which are different from those in the "Diagnosis Function" section on the next page are listed.

- 4. INSPECTION CHART FOR DIAGNOSIS CODES**
- 5. INSPECTION PROCEDURE FOR DIAGNOSIS CODES**

Indicates the inspection procedures corresponding to each diagnosis code (Refer to [How to Use the Inspection Procedures](#).)

- 6. INSPECTION CHART FOR TROUBLE SYMPTOMS**

If there are trouble symptoms even though the results of inspection using the MUT-II show that all diagnosis codes are normal, inspection procedures for each trouble symptom will be found by means of this chart.

- 7. INSPECTION PROCEDURE FOR TROUBLE SYMPTOM**

Indicates the inspection procedures corresponding to each trouble symptoms classified in the Inspection Chart for Trouble Symptoms. (Refer to [How to Use the Inspection Procedures](#).)

- 8. SERVICE DATA REFERENCE TABLE**

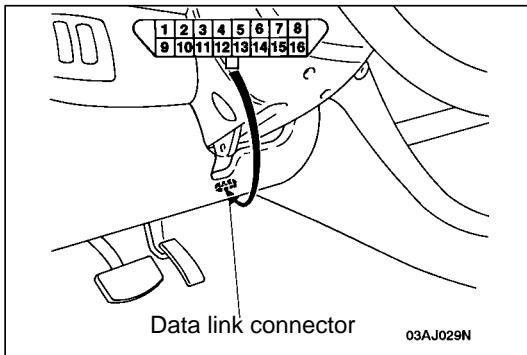
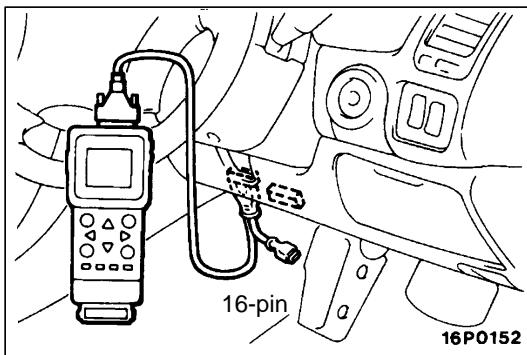
Inspection items and normal judgement values have been provided in this chart as reference information.

- 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.

- 10. INSPECTION PROCEDURES USING AN OSCILLOSCOPE**

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



DIAGNOSIS FUNCTION

METHOD OF READING DIAGNOSIS CODES WHEN USING THE MUT-II

Connect the MUT-II to the data link connector and take a reading of the diagnosis codes.

Caution

Turn off the ignition switch before connecting or disconnecting the MUT-II.

WHEN USING THE WARNING LAMP

1. Use the special tool to earth No.1 terminal (diagnosis control terminal) of the data link connector.
2. Turn the ignition switch on.
3. Read out a diagnosis code by observing how the warning lamp flashes.

Applicable system

| System name | Warning lamp name |
|----------------|---------------------------------|
| MPI | Engine warning lamp |
| A/T | Neutral position indicator lamp |
| ABS | ABS warning lamp |
| TCL | TCL warning lamp |
| Cruise control | Cruise warning lamp |

Indications of diagnosis code by warning lamp

| When the diagnosis code No.24 is output | When no diagnosis code is output |
|---|---|
| <p>When the diagnosis code No.24 is output</p> <p>On Off</p> <p>1.5 secs. 0.5 sec. 0.5 sec.</p> <p>Pause time 3 secs. Tens signal Place division 2 secs. Units signal</p> <p>A03X0113</p> | <p>When no diagnosis code is output</p> <p>On Off</p> <p>0.5 sec.</p> <p>A03X0114</p> |

METHOD OF ERASING DIAGNOSIS CODES WHEN USING THE MUT-II

Connect the MUT-II to the data link connector and erase the diagnosis code.

Caution

Turn off the ignition switch before connecting or disconnecting the MUT-II.

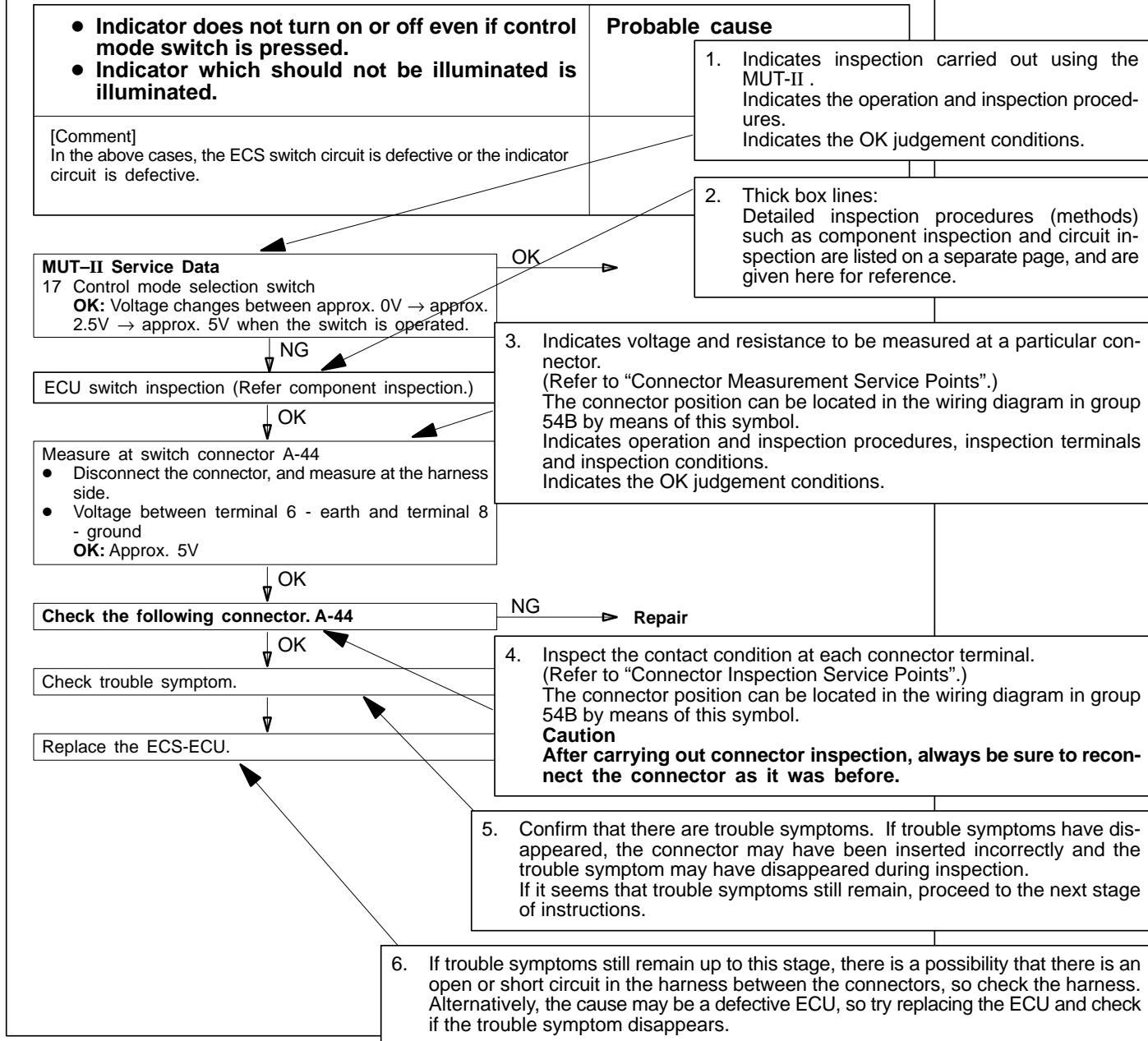
WHEN NOT USING THE MUT-II <MPI, TCL, ABS AND A/T>

1. Turn the ignition switch to OFF.
2. After disconnecting the battery cable from the battery (–) terminal for 10 seconds or more, reconnect the cable.
3. After the engine has warmed up, run it at idle for about 15 minutes.

HOW TO USE THE INSPECTION PROCEDURES

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

CHECKING PROCEDURE 4



HARNESS INSPECTION

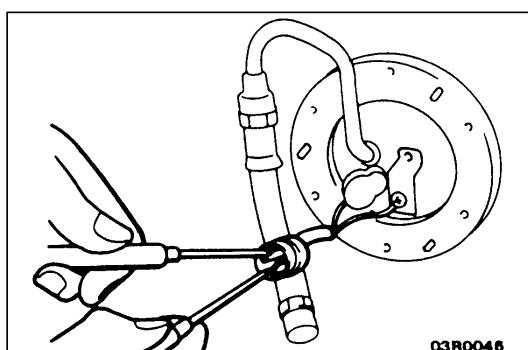
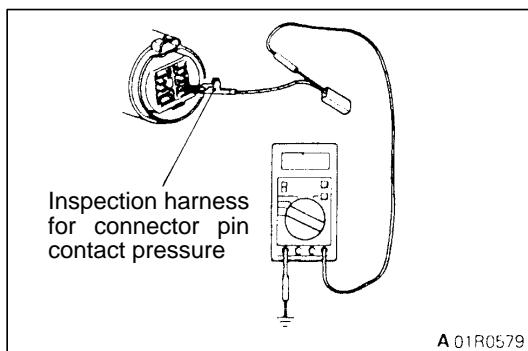
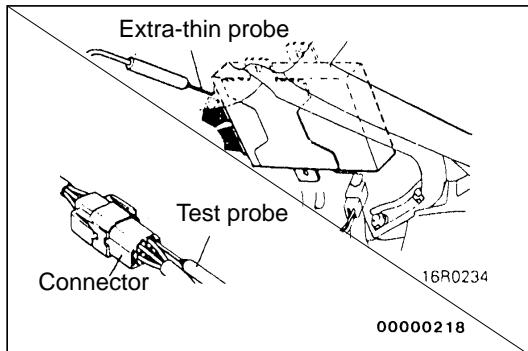
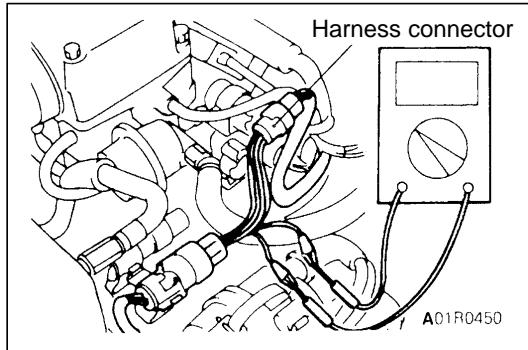
Check for an open or short circuit in the harness between the terminals which were defective according to the connector measurements. Carry out this inspection while referring to group 54 electrical. Here, "Check harness between power supply and terminal xx" also includes checking for blown fuses. For 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, and 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)****Waterproof Connectors**

Be sure to use the special tool (harness connector). Never insert a test probe from the harness side, because to do 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 a special tool (the extra-thin probe in the harness set for checking) for this purpose.

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

Use the special tool (inspection harness for connector pin contact pressure in the harness set for inspection). 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.

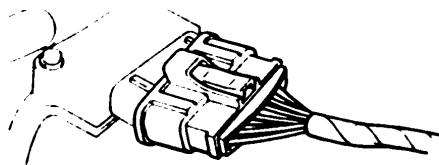
<When Inspecting a Male Pin>

Touch the pin directly with the test bar.

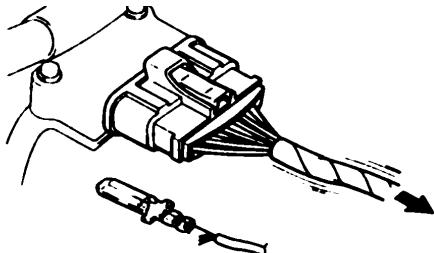
Caution

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.

Connector disconnected or improperly connected

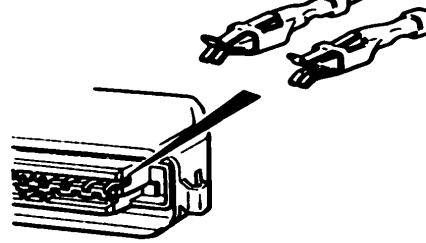


Defective connector contact

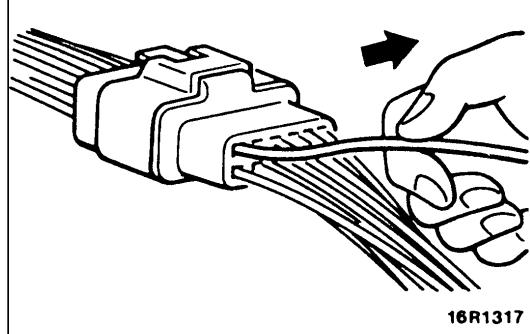


Harness wire breakage at terminal section

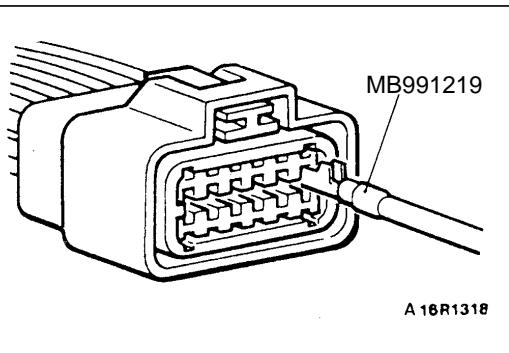
Low contact pressure



00000219



16R1317



A 16R1318

CONNECTOR INSPECTION

VISUAL INSPECTION

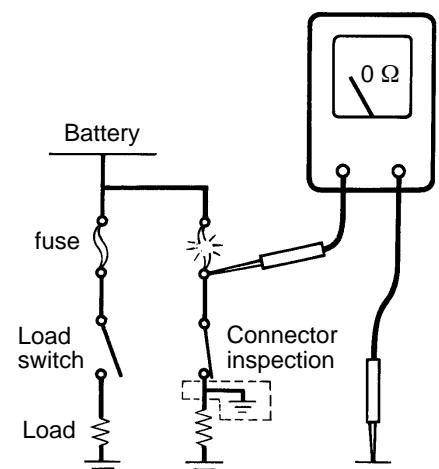
- Connector is disconnected or improperly connected.
- Connector pins are pulled out due to harness tension at terminal section.
- Low contact pressure between male and female terminals.
- Low connection pressure due to rusted terminals or foreign matter lodged in terminals.

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

Use the special tool (connector pin connection pressure inspection harness of the inspection harness set) to inspect the engagement of the male pins and female pins. [Pin drawing force : 1 N or more]

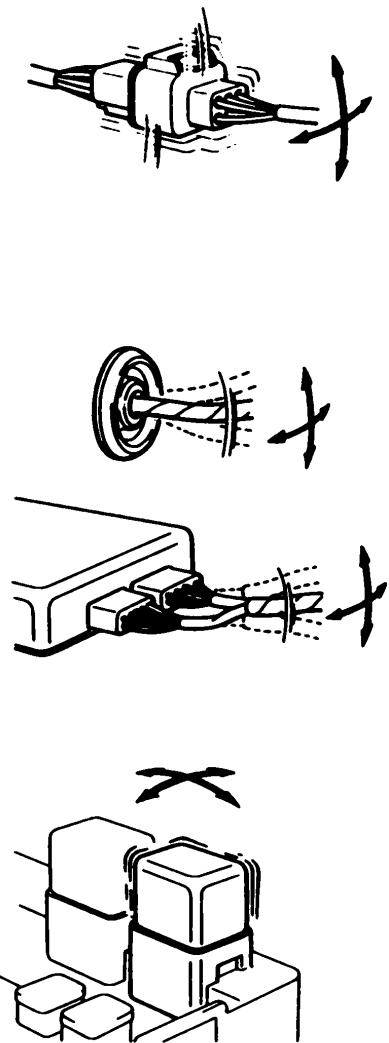


INSPECTION SERVICE POINTS FOR A BLOWN FUSE

Remove the fuse and measure the resistance between the load side of the fuse and ground. Set the switches of all circuits which are connected to this fuse to a condition of continuity. If the resistance is almost $0\ \Omega$ at this time, there is a short somewhere between these switches and the load. If the resistance is not $0\ \Omega$, 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.)



POINTS TO NOTE FOR INTERMITTENT MALFUNCTIONS

Intermittent malfunctions often occur under certain conditions, and if these conditions can be ascertained, determining the cause becomes simple. In order to ascertain the conditions under which an intermittent malfunction occurs, first ask the customer for details about the driving conditions, weather conditions, frequency of occurrence and trouble symptoms, and then try to recreate the trouble symptoms. Next, ascertain whether the reason why the trouble symptom occurred under these conditions is due to vibration, temperature or some other factor. If vibration is thought to be the cause, carry out the following checks with the connectors and components to confirm whether the trouble symptom occurs.

The objects to be checked are connectors and components which are indicated by inspection procedures or given as probable causes (which generates diagnosis codes or trouble symptoms.)

- Gently shake the connector up, down and to the left and right.
- Gently shake the wiring harness up, down and to the left and right.
- Gently rock each sensor and relay, etc. by hand.
- Gently shake the wiring harness at suspensions and other moving parts.

NOTE

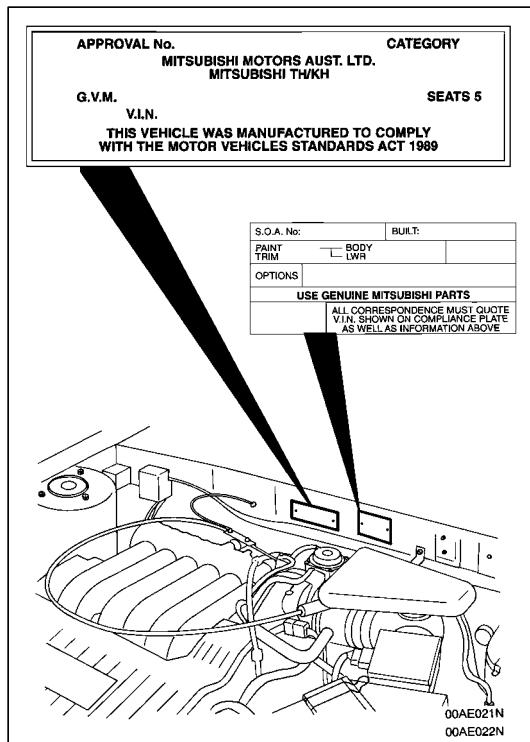
If determining the cause is difficult, the flight recorder function of the MUT-II can also be used.

VEHICLE IDENTIFICATION**VEHICLE IDENTIFICATION NUMBER (VIN)**

This number is stamped on the engine bulkhead next to the compliance plate and also on the compliance plate itself. It provides information for vehicle identification purposes and should be quoted when ordering parts or in any correspondence related to the vehicle.

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|----|----|--------|
| 6 | M | M | T | H | 6 | D | 4 | 2 | X | T | 000001 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | |

| No. | Items | Contents |
|-----|------------------------------------|---|
| 1 | Geographic Area | 6: Australia |
| 2 | Country within Geographic area | M: Australia |
| 3 | Manufacturer | M: Mitsubishi Motors |
| 4 | Car line | T: Magna / K: Verada |
| 5 | Series | J: Series |
| 6 | Engine / Transmission combinations | 3: 3.0 litre MPI <leaded fuel> (Man) 4: 3.0 litre MPI <leaded fuel> (Auto) 5: 3.0 litre MPI <unleaded fuel> (Man) 6: 3.0 litre MPI <unleaded fuel> (Auto) 7: 3.5 litre MPI <unleaded fuel> (Man) 8: 3.5 litre MPI <unleaded fuel> (Auto) |
| 7 | Price class | A: V6 Advance D: Executive K: Altera LS U: V6 Altera M: Executive (NZ) S: Sports W: V6 Xi (Pacific) W: SEi (NZ) Z: Super Saloon/Elite (NZ) H: 3.5 Ei X: 3.5 Xi |
| 8 | Body type | 42: Sedan / 46: Wagon |
| 9 | Year | W: 1998 / X: 1999 / Y: 2000 / 1: 2001 |
| 10 | Assembly Plant | T: Tonsley Park |
| 11 | Body number | 000001 to 999999 |



COMPLIANCE PLATE

All vehicles are manufactured to conform to specific safety, environmental or consumer protective requirements as defined by the Australian Design Rules (ADR).

NOTE

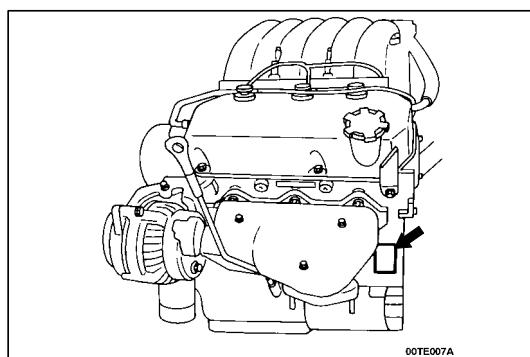
The Compliance Plate is attached to the right hand side of the bulkhead in the engine compartment and must never be removed from the vehicle.

DATA PLATE

The Data Plate is attached to the right hand side of the bulkhead (adjacent to the compliance plate) in the engine compartment and is stamped with vehicle option codes, trim codes and a daily body sequential build number.

AUSTRALIAN DESIGN RULES

Australian Design Rules require the manufacturer of components and/or a complete vehicle to conform to specific safety, environmental or consumer protective requirements as defined by that particular rule. There is legislation that requires, amongst other things, that no modifications be made to a vehicle that would cause that vehicle not to comply with the Design Rules of that vehicle (parts replacement using approved Mitsubishi Motors Australia Limited components is permissible). Before interchanging or adding optional equipment or using non-Genuine Parts, it is recommended that advice be sought from an Authorised Mitsubishi Motors Australia Limited Dealer or from a Mitsubishi Motors Australia Limited Regional Office, because it is possible to inadvertently cause a vehicle not to comply with a Design Rule.



ENGINE MODEL NUMBER

1. The engine model number is stamped at the front side on the top edge of the cylinder block as shown in the following.

| Engine model | Engine displacement |
|--------------|---------------------|
| 6G72 | 2,972cc |
| 6G74 | 3,497cc |

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

| | |
|----------------------|------------------------|
| Engine serial number | 6G72M:000000 to 999999 |
| Engine serial number | 6G74M:000000 to 999999 |

OPTION CODES

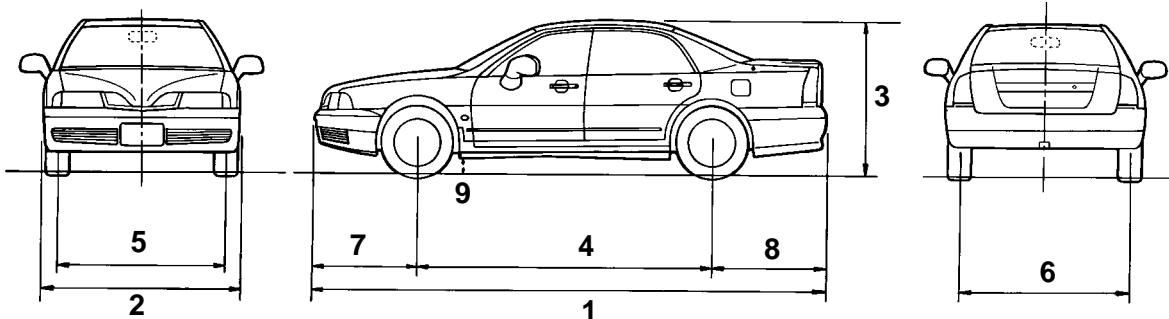
DATA PLATE

The Data Plate is attached to the right hand side of the bulkhead (adjacent to the compliance plate) in the engine compartment and is stamped with vehicle option codes, trim codes and a daily body sequential build number.

| Option Code: | Item |
|--------------|---|
| A03 | Driver air bag |
| A05 | Driver & passenger air bags |
| A08 | Brunei tropical kit |
| A18 | MMNZ |
| AD3 | VR-X package - manual transmission |
| AD4 | VR-X package - automatic transmission |
| AD8 | Solara marketing package |
| B14 | ABS (4) |
| C41 | Nardi wood (A/T gear knob & steering wheel) |
| C43 | A/T shift indicator panel |
| C73 | Leather trim |
| G39 | Sun roof |
| H50 | Air conditioning - manual |
| J14 | Roof rack rails and cross bars |
| J30 | Cruise control |
| J40 | Traction control |
| N01 | L.P.G. |
| P31 | Power windows |
| R34 | CD stacker (in instrument panel) |
| V20 | Metallic paint |
| V21 | Pearlescent paint |
| W37 | Alloy wheel 15" |

MAJOR SPECIFICATIONS

<VEHICLES FOR AUSTRALIA>

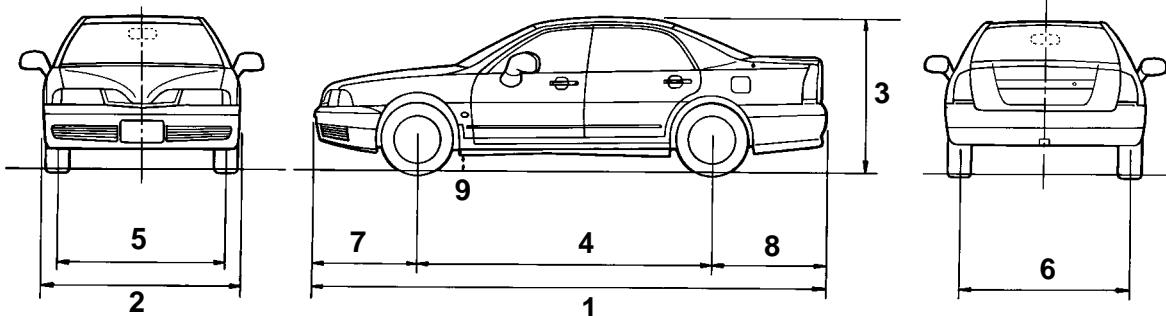


00TJ050A

| Items | | | Magna Executive | | Magna Advance | | Sports | |
|--------------------|--|---|--|----------------|---------------|--------------|-------------|--------------|
| Vehicle dimensions | Overall length mm | 1 | 4,785 | | 4,785 | | 4,785 | |
| | Overall width mm | 2 | 1,785 | | 1,785 | | 1,785 | |
| | Overall height (Unladen) mm | 3 | 1,435 | | 1,435 | | 1,435 | |
| | Wheelbase mm | 4 | 2,720 | | 2,720 | | 2,720 | |
| | Track–front mm | 5 | 1,545 | | 1,545 | | 1,545 | |
| | Track–rear mm | 6 | 1,535 | | 1,535 | | 1,535 | |
| | Overhang–front mm | 7 | 970 | | 970 | | 970 | |
| | Overhang–rear mm | 8 | 1,103 | | 1,103 | | 1,103 | |
| | Minimum running ground clearance mm | 9 | 165 | | 165 | | 165 | |
| Vehicle weight kg | Kerb weight (6G72) (6G74) | | Man | Auto | Man | Auto | Man | Auto |
| | | | 1,425 1,445 | 1,445 1,468 | – 1,456 | – 1,478 | – 1,472 | – 1,506 |
| | Gross vehicle weight rating (6G72) (6G74) | | 1,853 1,872 | 1,878 1,895 | – 1,867 | – 1,889 | – 1,901 | – 1,935 |
| | | | 1,009 1,018 | 1,036 1,045 | – 1,015 | – 1,042 | – 1,044 | – 1,085 |
| | Gross axle weight –front (6G72) (6G74) | | 844 | 842 | – | – | – | – |
| Seating capacity | | 5 | | | | | | |
| Engine | Model No. | | 6G72 (SOHC) 6G74 (SOHC) | | 6G74 (SOHC) | | 6G74 (SOHC) | |
| | Piston displacement cm ³ | | 2,972 3,497 | | 3,497 | | 3,497 | |
| Transmission | Model No. | | F5M51 | F4A51 | F5M51 | F4A51 | F5M51 | F5A51 |
| | Type | | 5 speed man | 4 speed auto | 5 speed man | 4 speed auto | 5 speed man | 5 speed auto |
| Fuel system | Fuel supply system | | Electronic control multipoint fuel injection | | | | | |

MAJOR SPECIFICATIONS

<VEHICLES FOR AUSTRALIA CONTINUED>

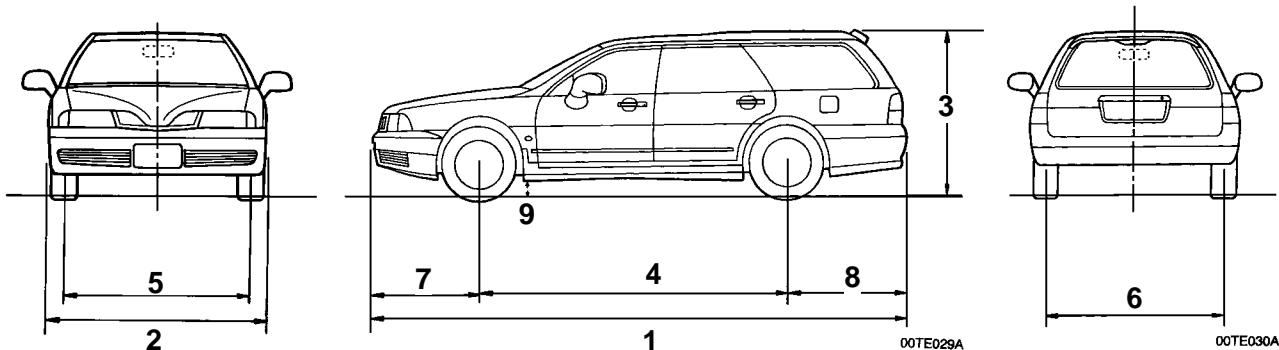


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| Items | | | Verada Ei | Verada Xi |
|--------------------|-------------------------------------|---|--|--------------|
| Vehicle dimensions | Overall length mm | 1 | 4,929 | 4,929 |
| | Overall width mm | 2 | 1,785 | 1,785 |
| | Overall height (Unladen) mm | 3 | 1,435 | 1,435 |
| | Wheelbase mm | 4 | 2,720 | 2,720 |
| | Track–front mm | 5 | 1,545 | 1,545 |
| | Track–rear mm | 6 | 1,536 | 1,536 |
| | Overhang–front mm | 7 | 1,018 | 1,018 |
| | Overhang–rear mm | 8 | 1,189 | 1,189 |
| | Minimum running ground clearance mm | 9 | 165 | 165 |
| Vehicle weight kg | Kerb weight | | Auto | Auto |
| | | | 1,515 | 1,556 |
| | Gross vehicle weight rating | | 1,940 | 1,964 |
| | Gross axle weight –front | | 1,054 | 1,074 |
| | Gross axle weight –rear | | 886 | 890 |
| Seating capacity | | | 5 | |
| Engine | Model No. | | 6G74 (SOHC) | 6G74 (SOHC) |
| | Piston displacement cm ³ | | 3,497 | 3,497 |
| Transmission | Model No. | | F4A51 | F4A51 |
| | Type | | 4 speed auto | 4 speed auto |
| Fuel system | Fuel supply system | | Electronic control multipoint fuel injection | |

MAJOR SPECIFICATIONS

<VEHICLES FOR AUSTRALIA CONTINUED>

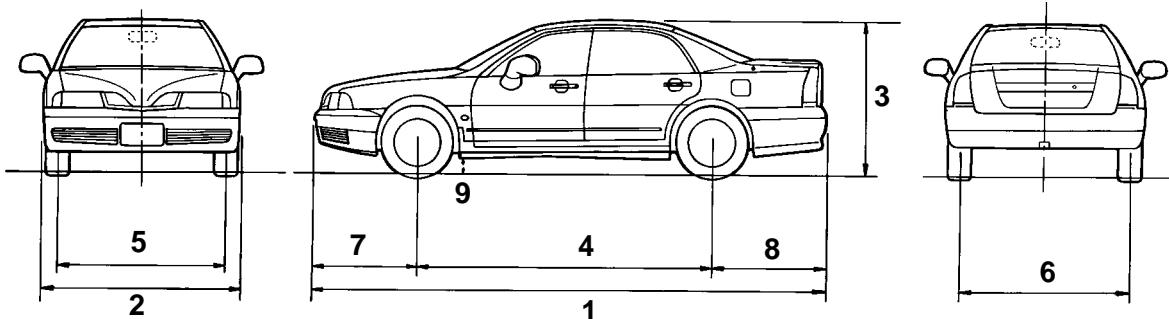


00TJ051A

| Items | | | Magna Executive | | Magna Advance | | Verada Ei |
|--------------------|---|---|--|---------|---------------|---------|-------------|
| Vehicle dimensions | Overall length mm | 1 | 4,812 | | 4,812 | | 4,878 |
| | Overall width mm | 2 | 1,785 | | 1,785 | | 1,785 |
| | Overall height (Unladen) mm | 3 | 1,482 | | 1,482 | | 1,482 |
| | Wheelbase mm | 4 | 2,722 | | 2,722 | | 2,722 |
| | Track–front mm | 5 | 1,545 | | 1,545 | | 1,545 |
| | Track–rear mm | 6 | 1,500 | | 1,500 | | 1,500 |
| | Overhang–front mm | 7 | 970 | | 970 | | 1,018 |
| | Overhang–rear mm | 8 | 1,103 | | 1,103 | | 1,138 |
| | Minimum running ground clearance mm | 9 | 165 | | 165 | | 165 |
| Vehicle weight kg | Kerb weight (6G72) (6G74) | | Man | Auto | Man | Auto | Auto |
| | 1,505 | | 1,530 | – | – | – | – |
| | 1,506 | | 1,531 | 1,549 | 1,566 | 1,604 | |
| | Gross vehicle weight rating (6G72) (6G74) | | 1,965 | 1,990 | – | – | – |
| | 1,966 | | 1,991 | 1,992 | 2,009 | 2,061 | |
| | Gross axle weight –front (6G72) (6G74) | | 997 | 1,022 | – | – | – |
| | 998 | | 1,023 | 1,015 | 1,028 | 1,064 | |
| Seating capacity | Gross axle weight –rear (6G72) (6G74) | | 968 | 968 | – | – | – |
| | 967 | | 967 | 977 | 981 | 997 | |
| | Seating capacity | | 5 | | | | |
| Engine | Model No. | | 6G72(SOHC) 6G74(SOHC) | | 6G74 (SOHC) | | 6G74 (SOHC) |
| | Piston displacement cm ³ | | 2,972 3,497 | | 3,497 | | 3,497 |
| Transmission | Model No. | | F5M5 1 | F4A51 | F5M5 1 | F4A51 | F4A51 |
| | Type | | 5 speed | 4 speed | 5 speed | 4 speed | 4 speed |
| Fuel system | Fuel supply system | | Electronic control multipoint fuel injection | | | | |

MAJOR SPECIFICATIONS

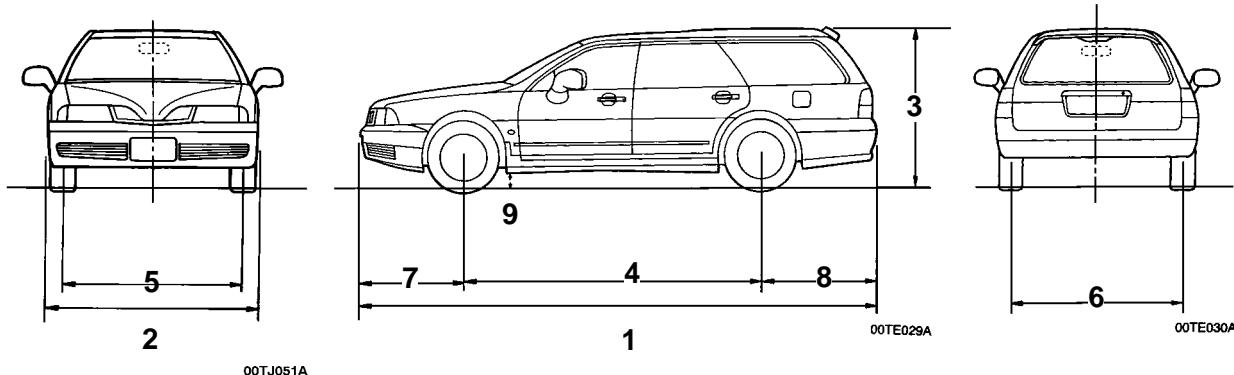
<VEHICLES FOR NEW ZEALAND>



| Items | | Diamante Executive | Diamante Super Saloon | Diamante SEi |
|--------------------|-------------------------------------|--------------------|--|--------------|
| Vehicle dimensions | Overall length mm | 1 4,785 | 4,785 | 4,929 |
| | Overall width mm | 2 1,785 | 1,785 | 1,785 |
| | Overall height (Unladen) mm | 3 1,435 | 1,435 | 1,435 |
| | Wheelbase mm | 4 2,720 | 2,720 | 2,720 |
| | Track–front mm | 5 1,545 | 1,545 | 1,545 |
| | Track–rear mm | 6 1,536 | 1,535 | 1,535 |
| | Overhang–front mm | 7 970 | 970 | 1,018 |
| | Overhang–rear mm | 8 1,103 | 1,103 | 1,189 |
| | Minimum running ground clearance mm | 9 165 | 165 | 165 |
| Vehicle weight kg | Kerb weight | | Auto | Auto |
| | | | 1,456 | 1,536 |
| | Gross vehicle weight rating | | 1,898 | 1,944 |
| | Gross axle weight –front | | 1,030 | 1,060 |
| | Gross axle weight –rear | | 868 | 884 |
| Seating capacity | | 5 | | |
| Engine | Model No. | | 6G72 (SOHC) 6G74 (SOHC) | 6G74 (SOHC) |
| | Piston displacement cm ³ | | 2,972 3,497 | 3,497 |
| Trans-mission | Model No. | | F4A51 | F4A51 |
| | Type | | 4 speed auto | 4 speed auto |
| Fuel system | Fuel supply system | | Electronic control multipoint fuel injection | |

MAJOR SPECIFICATIONS

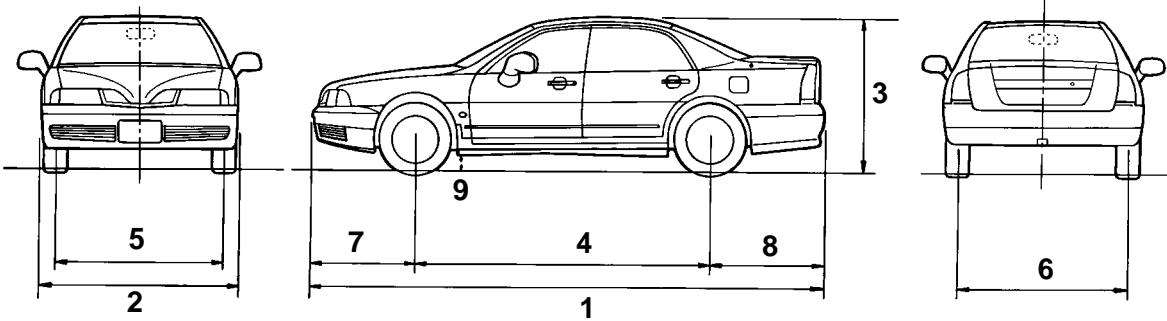
<VEHICLES FOR NEW ZEALAND CONTINUED>



| Items | | | Diamante Executive | Diamante Elite |
|--------------------|-------------------------------------|---|--|----------------|
| Vehicle dimensions | Overall length mm | 1 | 4,812 | 4,812 |
| | Overall width mm | 2 | 1,785 | 1,785 |
| | Overall height (Unladen) mm | 3 | 1,482 | 1,482 |
| | Wheelbase mm | 4 | 2,722 | 2,722 |
| | Track–front mm | 5 | 1,545 | 1,545 |
| | Track–rear mm | 6 | 1,500 | 1,500 |
| | Overhang–front mm | 7 | 970 | 1,138 |
| | Overhang–rear mm | 8 | 1,189 | 1,189 |
| | Minimum running ground clearance mm | 9 | 165 | 165 |
| Vehicle weight kg | Kerb weight | | Auto | Auto |
| | | | 1,512 | 1,530 |
| | Gross vehicle weight rating | | 1,968 | 1,985 |
| | Gross axle weight –front | | 994 | 1,013 |
| | Gross axle weight –rear | | 974 | 972 |
| Seating capacity | | | 5 | |
| Engine | Model No. | | 6G72 (SOHC) 6G74 (SOHC) | 6G74 (SOHC) |
| | Piston displacement cm ³ | | 2,972 3,497 | 3,497 |
| Transmission | Model No. | | F4A51 | F4A51 |
| | Type | | 4 speed auto | 4 speed auto |
| Fuel system | Fuel supply system | | Electronic control multipoint fuel injection | |

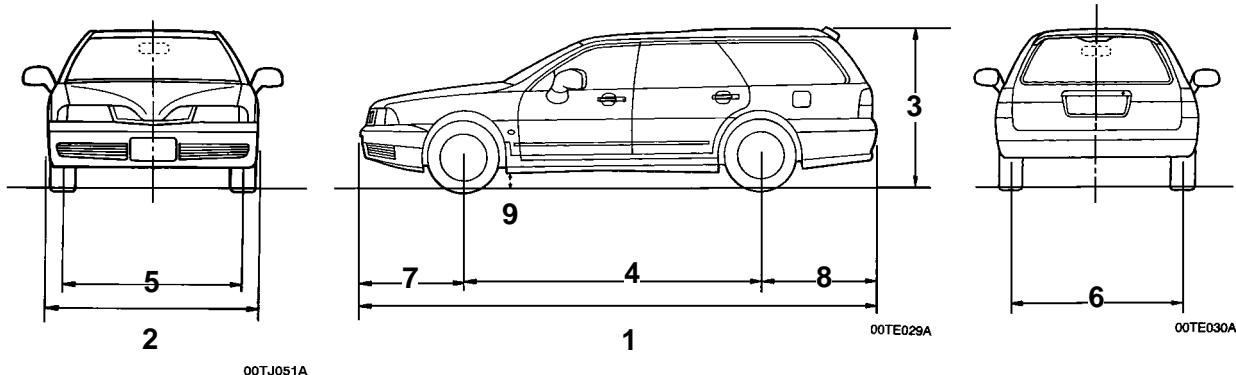
MAJOR SPECIFICATIONS

<VEHICLES FOR PACIFIC REGION & BRUNEI>



00TJ050A

| Items | | | Magna Altera Pacific | | Magna Altera Brunei |
|--------------------|-------------------------------------|---|--|--------------|---------------------|
| Vehicle dimensions | Overall length mm | 1 | 4,785 | | 4,785 |
| | Overall width mm | 2 | 1,785 | | 1,785 |
| | Overall height (Unladen) mm | 3 | 1,435 | | 1,435 |
| | Wheelbase mm | 4 | 2,720 | | 2,720 |
| | Track-front mm | 5 | 1,545 | | 1,545 |
| | Track-rear mm | 6 | 1,536 | | 1,536 |
| | Overhang-front mm | 7 | 970 | | 970 |
| | Overhang-rear mm | 8 | 1,103 | | 1,103 |
| | Minimum running ground clearance mm | 9 | 165 | | 165 |
| Vehicle weight kg | Kerb weight | | Man | Auto | Auto |
| | | | 1,436 | 1,462 | 1,478 |
| | Gross vehicle weight rating | | 1,878 | 1,904 | 1,901 |
| | Gross axle weight –front | | 1,010 | 1,036 | 1,029 |
| | Gross axle weight –rear | | 868 | 868 | 872 |
| Seating capacity | | | 5 | | |
| Engine | Model No. | | 6G72 (SOHC) | | 6G72 (SOHC) |
| | Piston displacement cm ³ | | 2,972 | | 2,972 |
| Transmission | Model No. | | F5M51 | F4A51 | F4A51 |
| | Type | | 5 speed man | 4 speed auto | 4 speed auto |
| Fuel system | Fuel supply system | | Electronic control multipoint fuel injection | | |

MAJOR SPECIFICATIONS**<VEHICLES FOR BRUNEI>**

| Items | | | Magna Altera |
|--------------------|-------------------------------------|---|--|
| Vehicle dimensions | Overall length mm | 1 | 4,812 |
| | Overall width mm | 2 | 1,785 |
| | Overall height (Unladen) mm | 3 | 1,482 |
| | Wheelbase mm | 4 | 2,722 |
| | Track–front mm | 5 | 1,545 |
| | Track–rear mm | 6 | 1,500 |
| | Overhang–front mm | 7 | 970 |
| | Overhang–rear mm | 8 | 1,138 |
| | Minimum running ground clearance mm | 9 | 165 |
| Vehicle weight kg | Kerb weight | | Auto |
| | | | 1,522 |
| | Gross vehicle weight rating | | 1,985 |
| | Gross axle weight –front | | 1014 |
| | Gross axle weight –rear | | 971 |
| Seating capacity | | | 5 |
| Engine | Model No. | | 6G72 (SOHC) |
| | Piston displacement cm ³ | | 2,972 |
| Transmission | Model No. | | F4A51 |
| | Type | | 4 speed auto |
| Fuel system | Fuel supply system | | Electronic control multipoint fuel injection |

HOW TO DIAGNOSE

The most important point in troubleshooting is to determine "Probable Causes". Once the probable causes are determined, parts to be checked can be limited to those associated with such probable causes. Therefore, unnecessary checks can be eliminated. The determination of the probable causes must be based on a theory and be supported by facts and must not be based on intuition only.

TROUBLESHOOTING STEPS

If an attempt is made to solve a problem without going through correct steps for troubleshooting, the problem symptoms could become more complicated, resulting in failure to determine the causes correctly and making incorrect repairs. The four steps below should be followed in troubleshooting.

1 Observation of Problem Symptoms

Observe the symptom carefully. Check if there are also other problems.



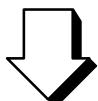
2 Determination of Probable Causes

In determining the probable causes, it is necessary to check the wiring diagram to understand the circuit as a system. Knowledge of switches, relays and other parts is necessary for accurate determination. The causes of similar problems in the past must be taken into account.



3 Checking of Parts Associated with Probable Causes and Determination of Faulty Parts

Troubleshooting is carried out by making step by step checks until the true cause is found. Always go through the procedures considering what check is to be made where for the best results.



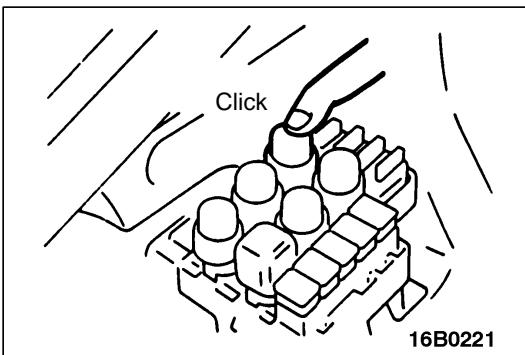
4 Repair and Confirmation

After the problems are corrected, be sure to check that the system operates correctly. Also check that new problems have not been caused by the repair.

INFORMATION FOR DIAGNOSIS

This manual contains the cable diagrams as well as the individual circuit drawings, operational explanations, and troubleshooting hints for each component required to facilitate the task of troubleshooting. The information is compiled in the following manner:

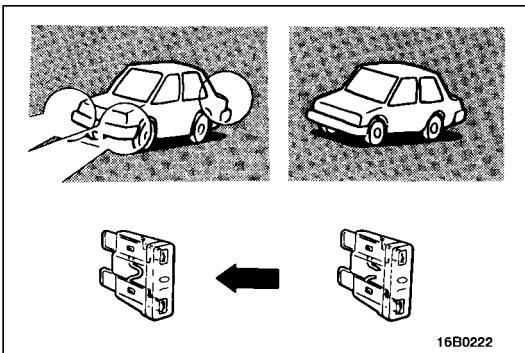
- (1) Configuration diagrams show the connector positions, etc., on the actual vehicle as well as the harness path.
- (2) Circuit drawings show the configuration of the circuit with all switches in their normal positions.



INSPECTION

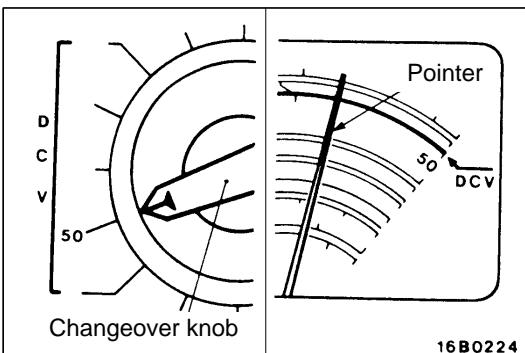
1. Visual and aural checks

Check relay operation, blower motor rotation, light illumination, etc. visually or aurally. The flow of current is invisible but can be checked by the operation of the parts.



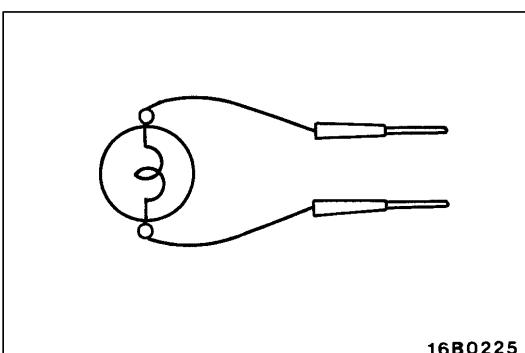
2. Simple checks

For example, if a headlight does not come on and a faulty fuse or poor grounding is suspected, replace the fuse with a new one or ground the light to the body by a jumper wire to determine which part is responsible for the problem.



3. Checking with instruments

Use an appropriate instrument in an adequate range and read the indication correctly. You must have sufficient knowledge and experience to handle instruments correctly.

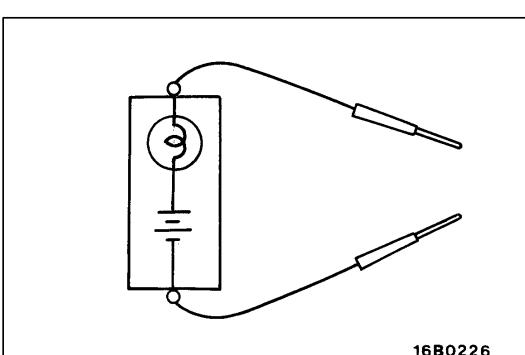


INSPECTION INSTRUMENTS

In inspection, make use of the following instruments.

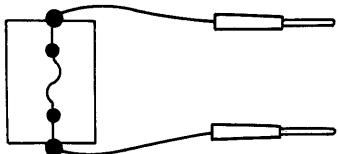
1. Test lights

A test light consists of a 12V bulb and lead wires. It is used to check voltages or short-circuits.



2. Self-power test light

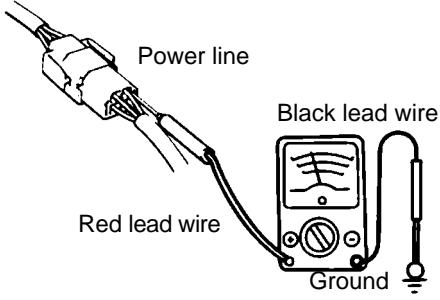
A self-power test light consists of a bulb, battery and lead wires connected in series. It is used to check continuity or grounding.



16B0227

3. Jumper wire

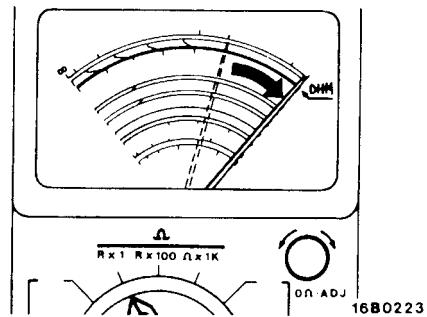
A jumper wire is used to close an open circuit. Never use one to connect a power supply directly to a load.



16B0228

4. Voltmeter

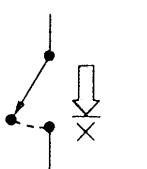
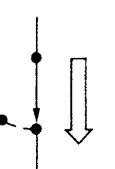
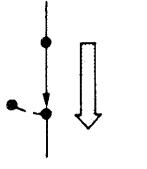
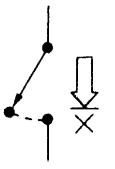
A voltmeter is used to measure the circuit voltage. Normally, the positive (red lead) probe is applied to the point of voltage measurement and the negative (black lead) probe to the body ground.



16B0223

5. Ohmmeter

An ohmmeter is used to check continuity or measure resistance of a switch or coil. If the measuring range has been changed, the zero point must be adjusted before measurement.

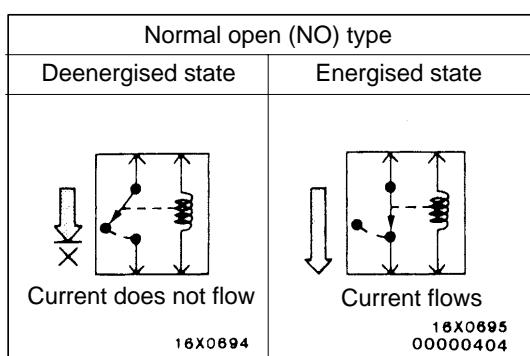
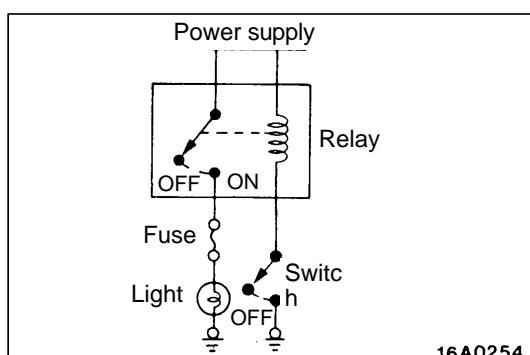
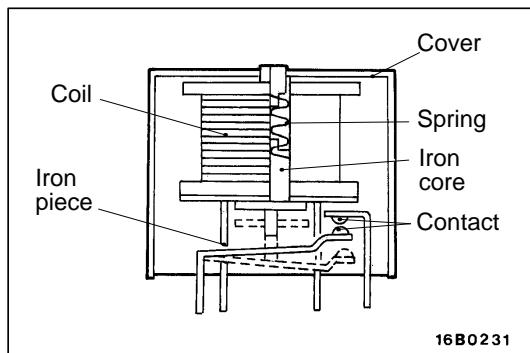
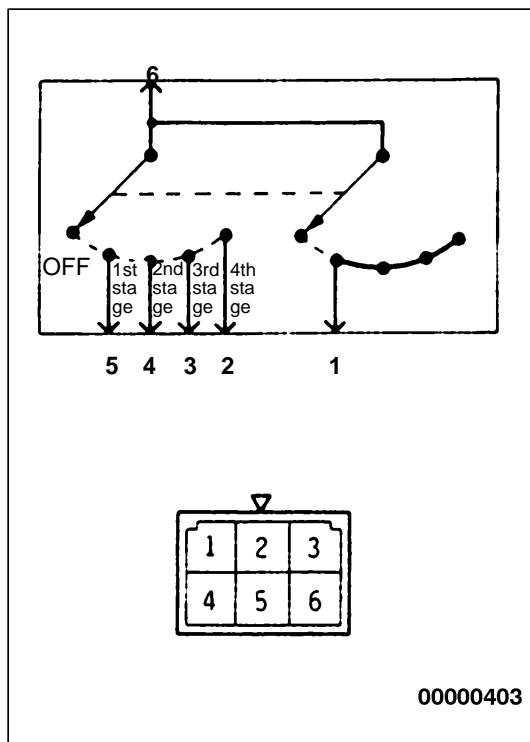
| Normal open (NO) type | |
|---|---|
| OFF | ON |
|  |  |
| Current does not flow | Current flows |
| 16X0690 | |
| Normal close (NC) type | |
| OFF | ON |
|  |  |
| Current flows | Current does not flow |
| 16X0691 | |
| 00000401 | |
| 16X0690 | |
| 00000402 | |

CHECKING SWITCHES

In a circuit diagram, a switch is represented by a symbol and in the idle state.

1. Normal open or normal close switch

Switches are classified into those which make the circuit open and those which make the circuit closed when off.



2. Switch connection

This figure illustrates a complex switch. The continuity between terminals at each position is as indicated in the table below.

| Position | Terminal No. | | | | | |
|-----------|--------------|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| OFF | | | | | | |
| 1st stage | ○ | | | | ○ | ○ |
| 2nd stage | ○ | | | ○ | | ○ |
| 3rd stage | ○ | | ○ | | | ○ |
| 4th stage | ○ | ○ | | | | ○ |

NOTE

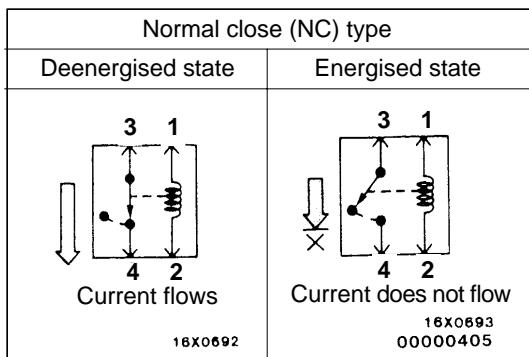
○—○ denotes continuity between terminals.

CHECKING RELAYS

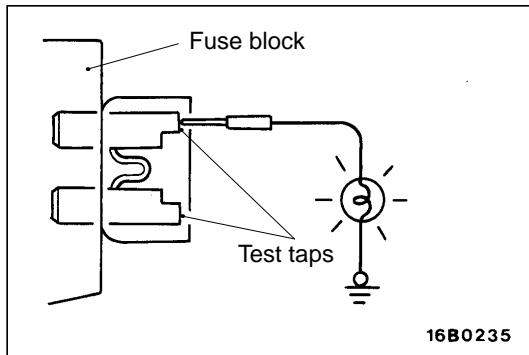
- When current flows through the coil of a relay, its core is magnetised to attract the iron piece, closing (ON) the contact at the tip of the iron piece. When the coil current is turned off, the iron piece is made to return to its original position by a spring, opening the contact (OFF).
- By using a relay, a heavy current can be turned on and off by a switch of small capacity. For example, in the circuit shown here, when the switch is turned on (closed), current flows to the coil of the relay. Then, its contact is turned on (closed) and the light comes on. The current flowing at this time to the switch is the relay coil current only and is very small.
- The relays may be classified into the normal open type and the normal close type by their contact construction.

NOTE

The deenergised state means that no current is flowing through the coil and the energised state means that current is flowing through the coil.

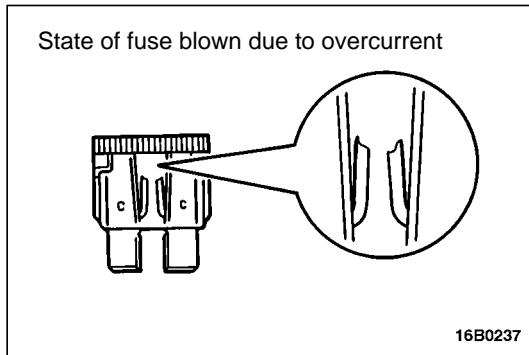


When a normal close type relay as illustrated here is checked, there should be continuity between terminals 1 and 2 and between terminals 3 and 4 when the relay is deenergised, and the continuity should be lost between terminals 3 and 4 when the battery voltage is applied to the terminals 1 and 2. A relay can be checked in this manner and it cannot be determine if a relay is okay or faulty by checking its state only when it is deenergised (or energised).



CHECKING FUSES

A blade type fuse has test taps provided to allow checking of the fuse itself without removing it from the fuse block. The fuse is okay if the test light comes on when its one lead is connected to the test taps (one at a time) and the other lead is grounded. (Change the ignition switch position adequately so that the fuse circuit becomes live.)

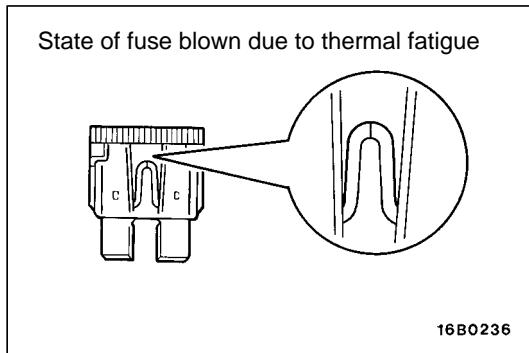


CAUTIONS IN EVENT OF BLOWN FUSE

When a fuse is blown, there are two probable causes as follows: One is that it is blown due to flow of current exceeding its rating. The other is that it is blown due to repeated on/off current flowing through it. Which of the two causes is responsible can be easily determined by visual check as described below.

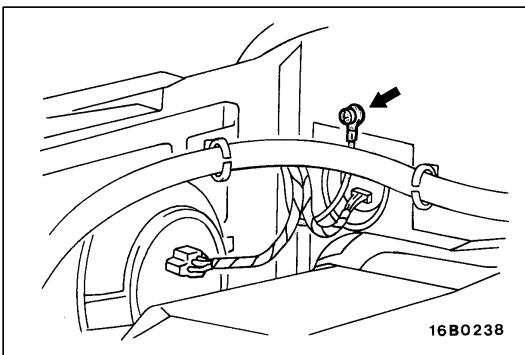
(1) Fuse blown due to current exceeding rating

The illustration shows the state of a fuse blown due to this cause. In this case, do not replace the fuse with a new one hastily since a current heavy enough to blow the fuse has flowed through it. First, check the circuit for shorting and check for abnormal electric parts. Only after the correction of such shorting or parts, fuse of the same capacity should be used as a replacement. Never use a fuse of larger capacity than the one that has blown. If such a fuse is used, electric parts or wirings could be damaged before the fuse blows in the event an overcurrent occurs again.

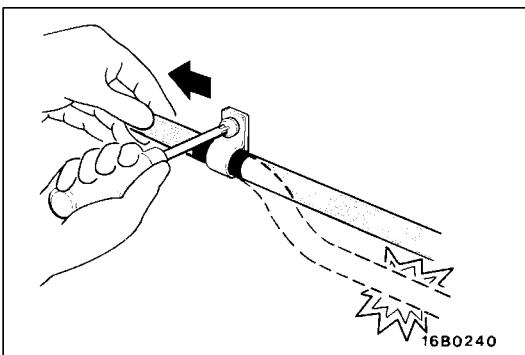


(2) Fuse blown due to repeated current on/off

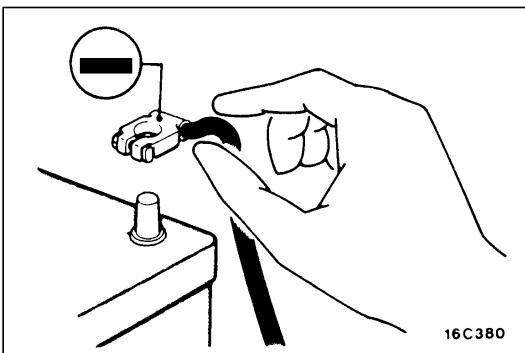
The illustration shows the state of a fuse blown due to repeated current on/off. Normally, this type of problem occurs after fairly long period of use and hence is less frequent than the above type. In this case, you may simply replace with a new fuse of the same capacity.



16B0238



16B0240



16C380

CABLES AND WIRES CHECK

1. Check connections for looseness, rust and stains.
2. Check terminals and wires for corrosion by battery electrolyte, etc.
3. Check terminals and wires for open circuit or impending open circuit.
4. Check wire insulation and coating for damage, cracks and degrading.
5. Check conductive parts of terminals for contact with other metallic parts (vehicle body and other parts).
6. Check grounding parts to verify that there is complete continuity between attaching bolt(s) and vehicle body.
7. Check for incorrect wiring.
8. Check that wirings are clamped as to prevent contact with sharp corners of the vehicle body, etc. or hot parts (exhaust manifold, pipe, etc.).
9. Check that wirings are clamped firmly to secure enough clearance from the fan pulley, fan belt and other rotating or moving parts.
10. Check that the wirings between the fixed parts such as the vehicle body and the vibrating parts such as the engine are made with adequate allowance for vibrations.

BATTERY HANDLING

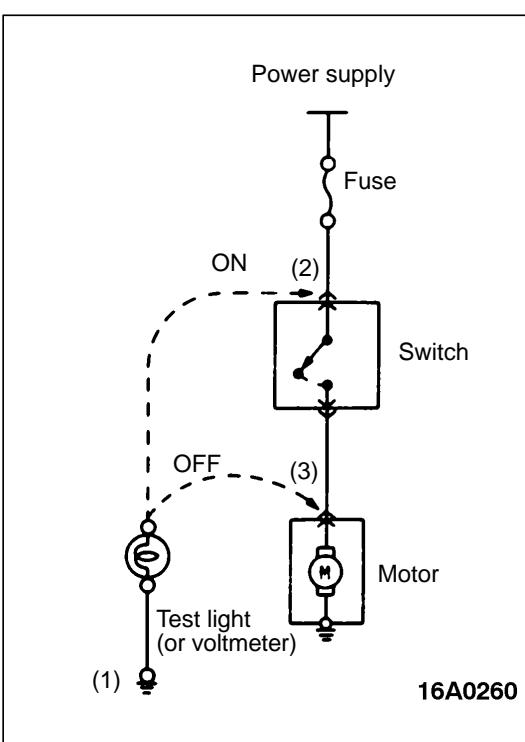
When checking or servicing does not require power from the on-vehicle battery, be sure to disconnect the cable from the battery (–) terminal. This is to prevent problems that could be caused by a short circuit. Disconnect the (–) terminal first and reconnect it last.

GENERAL ELECTRICAL SYSTEM CHECK

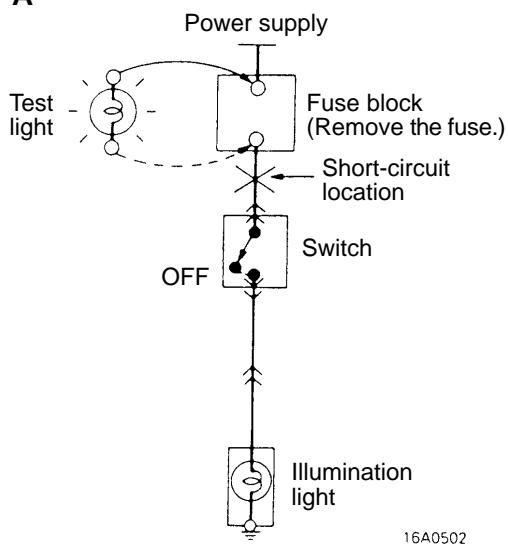
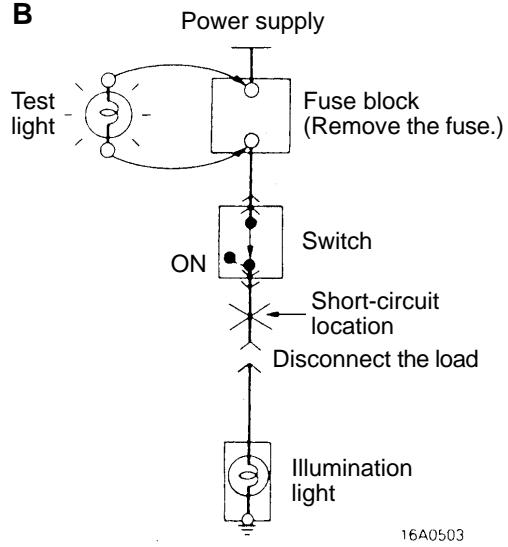
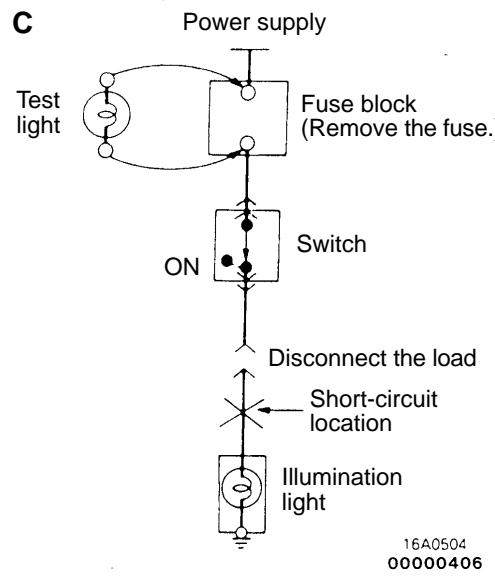
A circuit consists of the power supply, switch, relay, load, ground, etc. There are various methods to check a circuit including an overall check, voltage check, short-circuit check and continuity check. Each of these methods is briefly described in the following.

1. VOLTAGE CHECK

- (1) Ground one lead wire of the test light. If a voltmeter is used instead of the test light, ground the grounding side lead wire.
- (2) Connect the other lead wire of the test light to the power side terminal of the switch connector. The test light should come on or the voltmeter should indicate a voltage.
- (3) Then, connect the test light or voltmeter to the motor connector. The test light should not come on, or the voltmeter should indicate no voltage. When the switch is turned on in this state, the test light should come on, or the voltmeter should indicate a voltage, with motor starting to run.
- (4) The circuit illustrated here is normal but if there is any problem such as the motor failing to run, check voltages beginning at the connector nearest to the motor until the faulty part is identified.

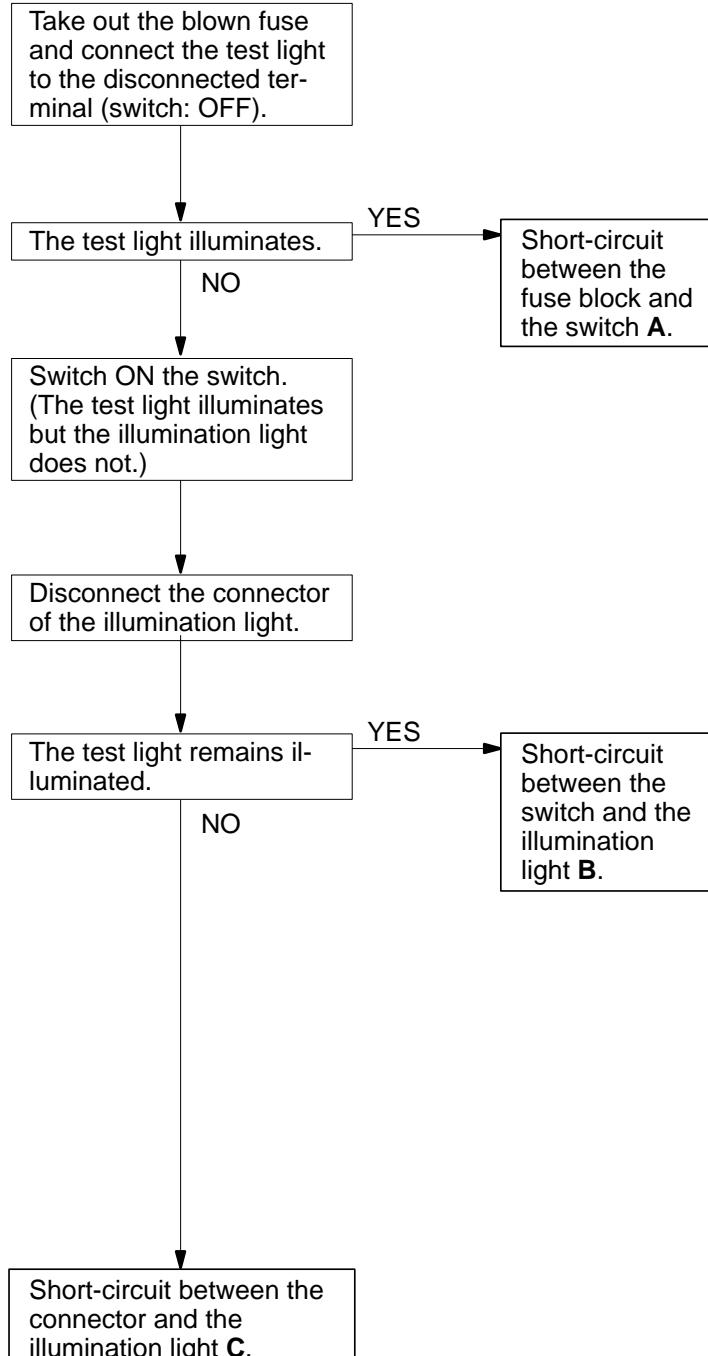


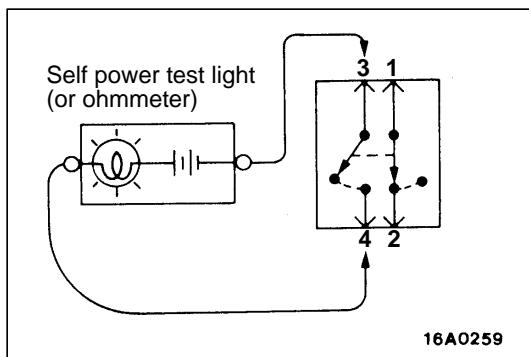
16A0260

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2. SHORT-CIRCUIT CHECK

Because the fuse has blown, it is probable that there is a short-circuited circuit. Follow the procedures below to narrow down the short-circuit location.





3. CONTINUITY CHECK

- (1) When the switch is in the OFF position, the self power test light should come on or the ohmmeter should read 0 ohm only when the terminals 1 and 2 are interconnected.
- (2) When the switch is the ON position, the self power test light should come on or the ohmmeter should read 0 ohm only when the terminals 3 and 4 are interconnected.

SERVICE PRECAUTIONS

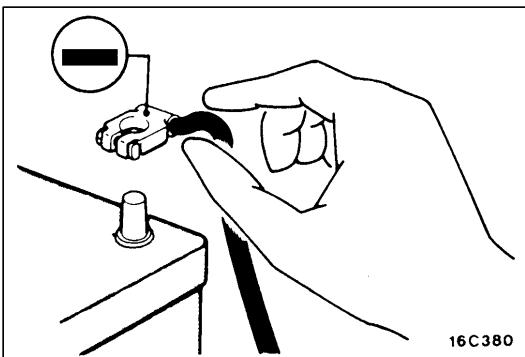
SUPPLEMENTAL RESTRAINT SYSTEM (SRS)

1. Items to follow when servicing SRS
 - (1) Be sure to read GROUP 52B – Supplemental Restraint System (SRS)
For safe operations, please follow the directions and heed all warnings.
 - (2) Always use the designated special tools and test equipment.
 - (3) 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.
 - (4) Never attempt to disassemble or repair the SRS Airbag components (SRS – ECU, air bag module and clock spring). If faulty, replace them.
 - (5) Warning labels must be heeded when servicing or handling SRS components. Warning labels are located in the following locations.
 - Sun visor
 - SRS – ECU
 - Steering wheel
 - Air bag module
 - Clock spring
 - Steering gear and linkage clamp
 - (6) 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.
Do not place anything on top.
 - (7) When discarding an airbag module or disposing of a vehicle with an SRS air bag, ensure that you first activate the airbag.
 - (8) Whenever you finish servicing the SRS, check the SRS warning light operation to make sure that the system functions properly.
2. Observe the following when carrying out operations on places where SRS components are installed, including operations not directly related to the SRS air bag.
 - (1) When removing or installing parts do not allow any impact or shock to the SRS components.
 - (2) If there is any possibility that the SRS airbag component parts will be subjected to heating, remove the component parts.
 - SRS - ECU, airbag module, clockspring: 93°C
 After installing the component parts, test that the SRS warning lamp lights up to confirm that the airbag system is normal.

ENGINE-A/T ECU AND BEM/IMMOBILISER SERVICE REQUIREMENTS

When replacing Engine-A/T ECU and BEM/Immobiliser ECU, related components must be replaced as follows:-

| Component replacement | Additional component requirements | | |
|--------------------------|-----------------------------------|----------------------|---|
| | Engine-A/T ECU | BEM ECU | Ignition Keys |
| Engine-A/T ECU | – | Replacement required | Replacement and registration required. |
| Engine-A/T Reprogramming | No action required | No action required | No action required |
| BEM ECU | No action required | – | Re-register original keys |
| Ignition Key | No action required | No action required | Registration of new key and all original/other keys |
| RKE unit | No action required | No action required | No action required |

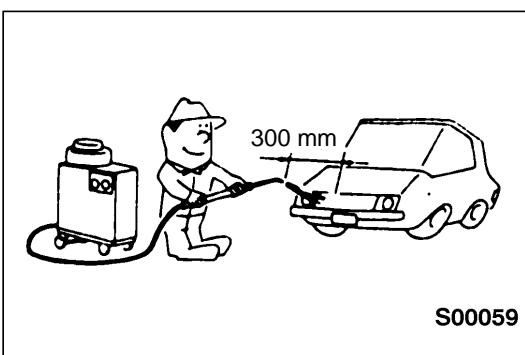


SERVICING THE ELECTRICAL SYSTEM

1. Note the following before proceeding with work on the electrical system.
Note that the following must never be done:
Unauthorised modifications of any electrical device or wiring, because such modifications might lead to a vehicle malfunction, over-capacity or short-circuit that could result in a fire in the vehicle.
2. When servicing the electrical system, disconnect the negative cable terminal from the battery.

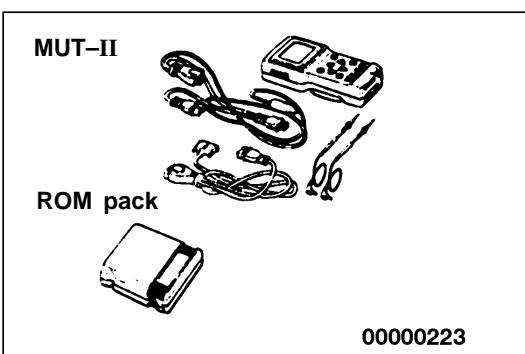
Caution

1. Before connecting or disconnecting the negative cable, be sure to turn off the ignition switch and the lighting switch.
(If this is not done, there is the possibility of semiconductor parts being damaged.)
2. After completion of the work steps [when the battery's negative (-) terminal is connected], warm up the engine and allow it to idle for approximately ten minutes under the conditions described below, in order to stabilise the engine control conditions, and then check to be sure that idling is satisfactory.
Engine coolant temperature: 80–95 °C
Lights, electric fans, accessories: OFF
Transmission: "N" or "P"
Steering wheel: neutral (centre) 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 300 mm from any plastic parts and all opening parts (doors, luggage compartment, etc.).



MUT-II

To operate the MUT-II, refer to the "MUT-II OPERATING INSTRUCTIONS".

Caution

Connection and disconnection of the MUT-II should always be made with the ignition switch in the OFF position.

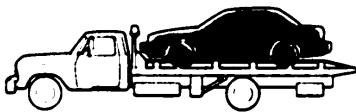
Sling type



Wheel lift type



Flat bed type



00F0027

TOWING AND HOISTING**TOWING RECOMMENDATION****FRONT TOWING PICKUP****Caution**

This vehicle cannot be towed by sling-type equipment to prevent the bumper from deformation. If this vehicle is towed, use wheel lift or flat bed equipment.

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.

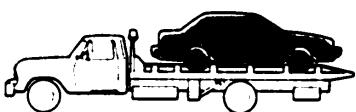
Sling type



Wheel lift type



Flat bed type



00F0026

REAR TOWING PICKUP**Caution**

1. This vehicle cannot be towed by sling-type equipment. This will prevent the lower arm from deformation. If this vehicle is towed, use wheel lift or flat bed equipment.
2. Do not use steering column lock to secure front wheel position for towing.
3. Make sure the transmission is in Neutral if vehicle will be with drive wheels on the ground.

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

Caution

If these limits cannot be met, the front wheels must be placed on a tow dolly.

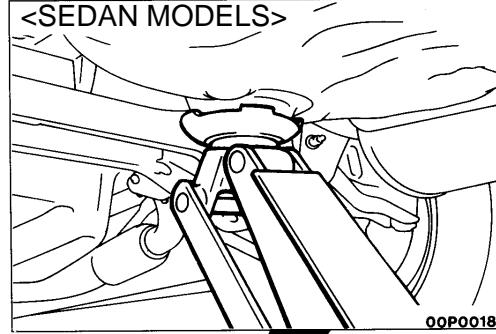
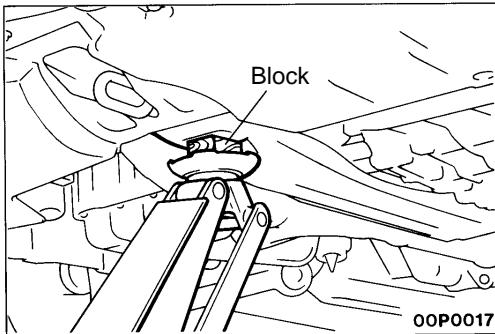
TOWING WHEN KEYS ARE NOT AVAILABLE

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.

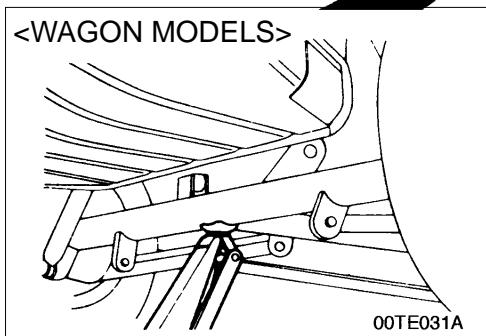
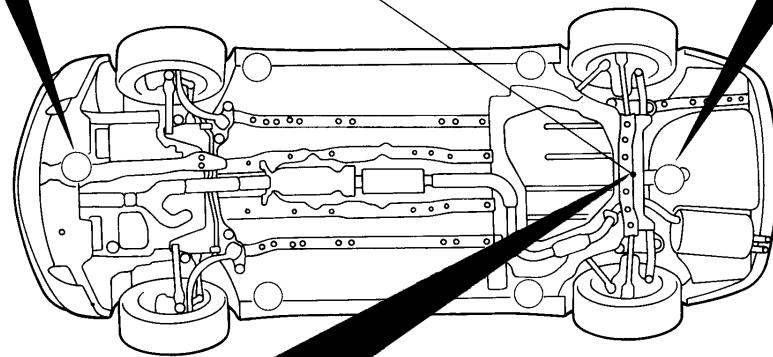
SAFETY PRECAUTIONS

The following precautions should be taken when towing the vehicle.

1. DO NOT LIFT OR TOW THE VEHICLE BY ATTACHING TO OR WRAPPING AROUND THE BUMPER.
2. Any loose or protruding parts of damaged vehicle such as hoods, doors, fenders, trim, etc., should be secured or removed prior to moving the vehicle.
3. Operator should refrain from going under a vehicle while it is lifted by the towing equipment, unless the vehicle is adequately supported by safety stands.
4. Never allow passengers to ride in a towed vehicle.
5. State and local rules and regulations must be followed when towing a vehicle.

**LIFTING, JACKING SUPPORT LOCATION
FLOOR JACK**

Caution
Never support the vehicle by the rear floor cross member.

**Caution**

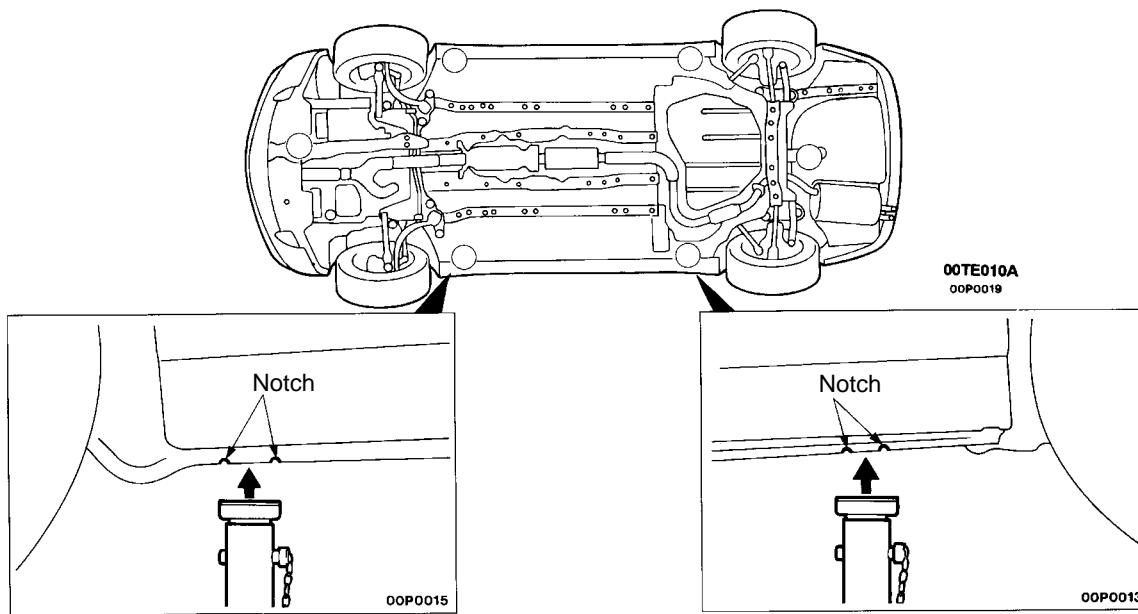
Never support any point other than the specified one, or it will be deformed.

RIGID RACK

Main Index

00 Index

00 BASE

**Caution**

For lifting, put rubber or similar between the side sill and rigid rack, or the side sill area will be damaged.

POST TYPE

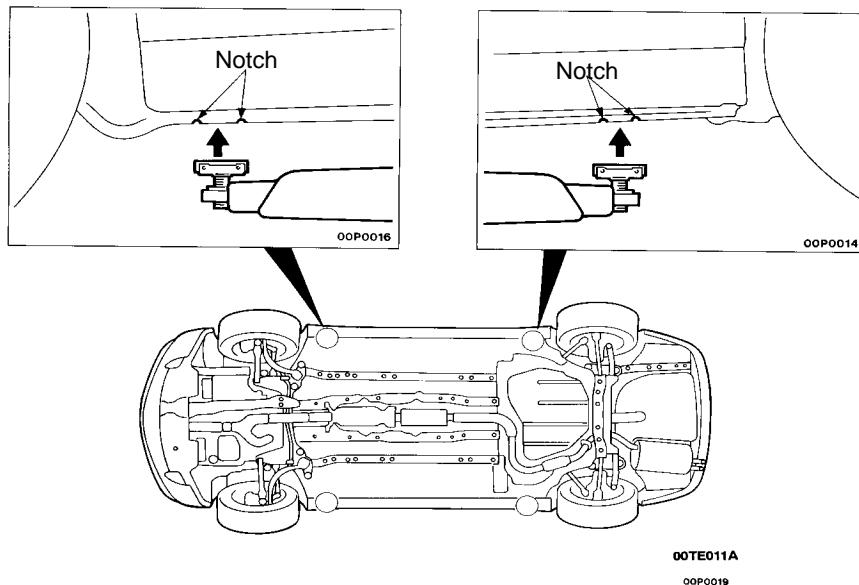
Special care should be taken when raising the vehicle on a frame contact type hoist. The hoist must be equipped with the proper adaptors in order to support the vehicle at the proper locations.

Caution

When hoisting Magna Sports with VR-X body kit, pads must be wound down fully to go under the side air dams, then wound up fully so hoisting arms have clearance to side air dams. Hoisting pads must also be clear of the side air dams so that no weight is taken onto air dams when vehicle is lifted.

Caution

When service procedures require removing rear suspension, fuel tank and spare tire, place additional weight on rear end of vehicle or anchor vehicle to hoist to prevent tipping of centre of gravity changes.



TIGHTENING TORQUE

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 | | Torque Nm | | |
|----------------------------|------------|---------------|---------------|---------------|
| Bolt nominal diameter (mm) | Pitch (mm) | Head mark "4" | Head mark "7" | Head mark "8" |
| M5 | 0.8 | 2.5 | 5 | 6 |
| M6 | 1.0 | 5 | 9 | 10 |
| M8 | 1.25 | 12 | 22 | 25 |
| M10 | 1.25 | 24 | 44 | 52 |
| M12 | 1.25 | 41 | 81 | 96 |
| M14 | 1.5 | 72 | 137 | 157 |
| M16 | 1.5 | 111 | 206 | 235 |
| M18 | 1.5 | 167 | 304 | 343 |
| M20 | 1.5 | 226 | 412 | 481 |
| M22 | 1.5 | 304 | 559 | 647 |
| M24 | 1.5 | 392 | 735 | 853 |

Flange bolt and nut tightening torque

| Thread size | | Torque Nm | | |
|----------------------------|------------|---------------|---------------|---------------|
| Bolt nominal diameter (mm) | Pitch (mm) | Head mark "4" | Head mark "7" | Head mark "8" |
| M6 | 1.0 | 5 | 10 | 12 |
| M8 | 1.25 | 13 | 24 | 28 |
| M10 | 1.25 | 26 | 49 | 57 |
| M10 | 1.5 | 24 | 44 | 54 |
| M12 | 1.25 | 46 | 93 | 103 |
| M12 | 1.75 | 42 | 81 | 96 |