

BODY AND EXTERIOR

5-1

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1. Supplemental Restraint System "Airbag"

Airbag system wiring harness is routed on and along body panels.

CAUTION:

- All Airbag system wiring harness and connectors are colored yellow. Do not use electrical test equipment on these circuit.
- Be careful not to damage Airbag system wiring harness when repairing the body panel.

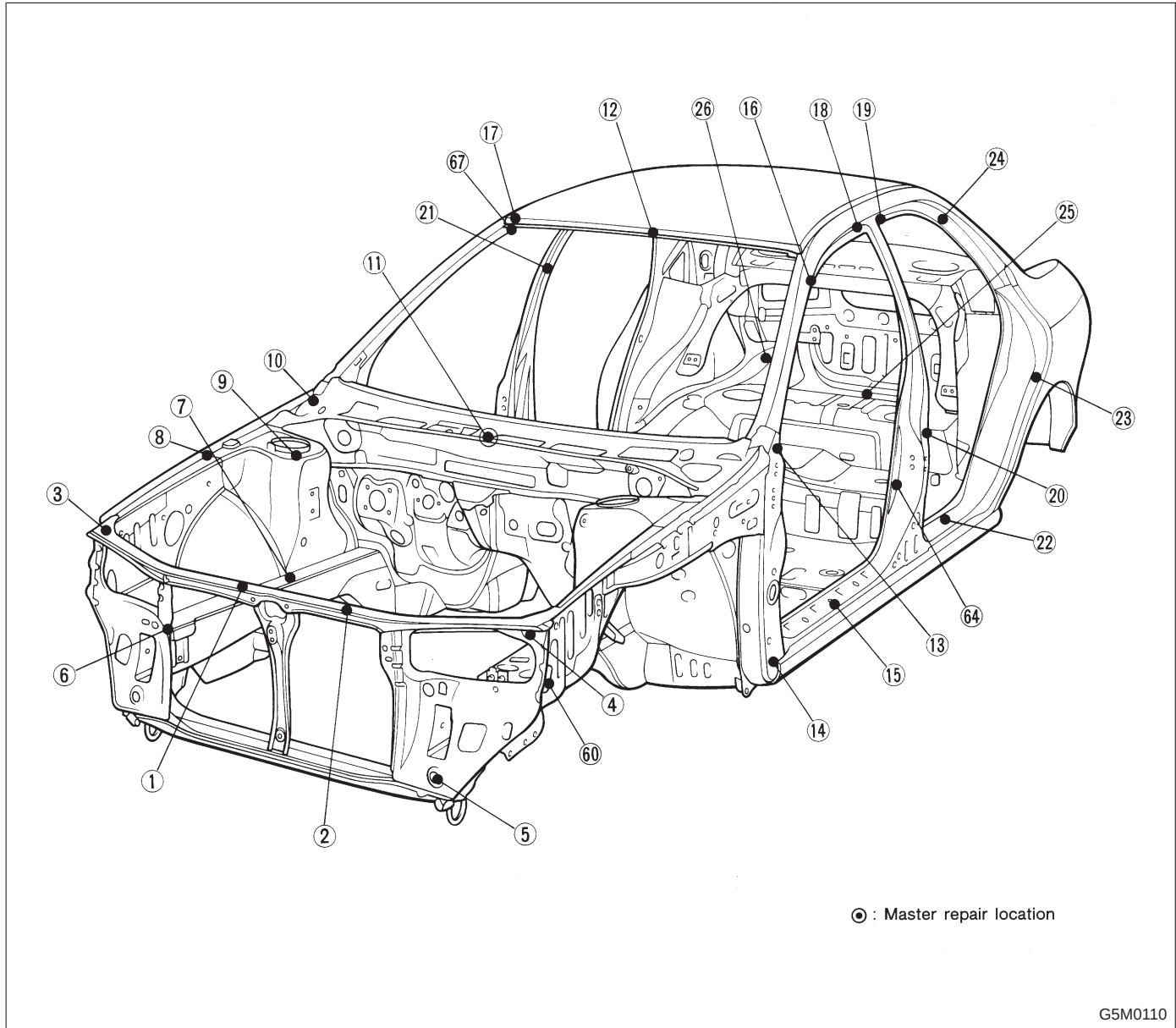
2. Body Datum Points

Various master repair locations are established as datum points used during body repairs. In addition, guide holes, locators and indents are provided to facilitate panel replacement and achieve alignment accuracy.

NOTE:

Left and right datum points are all symmetrical to each other.

1. ENGINE COMPARTMENT AND ROOM (SEDAN AND WAGON)



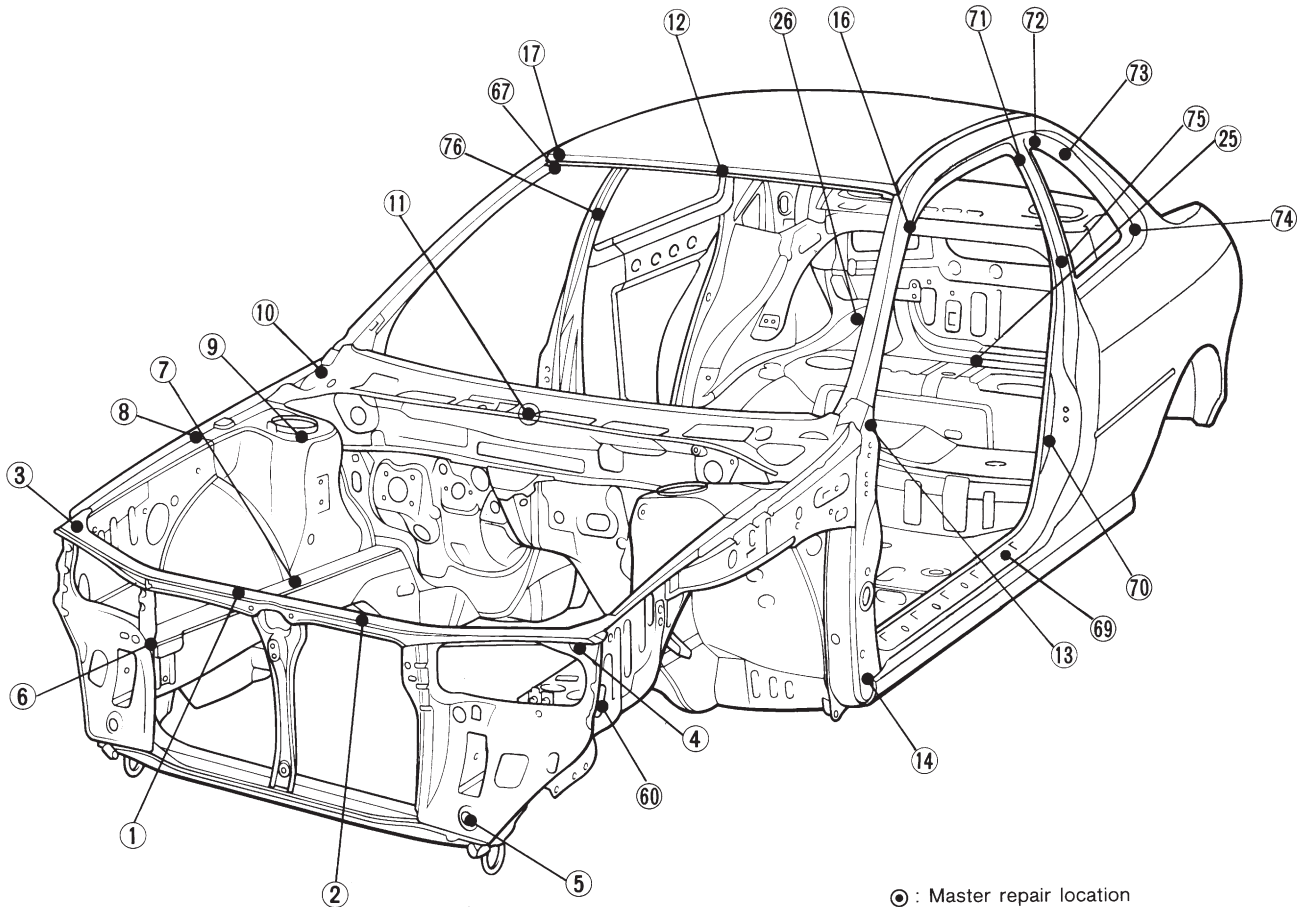
⊙ : Master repair location

G5M0110

- | | |
|---|---|
| ① Radiator panel (UPR) repair bolt hole M8 (Right) | ⑮ Wax coat hole, 20 mm (0.79 in) dia. (Symmetrical) |
| ② Radiator panel (UPR) repair bolt hole M8 (Left) | ⑯ Retainer attaching square hole 7 mm (0.28 in) (Symmetrical) |
| ③ Fender attaching bolt hole M6 (Symmetrical) | ⑰ Sun visor attaching hole 20 mm (0.79 in) dia. (Symmetrical) |
| ④ Headlight attaching bolt hole M6 (Symmetrical) | ⑱ Retainer attaching square hole 7 mm (0.28 in) (Symmetrical) |
| ⑤ Radiator panel side gauge hole 24 mm (0.94 in) dia. (Symmetrical) | ⑲ Retainer attaching square hole 7 mm (0.28 in) (Symmetrical) |
| ⑥ Front bumper mounting hole 14 x 17 mm (0.55 x 0.67 in) dia. (Symmetrical) | ⑳ Center pillar gauge hole 10 mm (0.39 in) dia. (Symmetrical) |
| ⑦ Front crossmember attaching bolt hole 12.4 mm (0.488 in) dia. (Symmetrical) | ㉑ Belt anchor attaching bolt hole (Symmetrical) |
| ⑧ Fender attaching bolt hole M6 (Symmetrical) | ㉒ Wax coat hole, 20 mm (0.79 in) dia. (Symmetrical) |
| ⑨ Front strut mounting hole 10 mm (0.39 in) dia. (Symmetrical) | ㉓ Rear door switch attaching hole 20 mm (0.79 in) dia. (Symmetrical) |
| ⑩ Hood hinge attaching bolt hole M8 (Symmetrical) | ㉔ Retainer attaching square hole 7 mm (0.28 in) (Symmetrical) |
| ⑪ Cowl panel mounting hole 5 mm (0.20 in) dia.
(Located in center of vehicle.) | ㉕ Spare tire attaching bolt hole M8 |
| ⑫ Front rail (Inner) mirror attaching bolt hole 8 mm (0.31 in) dia. | ㉖ Air draw hole 7 mm (0.28 in) dia. (Symmetrical) |
| ⑬ Fender attaching bolt hole M6 (Symmetrical) | ⑳ Fender attaching bolt hole M6 (Symmetrical) |
| ⑭ Front pillar gauge hole 20 mm (0.79 in) dia. (Symmetrical) | ㉘ Door switch attaching hole 20 mm (0.79 in) dia. (Symmetrical) |
| | ㉙ Front glass attaching hole
Right 6.5 mm (0.256 in) dia.
Left 6.5 x 10 mm (0.256 x 0.39 in) dia. |

2. ENGINE COMPARTMENT AND ROOM (COUPE)

COUPE MODEL

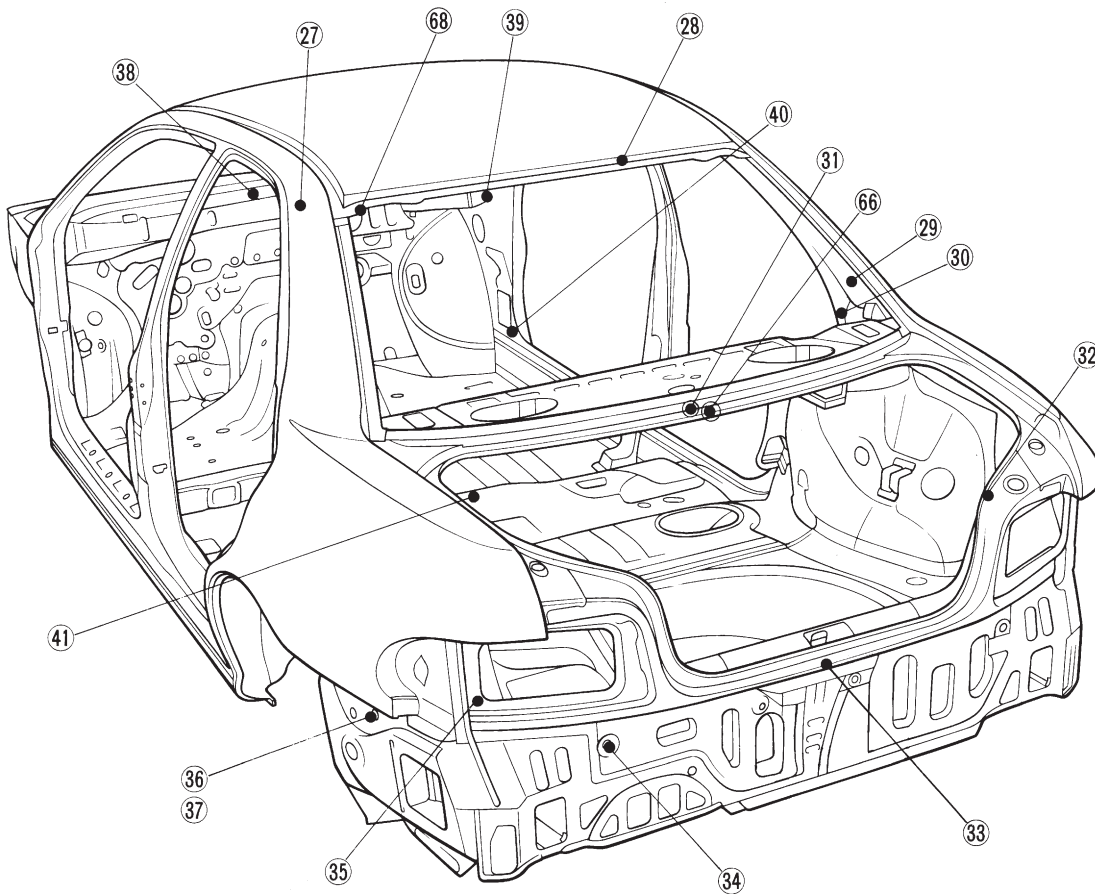


⊙ : Master repair location

G5M0643

- | | |
|--|---|
| ① Radiator panel (UPR) repair bolt hole M8 (Right) | ⑩ Retainer attaching square hole 7 mm (0.28 in) (Symmetrical) |
| ② Radiator panel (UPR) repair bolt hole M8 (Left) | ⑪ Sun visor attaching hole 20 mm (0.79 in) dia. (Symmetrical) |
| ③ Fender attaching bolt hole M6 (Symmetrical) | ⑫ Spare tire attaching bolt hole M8 |
| ④ Headlight attaching bolt hole M6 (Symmetrical) | ⑬ Air draw hole 7 mm (0.28 in) dia. (Symmetrical) |
| ⑤ Radiator panel side gauge hole 24 mm (0.94 in) dia. (Symmetrical) | ⑭ Fender attaching bolt hole M6 (Symmetrical) |
| ⑥ Front bumper mounting hole 14 x 17 mm (0.55 x 0.67 in) dia. (Symmetrical) | ⑮ Front glass attaching hole |
| ⑦ Front crossmember attaching bolt hole 12.4 mm (0.488 in) dia. (Symmetrical) | Right 6.5 mm (0.256 in) dia. |
| ⑧ Fender attaching bolt hole M6 (Symmetrical) | Left 6.5 x 10 mm (0.256 x 0.39 in) dia. |
| ⑨ Front strut mounting hole 10 mm (0.39 in) dia. (Symmetrical) | ⑯ Wax coat hole 20 mm (0.79 in) dia. (Symmetrical) |
| ⑩ Hood hinge attaching bolt hole M8 (Symmetrical) | ⑰ Door switch attaching hole 13.5 mm (0.531 in) dia. (Symmetrical) |
| ⑪ Cowl panel mounting hole 5 mm (0.20 in) dia. (Located in center of vehicle.) | ⑱ Retainer attaching square hole 8 mm (0.31 in). (Symmetrical) |
| ⑫ Front rail (Inner) mirror attaching bolt hole 8 mm (0.31 in) dia. | ⑲ Rear quarter glass attaching hole 8 mm (0.31 in) dia. (Symmetrical) |
| ⑬ Fender attaching bolt hole M6 (Symmetrical) | ⑳ Rear quarter glass attaching hole 7 mm (0.28 in) dia. (Symmetrical) |
| ⑭ Front pillar gauge hole 20 mm (0.79 in) dia. (Symmetrical) | ㉑ Rear quarter glass attaching hole 8 x 5.5 mm (0.31 x 0.217 in) dia. (Symmetrical) |
| | ㉒ Retainer attaching square hole 8 mm (0.31 in). (Symmetrical) |
| | ㉓ Seat belt anchor attaching bolt hole 16 mm (0.63 in) dia. (Symmetrical) |

3. LUGGAGE COMPARTMENT AND ROOM (SEDAN AND COUPE)

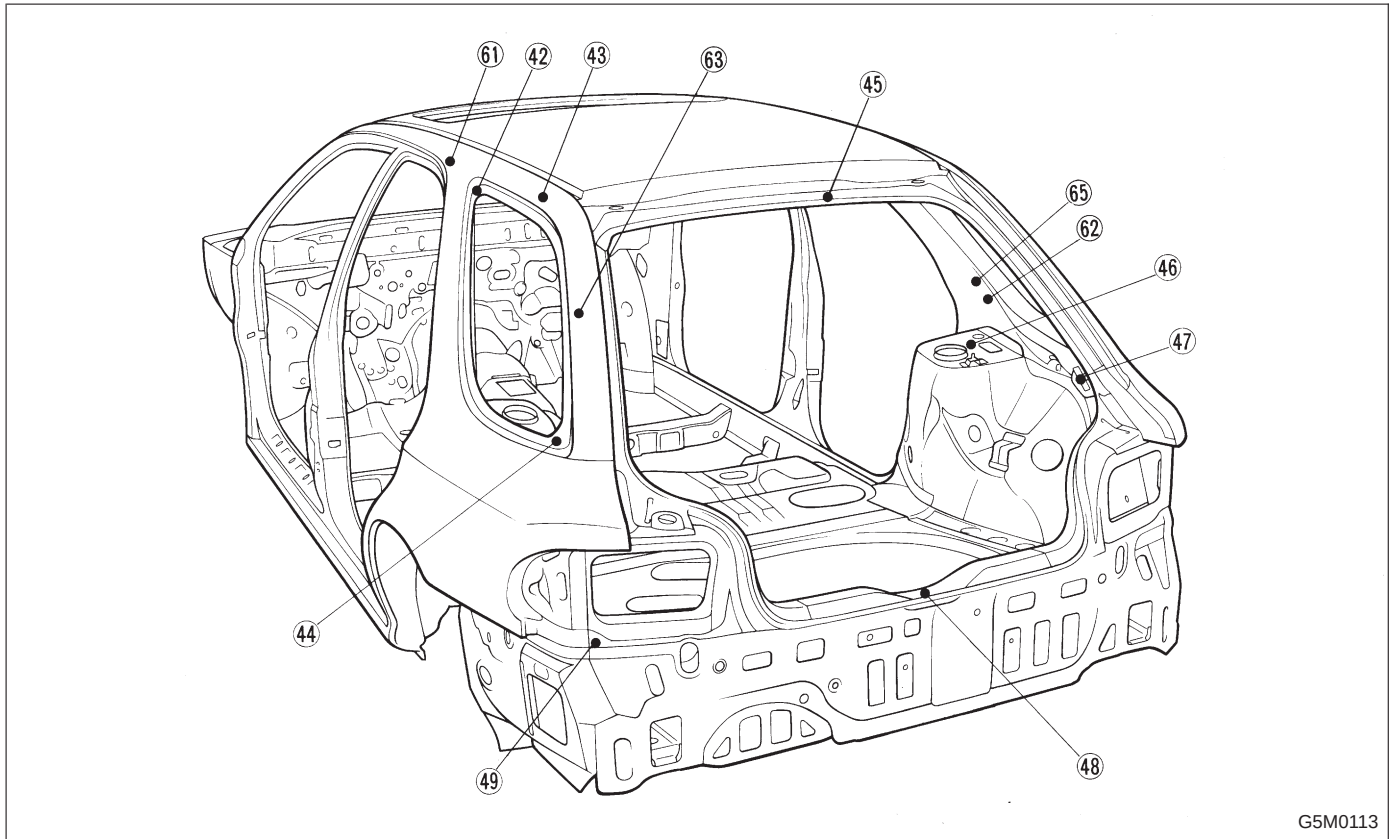


⊙ : Master repair location

G5M0111

- | | |
|---|--|
| <p>②⑦ Rear pillar (Inner) gauge hole 8 mm (0.31 in) dia. (Symmetrical)</p> <p>②⑧ Rear roof trim attaching hole 8 mm (0.31 in) dia. (Symmetrical)</p> <p>②⑨ Rear quarter trim attaching hole 8 mm (0.31 in) dia. (Symmetrical)</p> <p>③⑩ Seat belt anchor attaching bolt hole (Symmetrical)</p> <p>③⑪ Reinforcement (Rear panel rear) repair locator (Located in center of vehicle)</p> <p>③⑫ Rear corner patch at flange (Symmetrical)</p> <p>③⑬ Rear skirt (UPR) cutout (Repair locator)</p> <p>③⑭ Rear skirt gauge hole 20 mm (0.79 in) dia. (Symmetrical)</p> <p>③⑮ Rear combination light mounting hole 9 mm (0.35 in) dia. (Symmetrical)</p> <p>③⑯ Rear quarter bumper side gauge hole 20 mm (0.79 in) dia. (Left)</p> | <p>③⑰ Rear quarter bumper side gauge hole 20 mm (0.79 in) dia. (Right)</p> <p>③⑱ Instrument panel attaching square hole 22 x 34.5 mm (0.87 x 1.358 in) (Right)</p> <p>③⑲ Steering support beam attaching bolt hole M8 (Symmetrical)</p> <p>④① Front pillar (Inner) gauge hole 10 mm (0.39 in) dia. (Symmetrical)</p> <p>④② Floor mat attaching clip hole 8 mm (0.31 in) dia. (Symmetrical)</p> <p>⑥⑥ Rear panel (Center) repair locator (Located in center of vehicle.)</p> <p>⑥⑧ Rear glass attaching hole
(Right): 6.5 mm (0.256 in) dia.
(Left): 6.5 x 10 mm (0.256 x 0.39 in) dia.</p> |
|---|--|

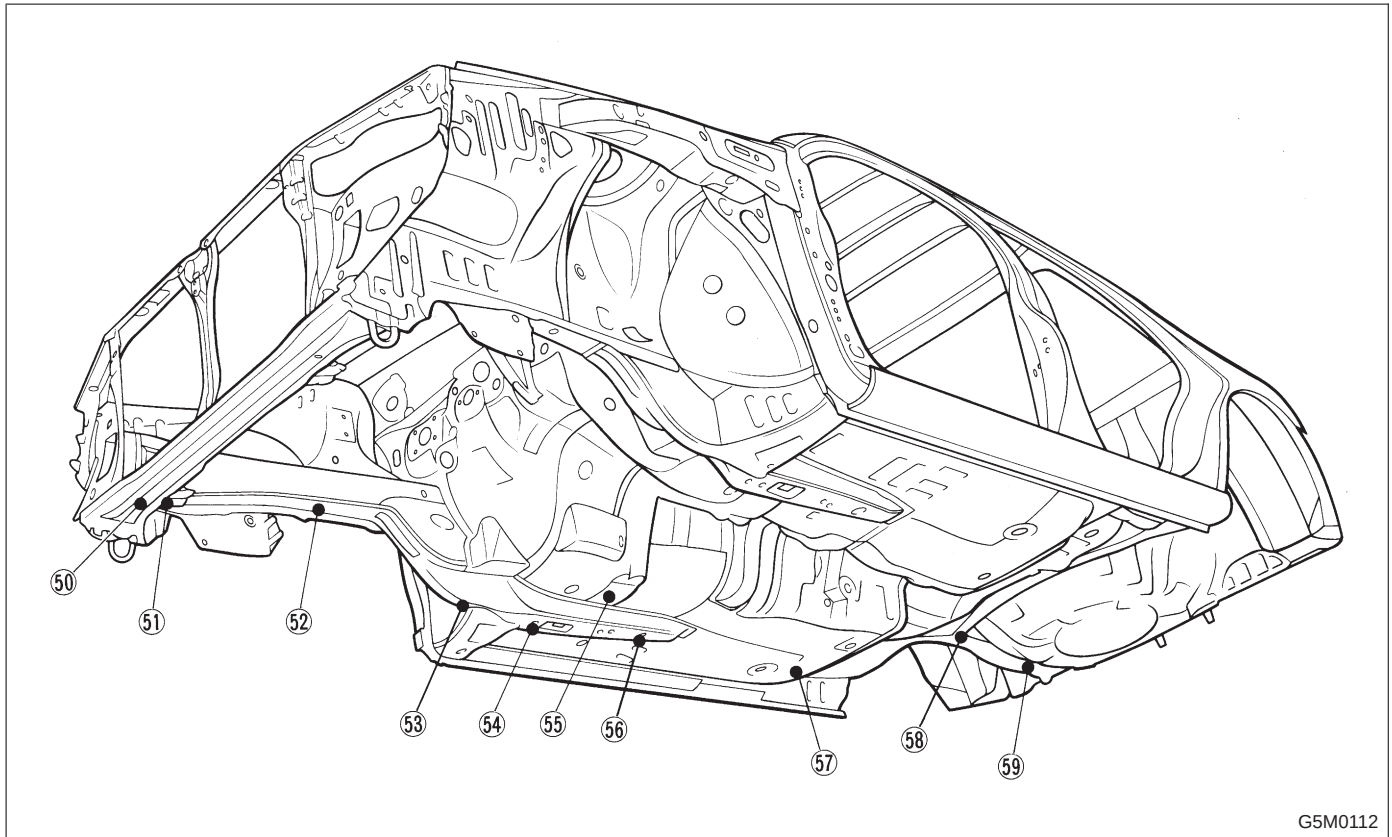
4. LUGGAGE COMPARTMENT AND ROOM (WAGON)



G5M0113

- ④② Rear quarter glass attaching hole 8 mm (0.31 in) dia. (Symmetrical)
- ④③ Roof rail attaching hole 10 mm (0.39 in) dia. (Symmetrical)
- ④④ Rear quarter glass attaching hole 8 x 15 mm (0.31 x 0.59 in) dia. (Symmetrical)
- ④⑤ Rear roof trim attaching hole 8 mm (0.31 in) dia. (Symmetrical)
- ④⑥ Rear strut mounting hole 10 mm (0.39 in) dia. (Symmetrical)
- ④⑦ Rear gate stay attaching bolt hole M8 (Symmetrical)
- ④⑧ Child seat anchor attaching bolt hole
- ④⑨ Rear combination light mounting hole 10 mm (0.39 in) dia. (Symmetrical)
- ⑥① Side rail (Inner) gauge hole 8 mm (0.31 in) dia. (Symmetrical)
- ⑥② Rear quarter trim attaching hole 8 mm (0.31 in) dia. (Symmetrical)
- ⑥③ Rear quarter harness attaching clip hole 7 mm (0.28 in) dia. (Symmetrical)
- ⑥⑤ Seat belt anchor attaching bolt hole (Symmetrical)

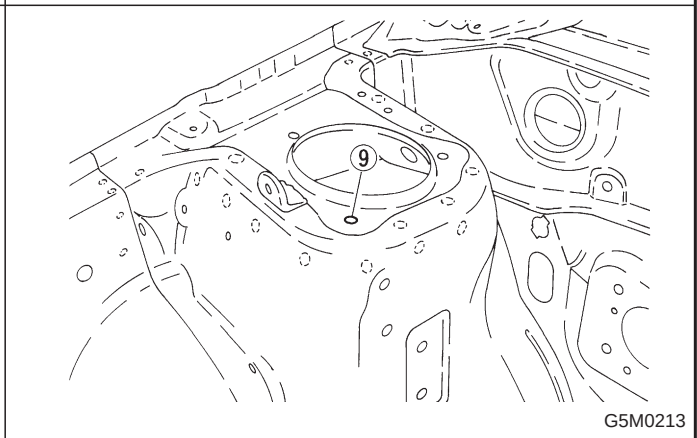
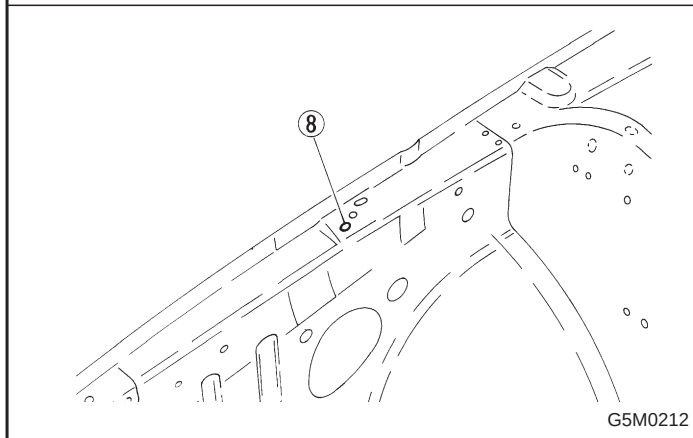
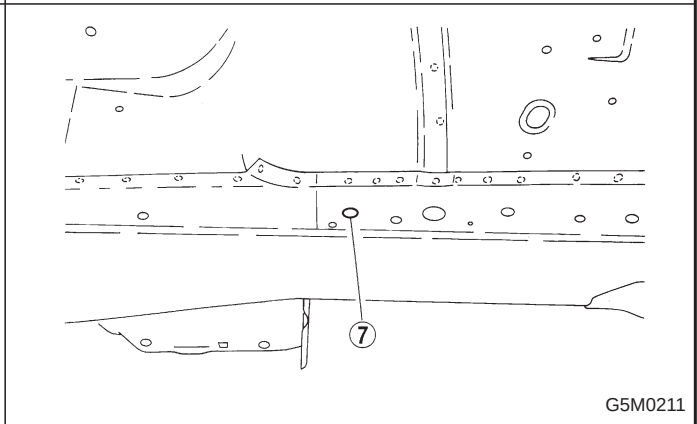
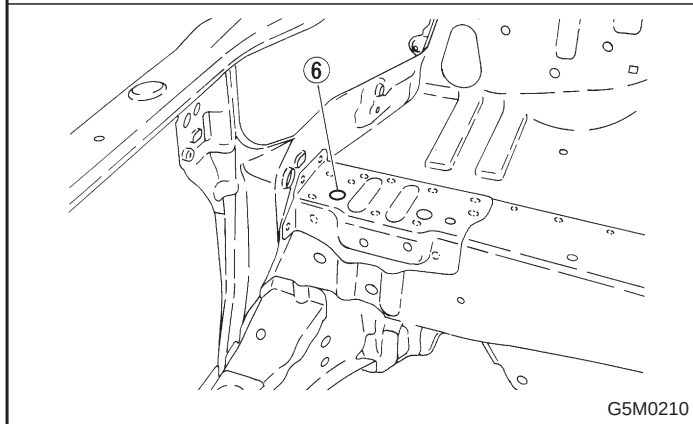
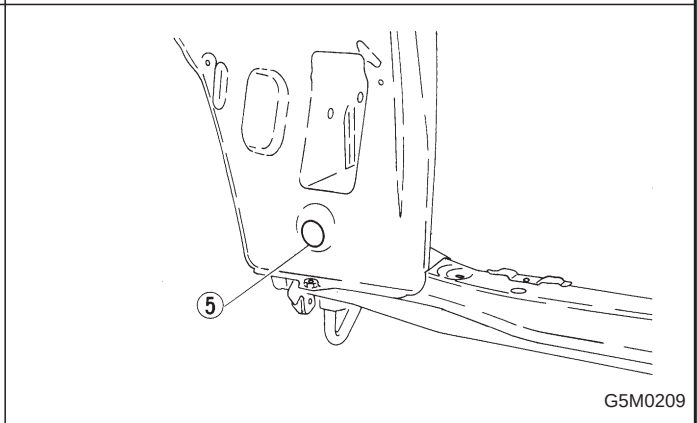
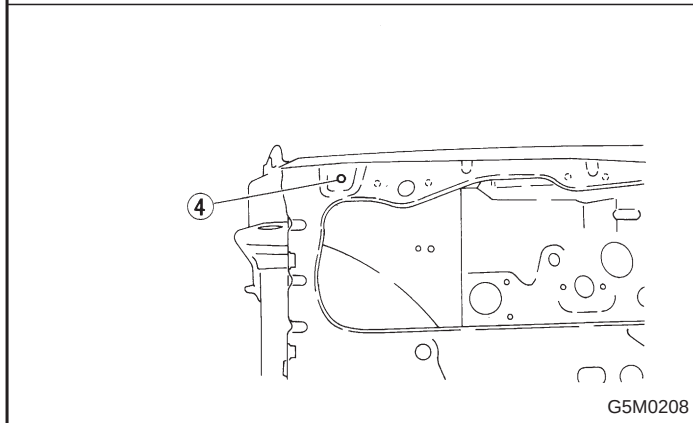
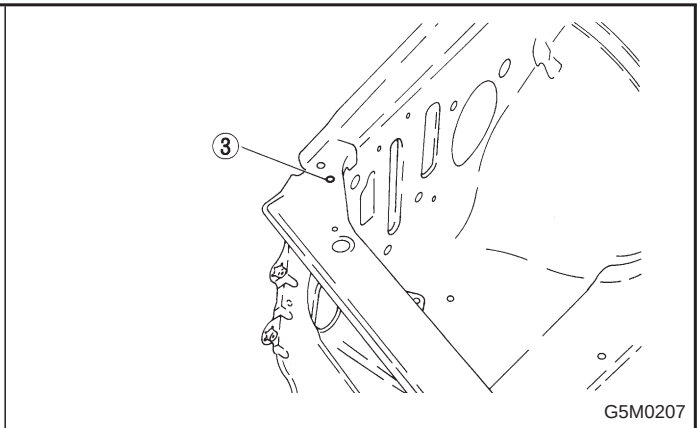
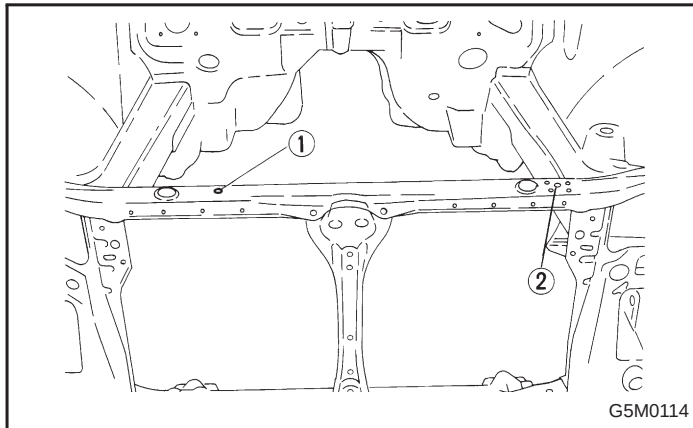
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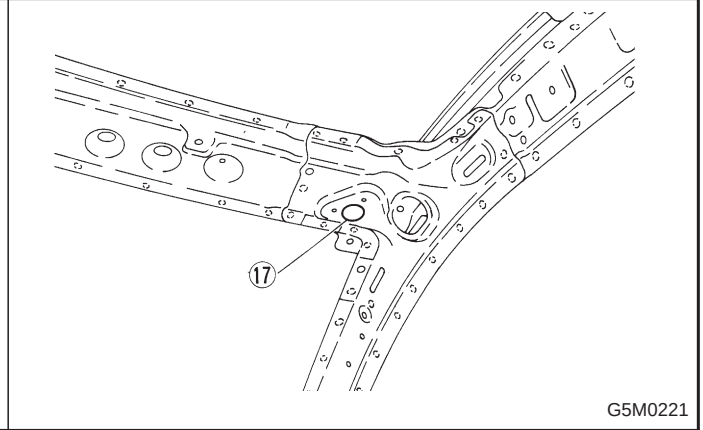
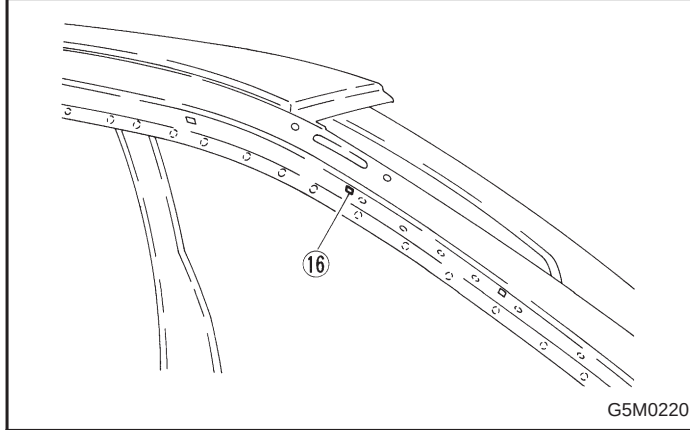
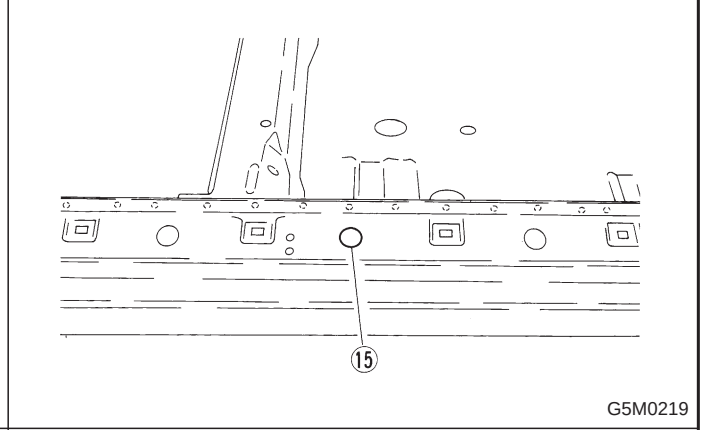
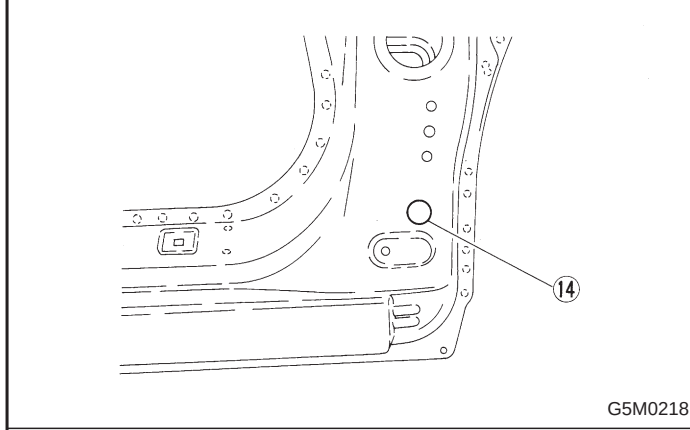
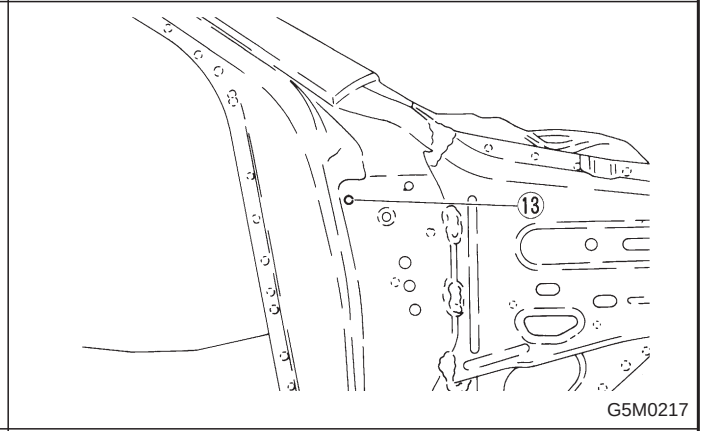
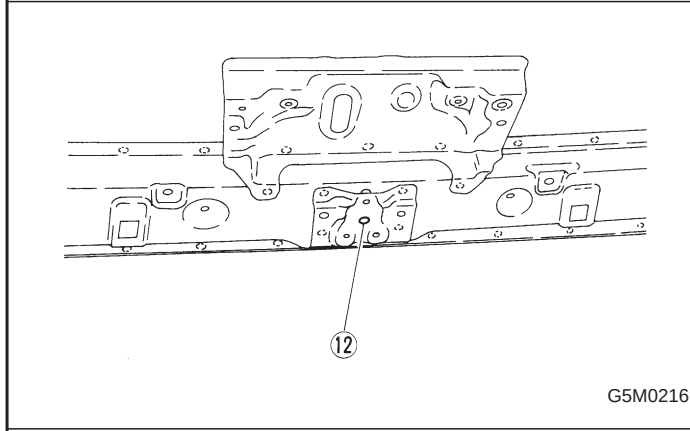
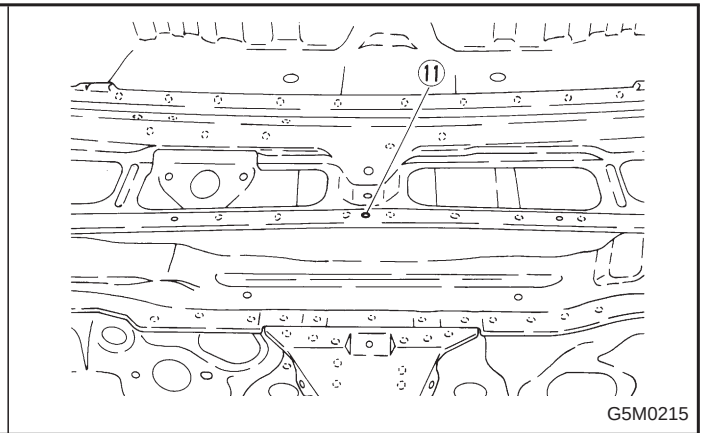
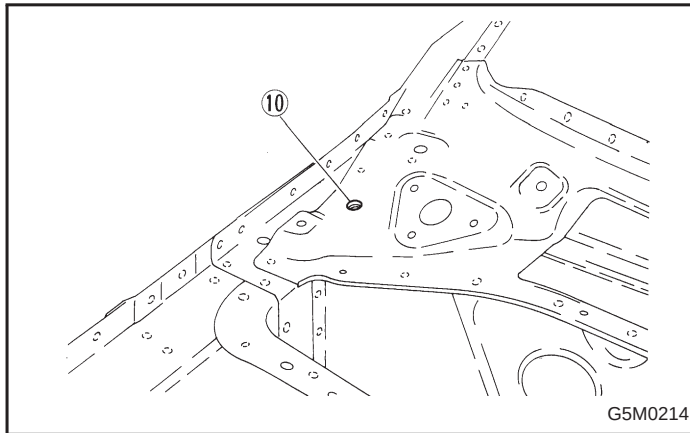


G5M0112

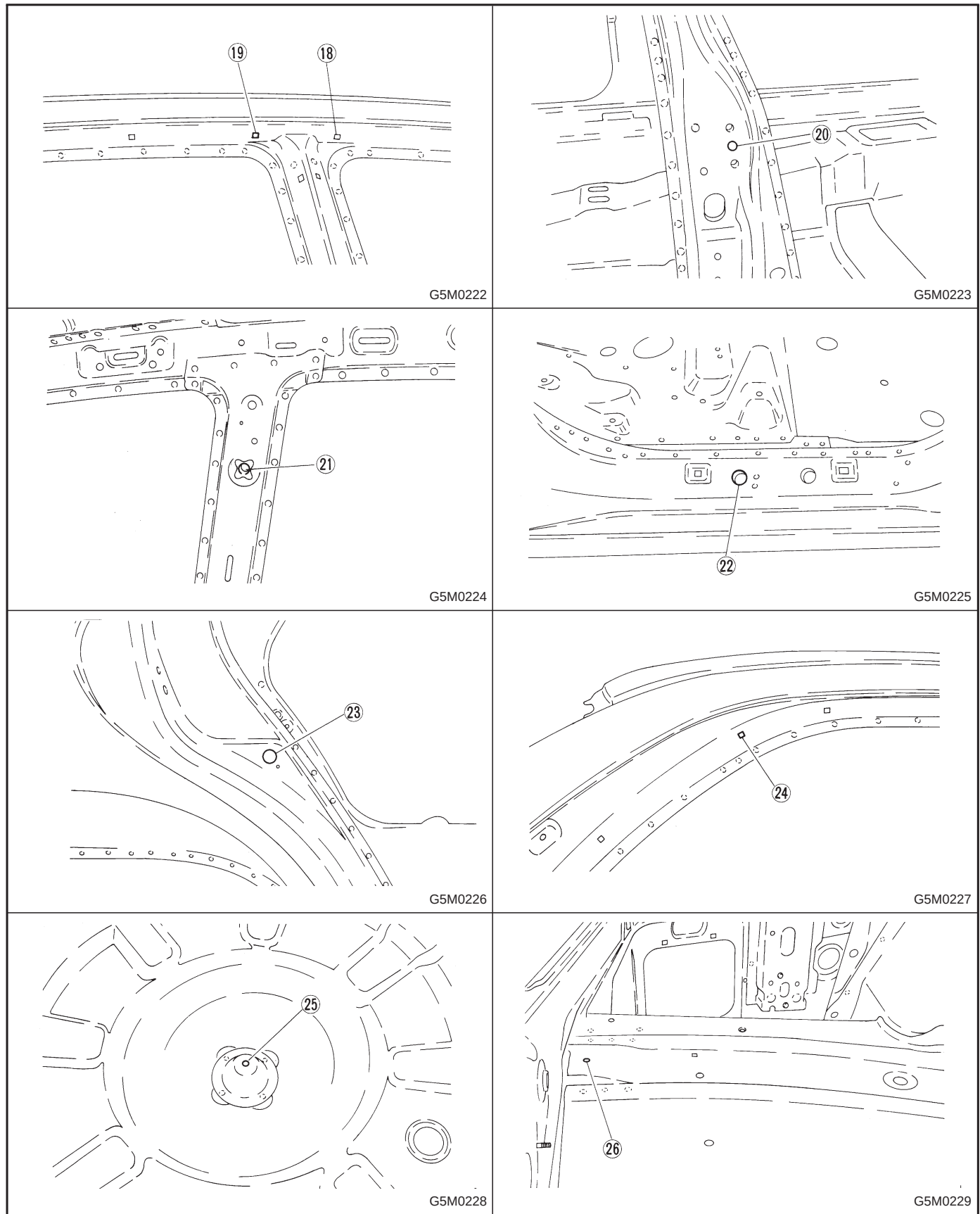
- ⑤① Radiator panel (LWR) frame gauge hole 15 mm (0.59 in) dia. (Symmetrical)
- ⑤② Front side frame gauge hole 20 mm (0.79 in) dia. (Symmetrical)
- ⑤③ Front crossmember attaching hole 12.4 mm (0.488 in) dia. (Symmetrical)
- ⑤④ Front suspension attaching bolt hole M14
- ⑤⑤ Side frame gauge hole 20 mm (0.79 in) dia. (Symmetrical)
- ⑤⑥ Transmission mount attaching bolt hole M10 (Symmetrical)
- ⑤⑦ Side frame gauge hole 15 mm (0.59 in) dia. (Symmetrical)
- ⑤⑧ Rear differential attaching bolt hole M12 (Symmetrical)
- ⑤⑨ Rear suspension attaching bolt hole M12 (Symmetrical)
- ⑤⑩ Rear side frame gauge hole 15 mm (0.59 in) dia. (Symmetrical)

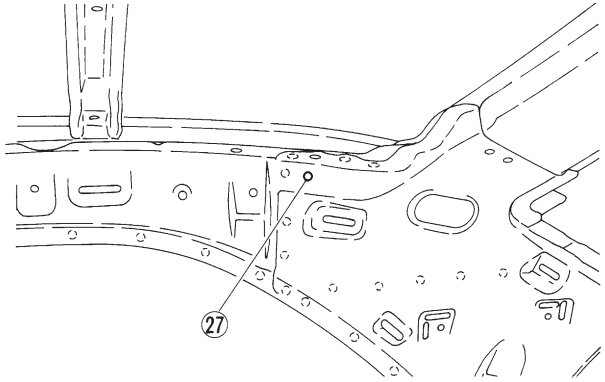
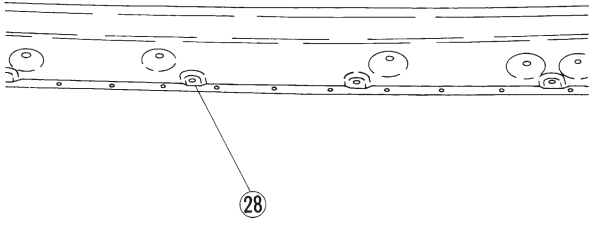
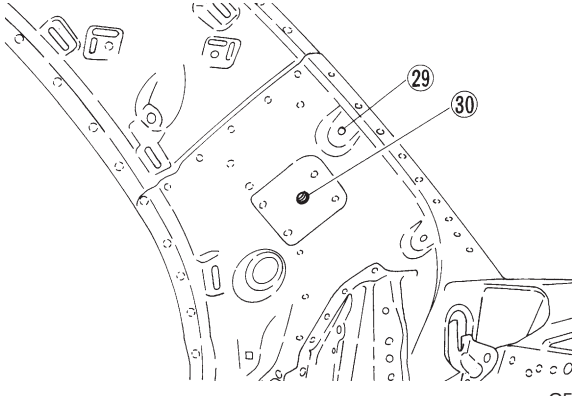
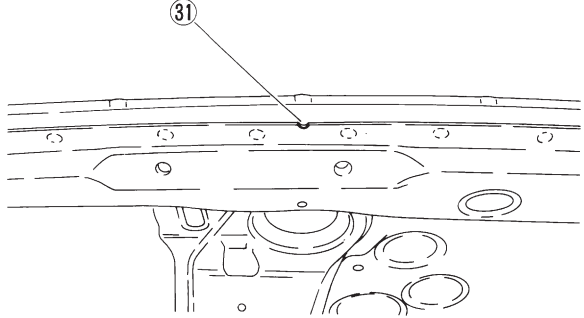
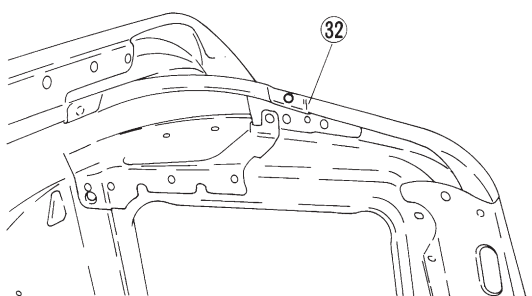
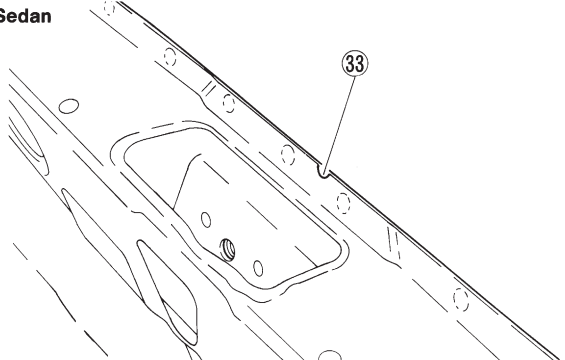
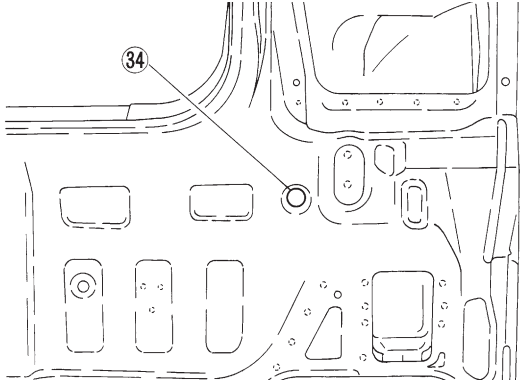
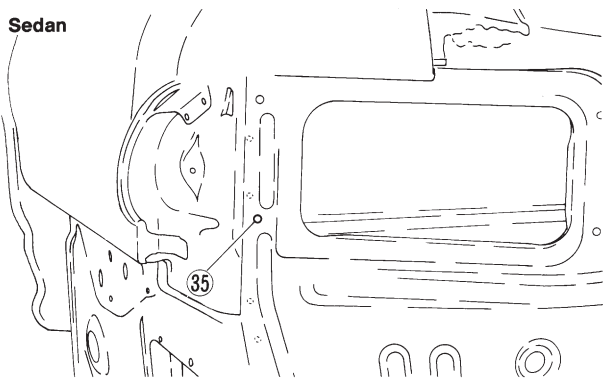
2. Body Datum Points



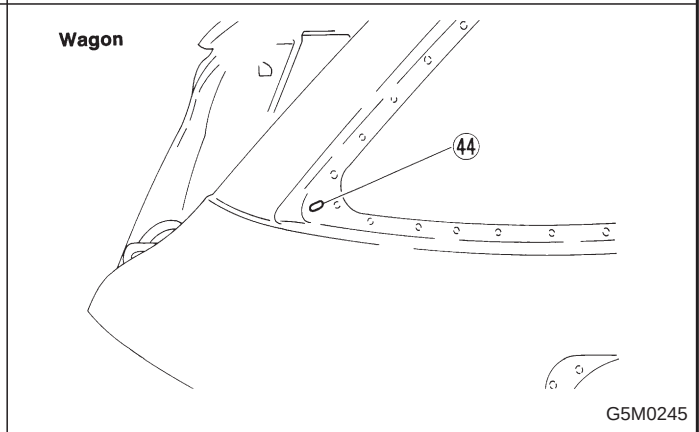
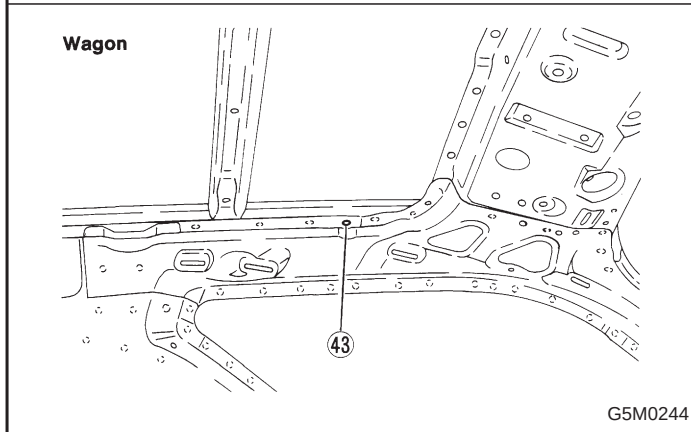
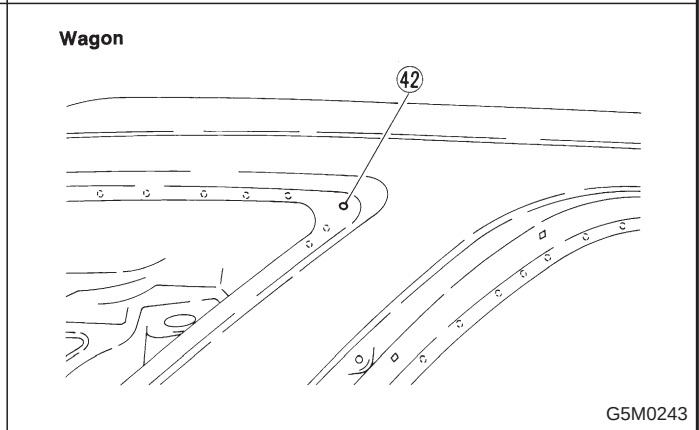
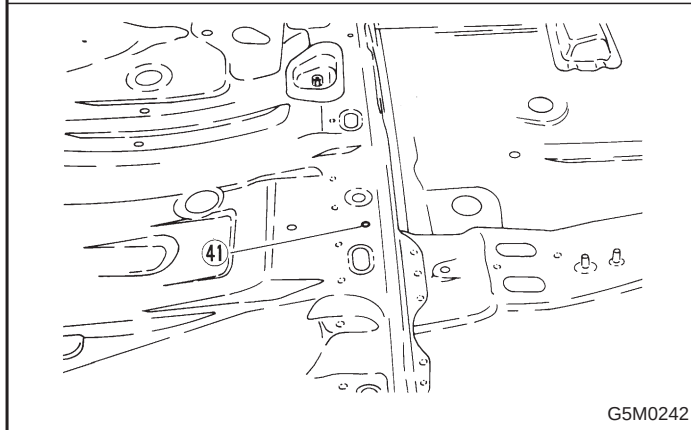
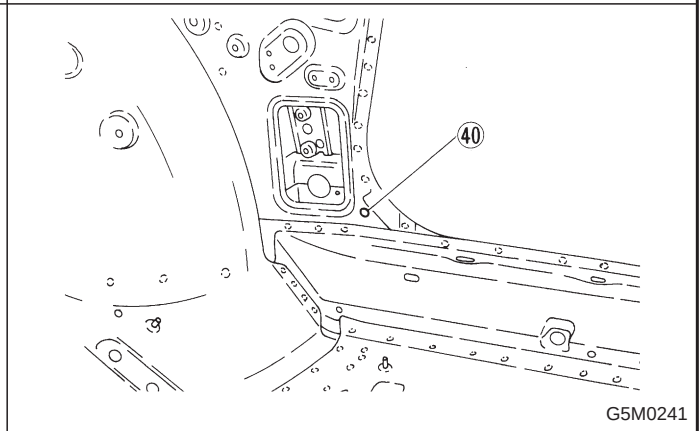
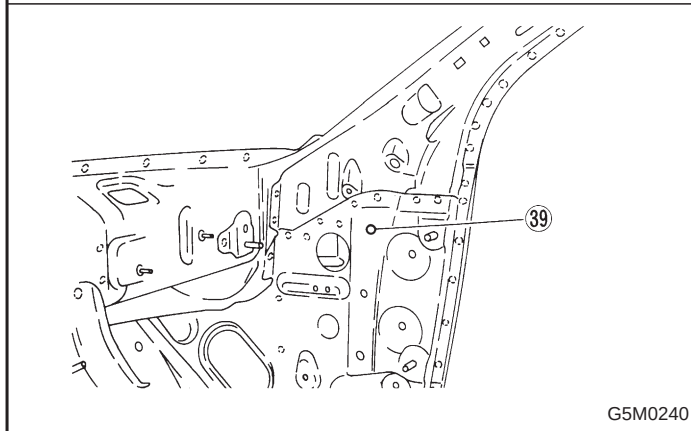
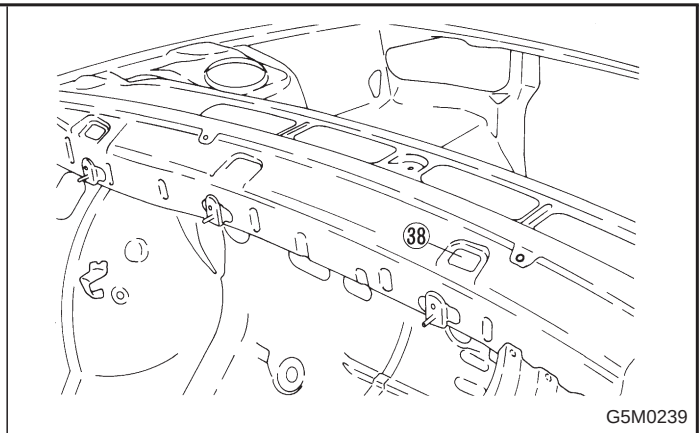
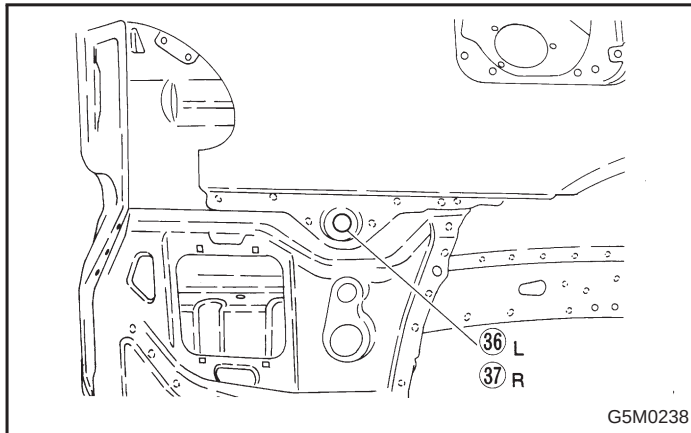


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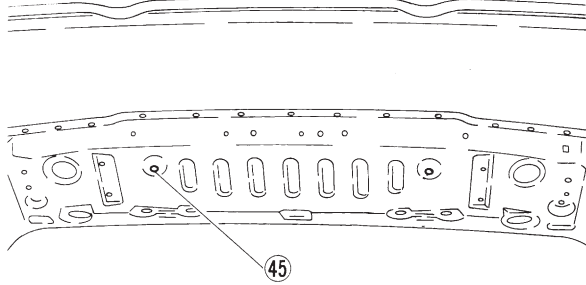


 Diagram showing a car body section with datum point 27. The diagram is labeled G5M0230.	Sedan  Diagram showing a car body section with datum point 28. The diagram is labeled G5M0231.
 Diagram showing a car body section with datum points 29 and 30. The diagram is labeled G5M0232.	Sedan  Diagram showing a car body section with datum point 31. The diagram is labeled G5M0233.
 Diagram showing a car body section with datum point 32. The diagram is labeled G5M0234.	Sedan  Diagram showing a car body section with datum point 33. The diagram is labeled G5M0235.
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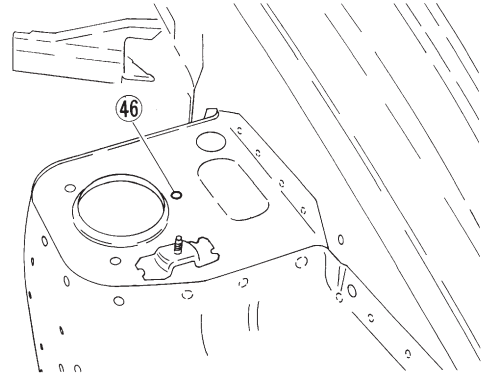
2. Body Datum Points



Wagon

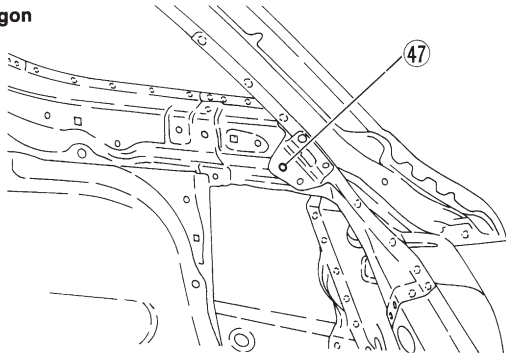


G5M0246



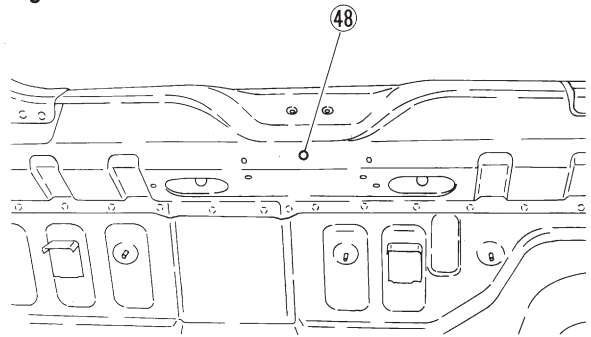
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Wagon



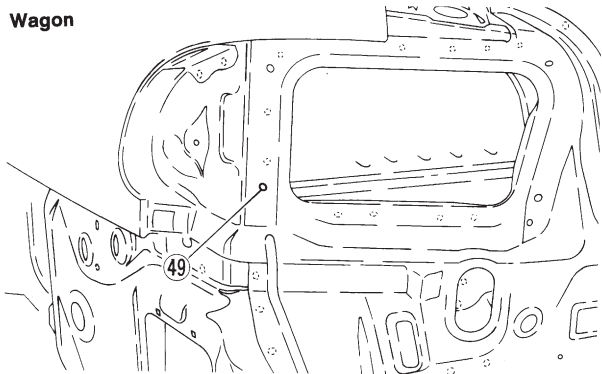
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Wagon

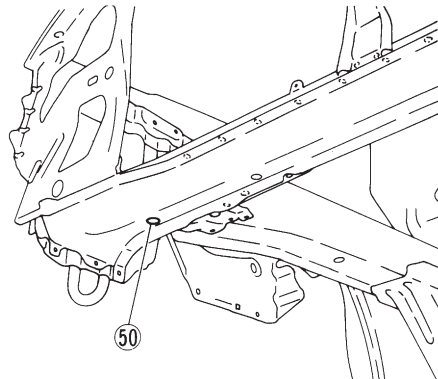


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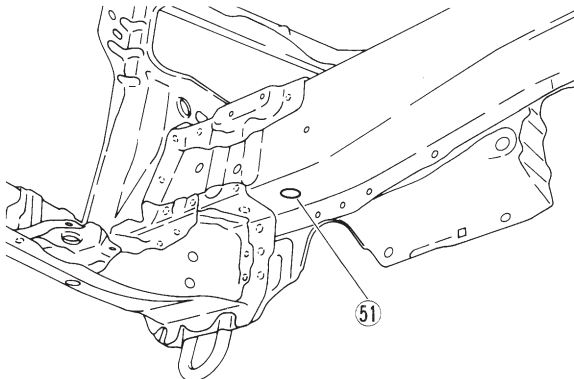
Wagon



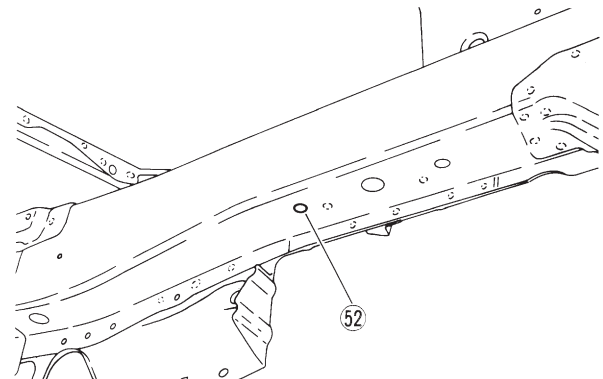
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G5M0251

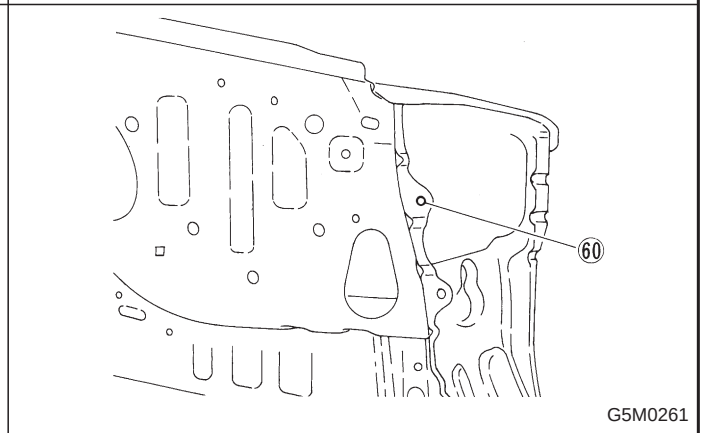
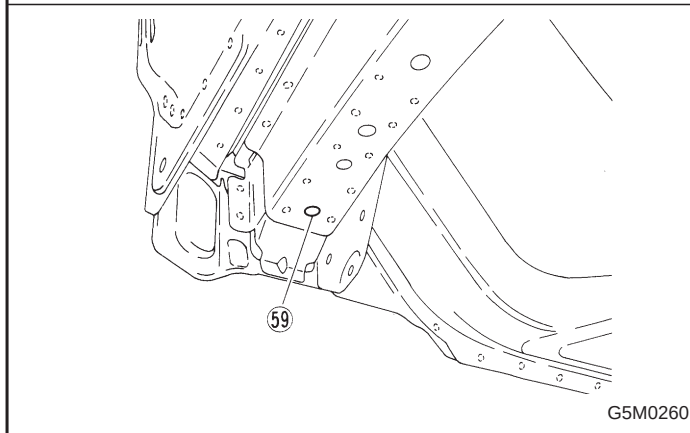
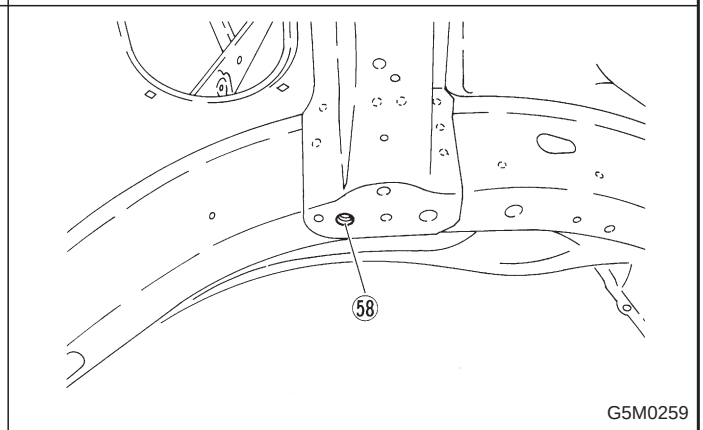
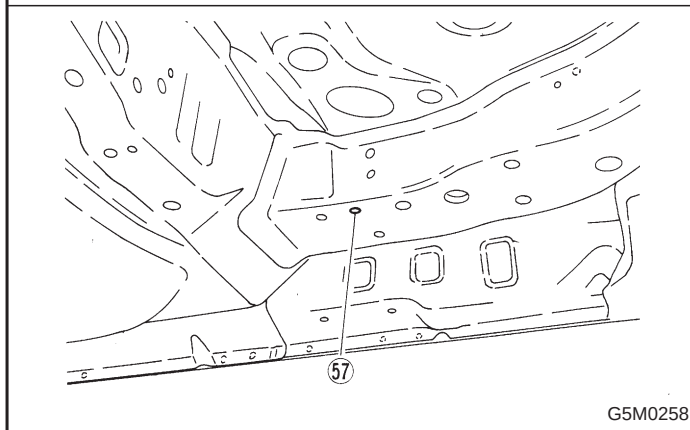
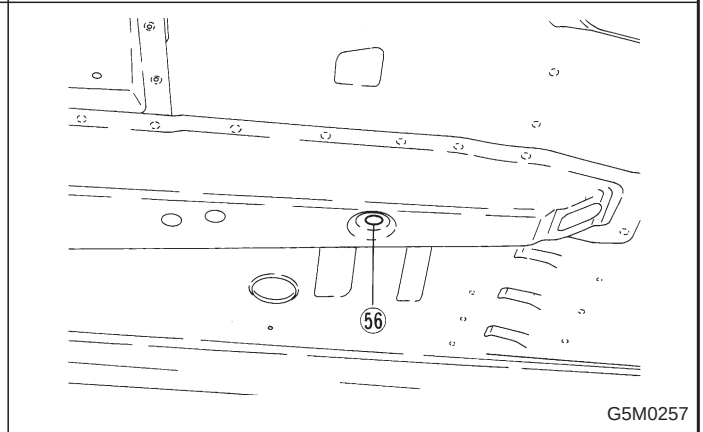
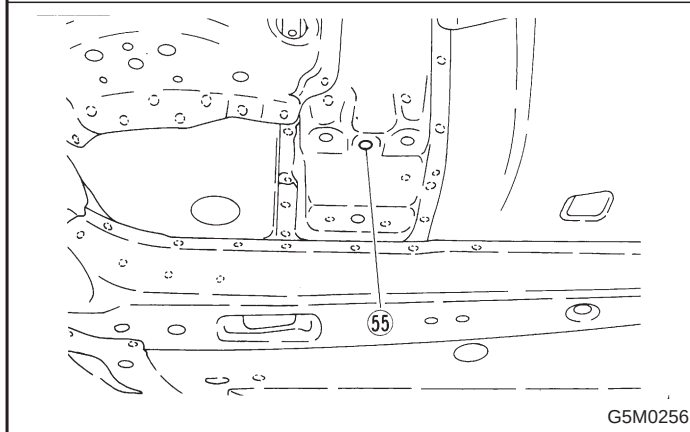
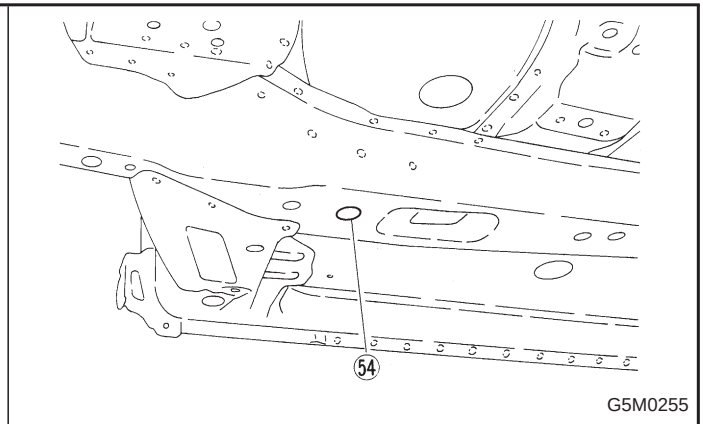
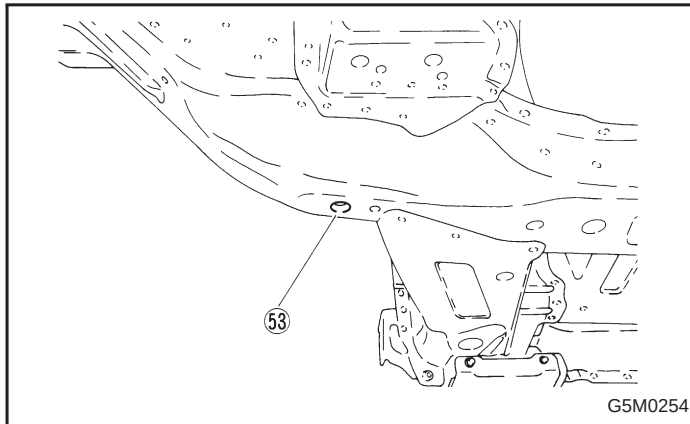


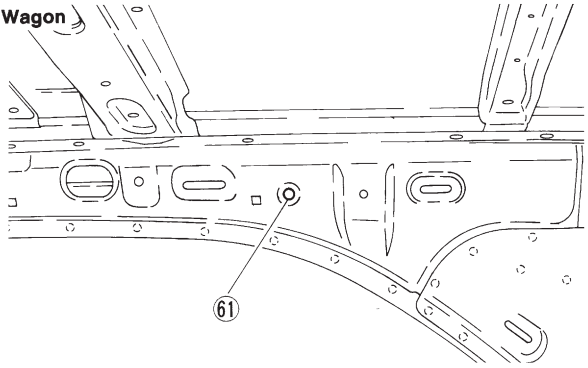
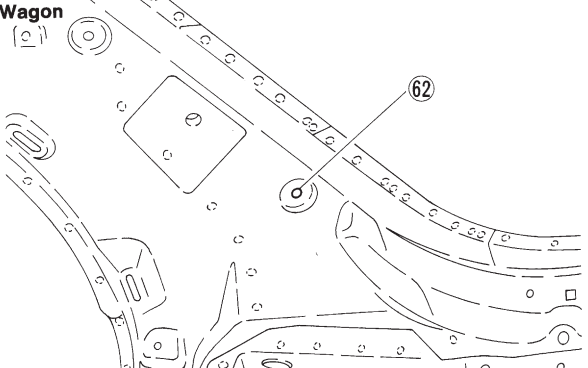
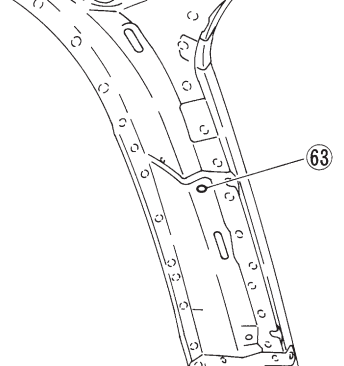
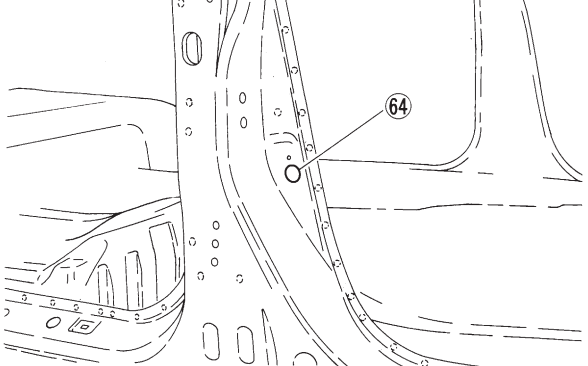
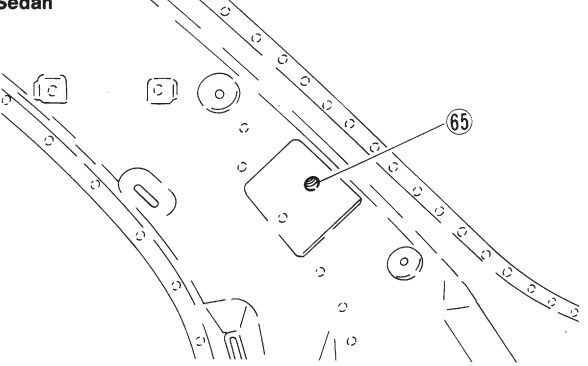
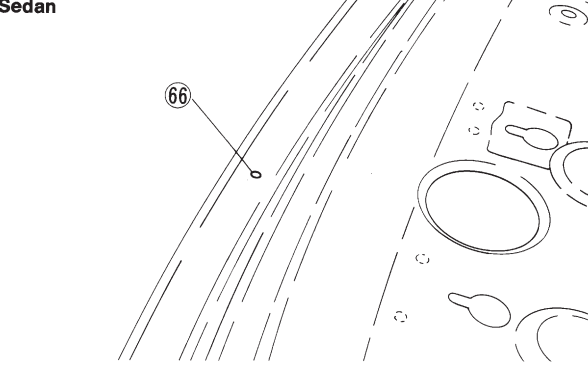
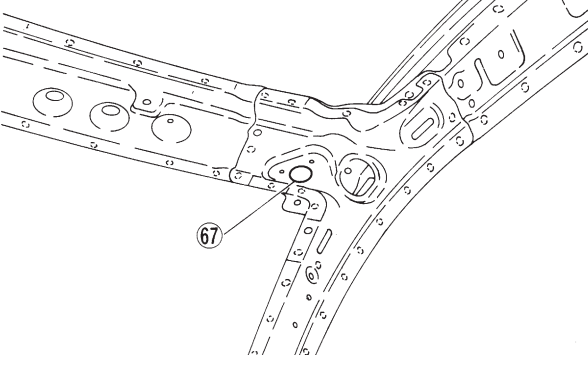
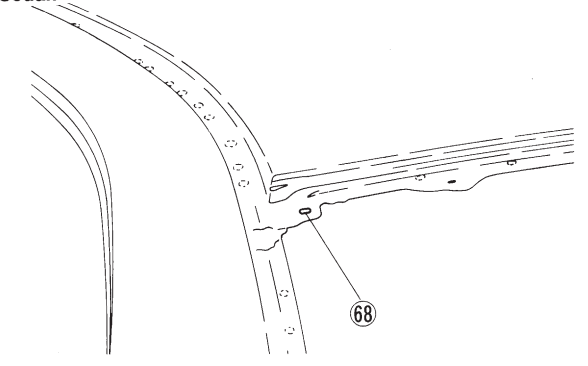
G5M0252

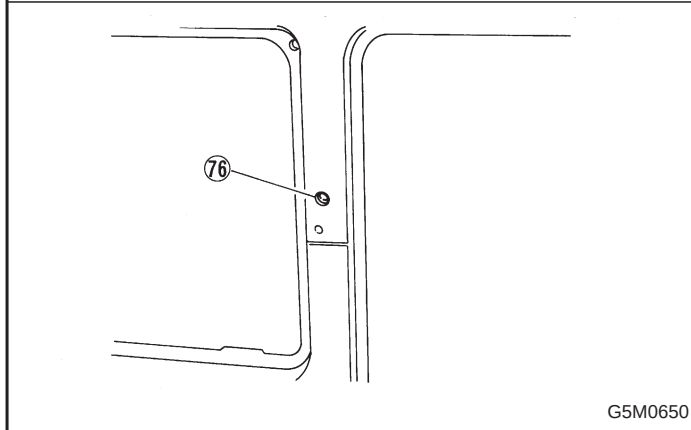
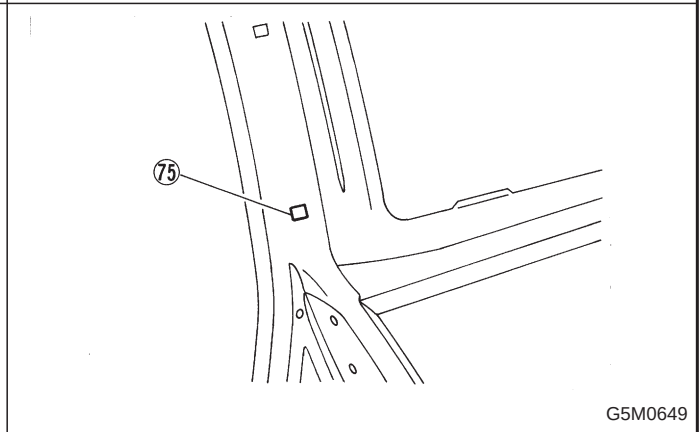
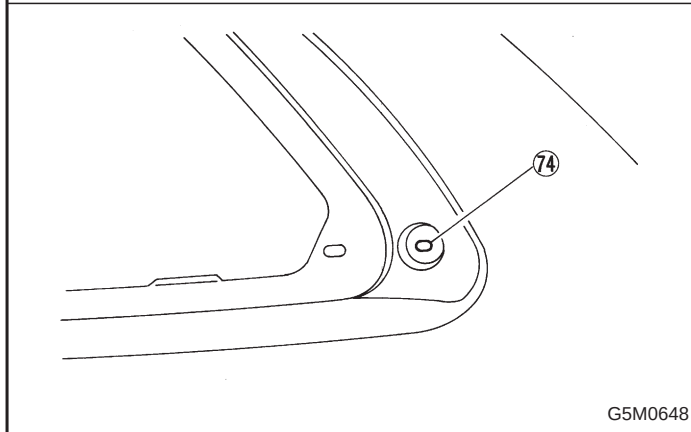
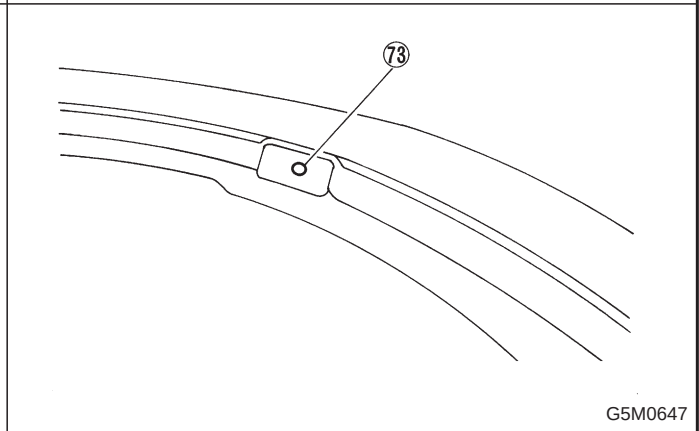
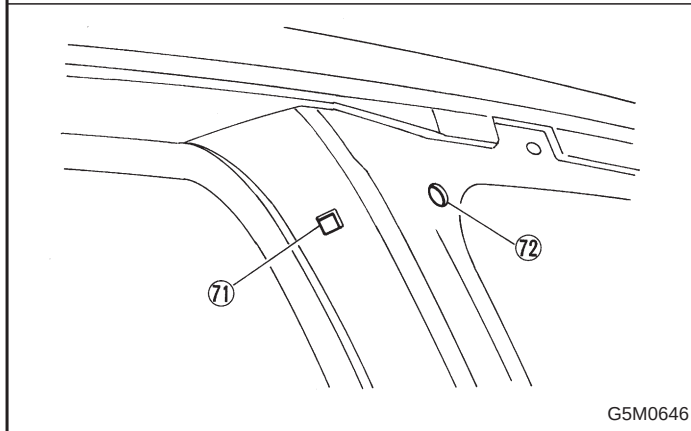
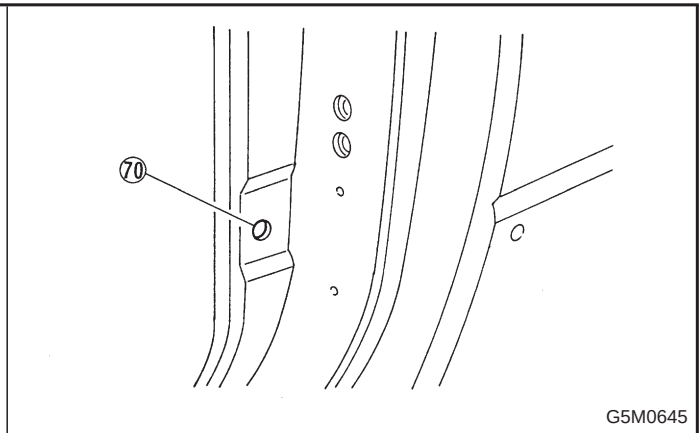
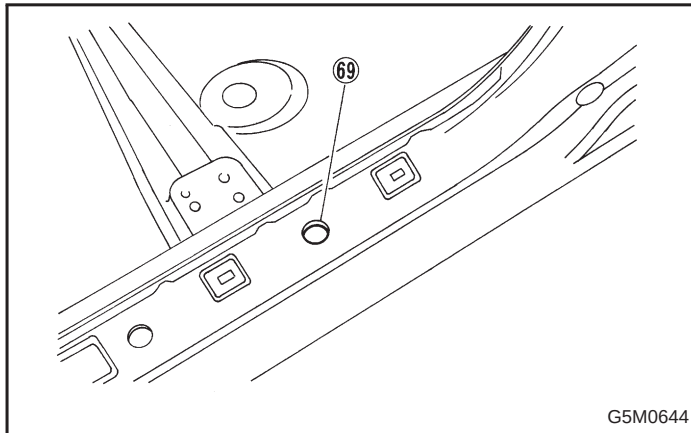


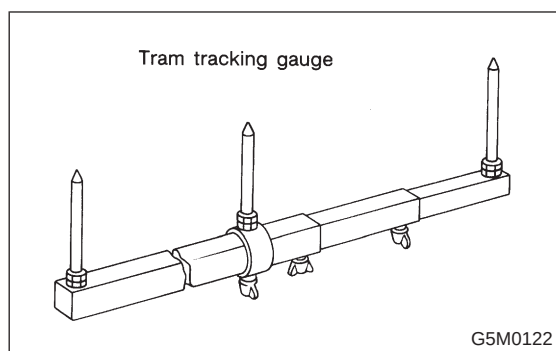
G5M0253

2. Body Datum Points



Wagon  61 G5M0262	Wagon  62 G5M0263
Wagon  63 G5M0264	 64 G5M0265
Sedan  65 G5M0266	Sedan  66 G5M0267
 67 G5M0268	Sedan  68 G5M0269





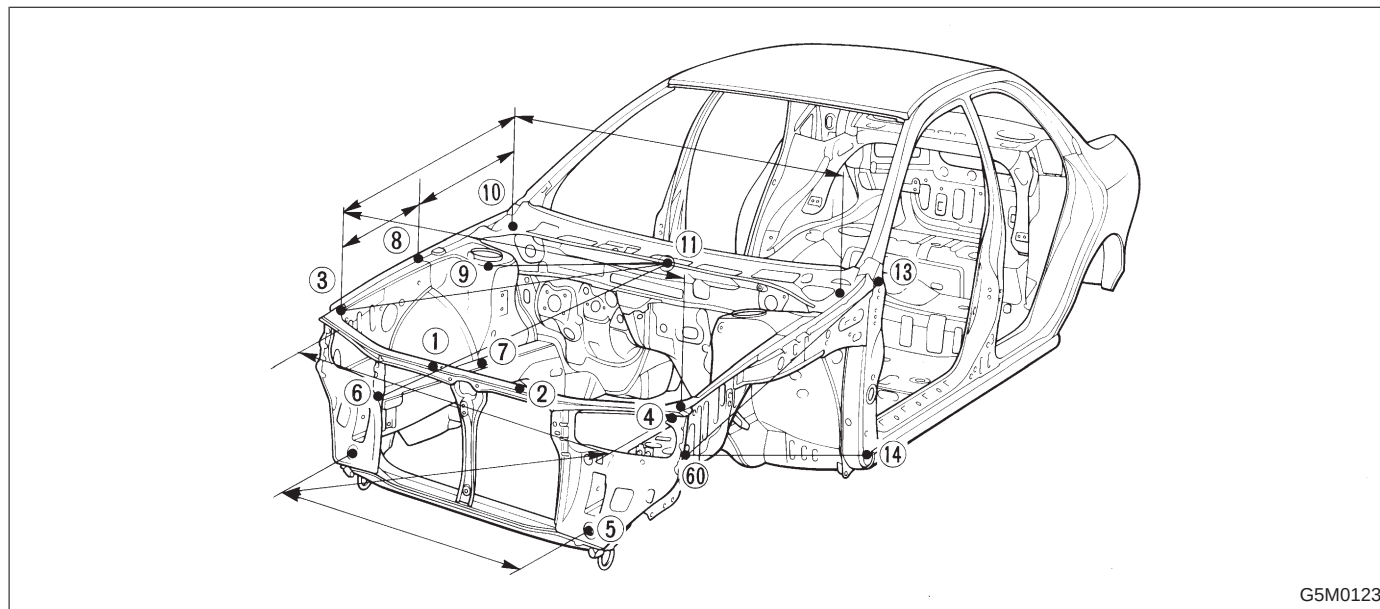
3. Datum Dimensions

Use a tram tracking gauge to measure all dimensions. If a measuring tape is used, be extremely careful because it tends to deflect or twist, which results in a false reading.

NOTE:

- A suffix character "R" or "L" refers to the right or the left.
- All dimensions refer to the distance between the centers of holes measured in a straight line.
- Each dimension indicates a projected dimension between hole centers.

1. FRONT STRUCTURE

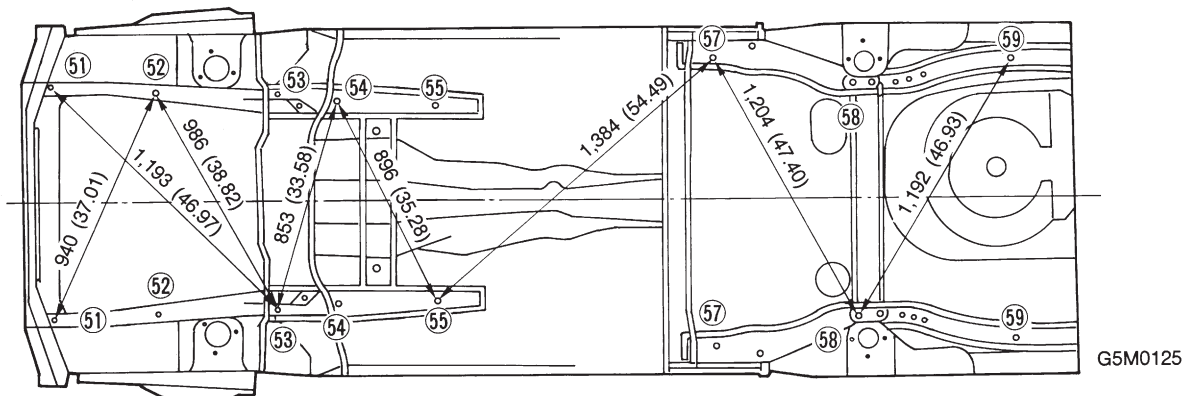
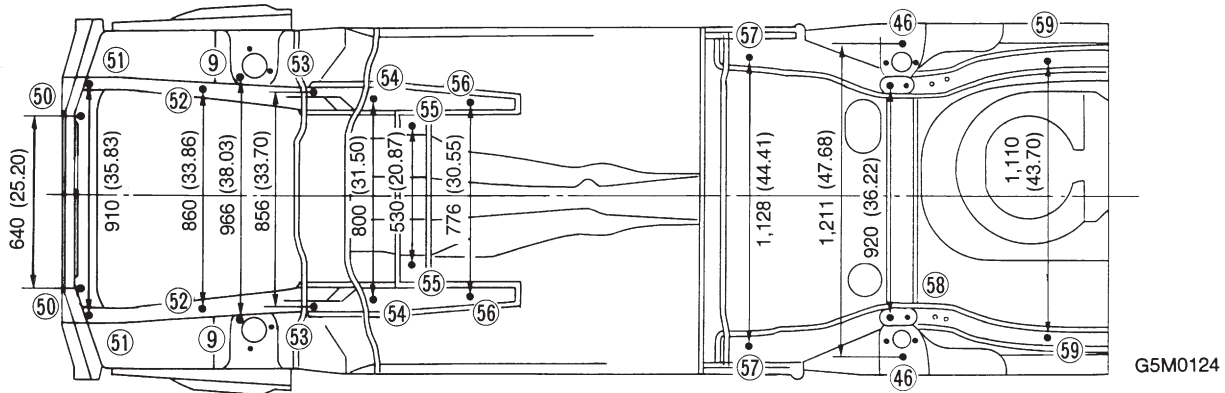
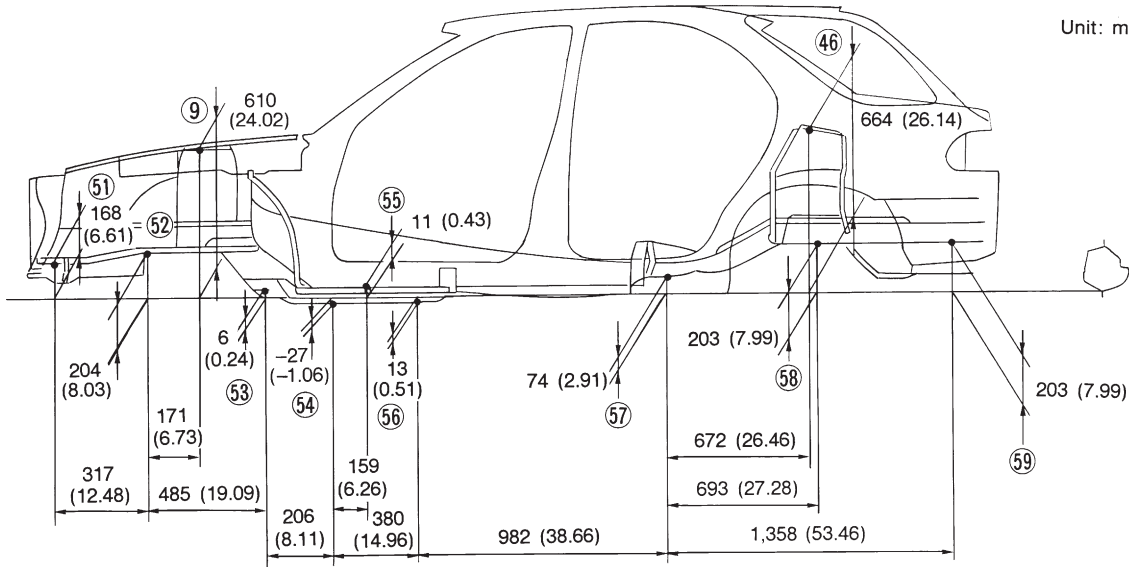


Unit: mm (in)

⑪	—	⑨ _R	}	:	525 (20.67)	⑩ _R	—	⑩ _L	:	1,382 (54.41)	
⑪	—	⑨ _L				③ _R	—	③ _L	:	1,336 (52.60)	
⑪	—	⑥ _R	}	:	988 (38.90)	⑤ _R	—	⑤ _L	:	942 (37.09)	
⑪	—	⑥ _L				⑤ _R	—	④ _R	}	:	1,174 (46.22)
⑪	—	③ _R	⑤ _L	—	④ _L						
⑪	—	③ _L	}	:	990 (38.98)	④ _R	—	④ _L	:	1,269 (49.96)	
⑩ _R	—	③ _R				⑥ _R	—	⑬ _R	}	:	1,113 (43.82)
⑩ _L	—	③ _L	⑥ _L	—	⑬ _L						
⑩ _R	—	⑧ _R	}	:	567 (22.32)	⑥ _R	—	⑭ _R	}	:	1,076 (42.36)
⑩ _L	—	⑧ _L				⑥ _L	—	⑭ _L			
⑧ _R	—	③ _R	}	:	264 (10.39)	①	—	⑪	:	882 (34.72)	
⑧ _L	—	③ _L				②	—	⑪	:	913 (35.94)	

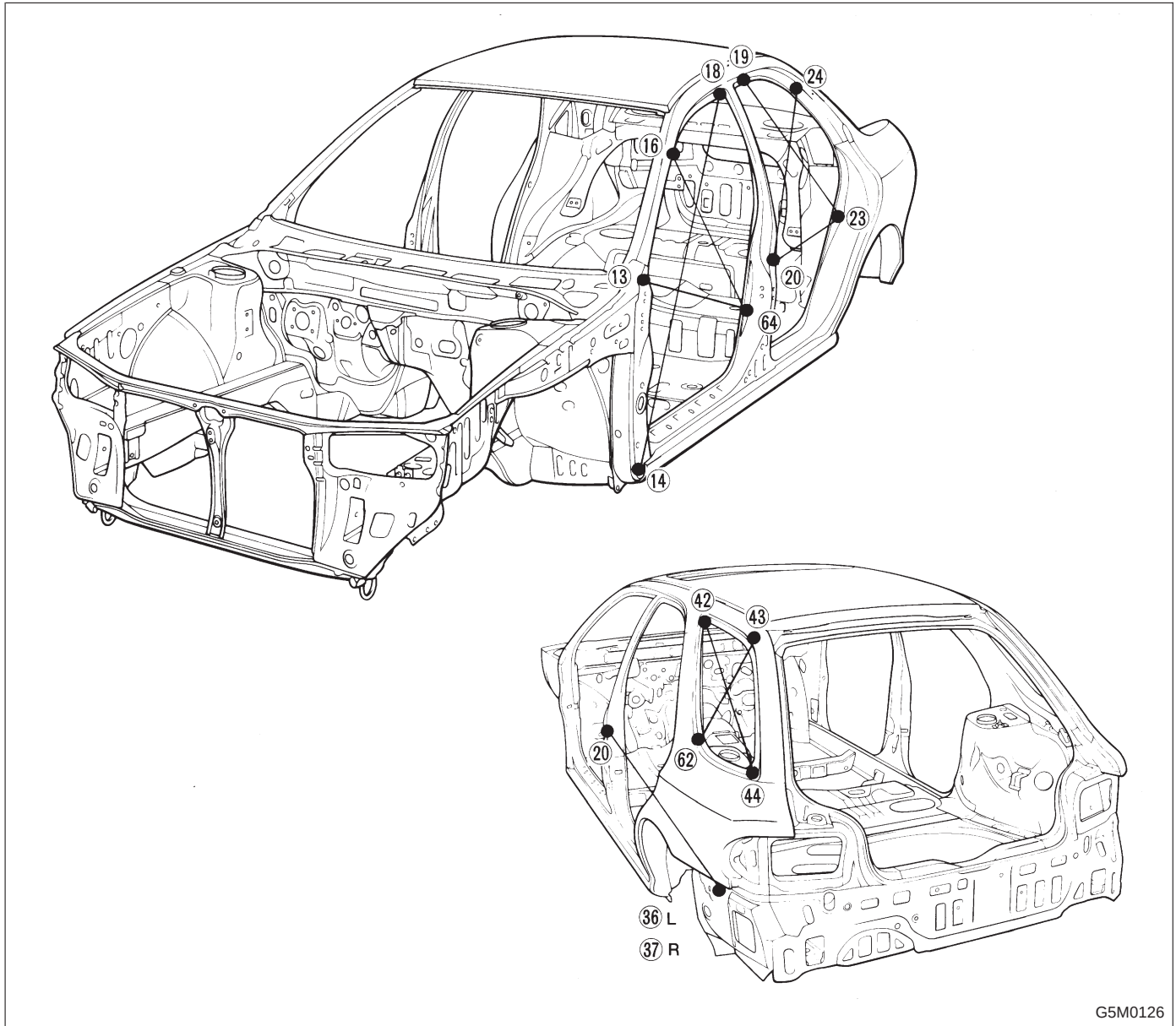
2. CENTER STRUCTURE

Unit: mm (in)



G5M0124

3. DOORS AND REAR QUARTER (SEDAN AND WAGON)

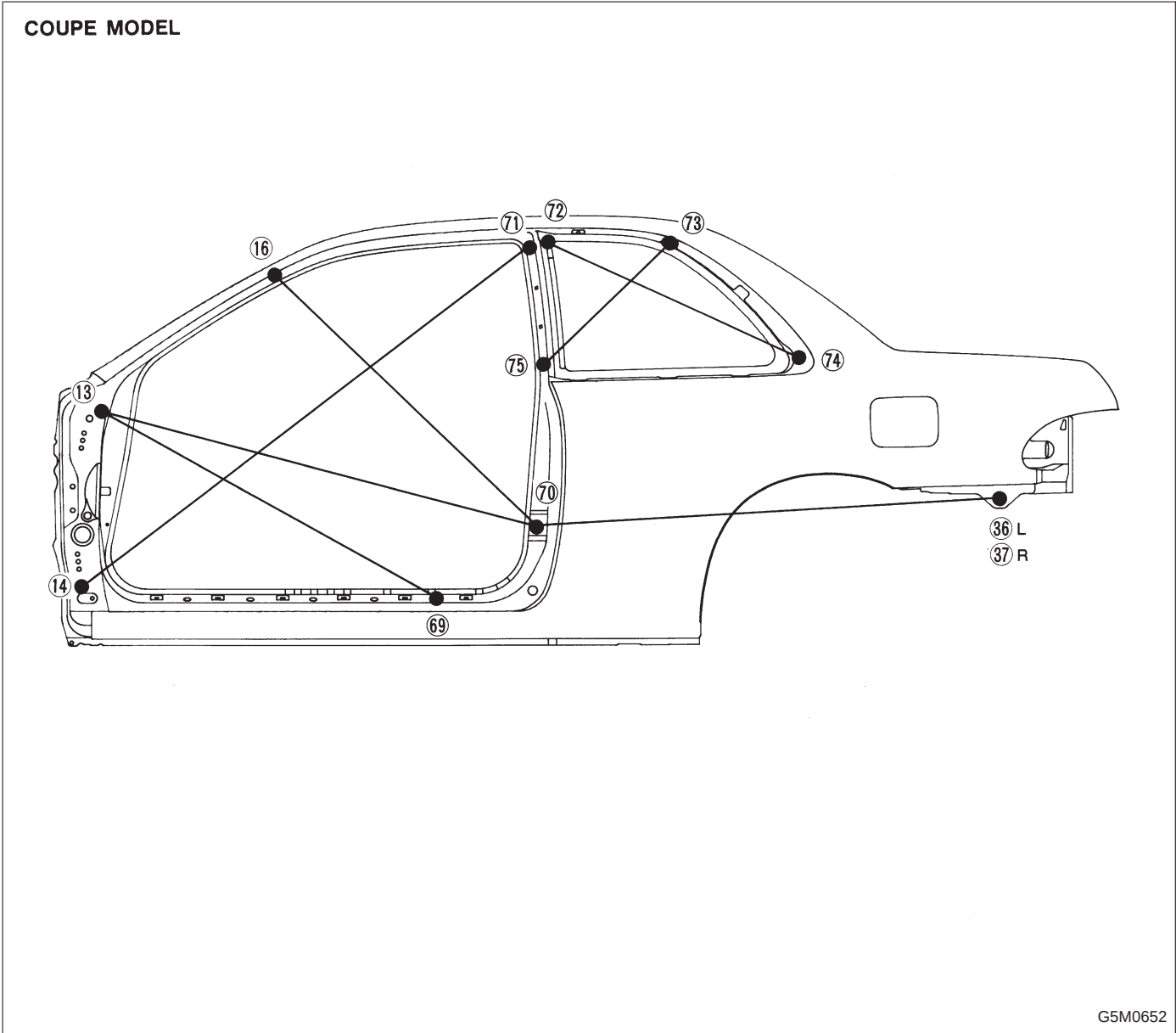


G5M0126

Unit: mm (in)

⑭	—	⑮	:	1,495 (58.86)					
⑬	—	⑮	:	947 (37.28)					
⑮	—	⑮	:	976 (38.43)					
⑮	—	⑮	:	803 (31.61)					
⑮	—	⑮	:	829 (32.64)					
⑮	—	⑮	:	912 (35.91)					
⑮	—	⑮ L	:	1,462 (57.56)	} (Wagon)				
⑮	—	⑮ R	:	1,481 (58.31)					
⑮	—	⑮	:	377 (14.84)					(Wagon)
⑮	—	⑮	:	847 (33.35)					(Wagon)

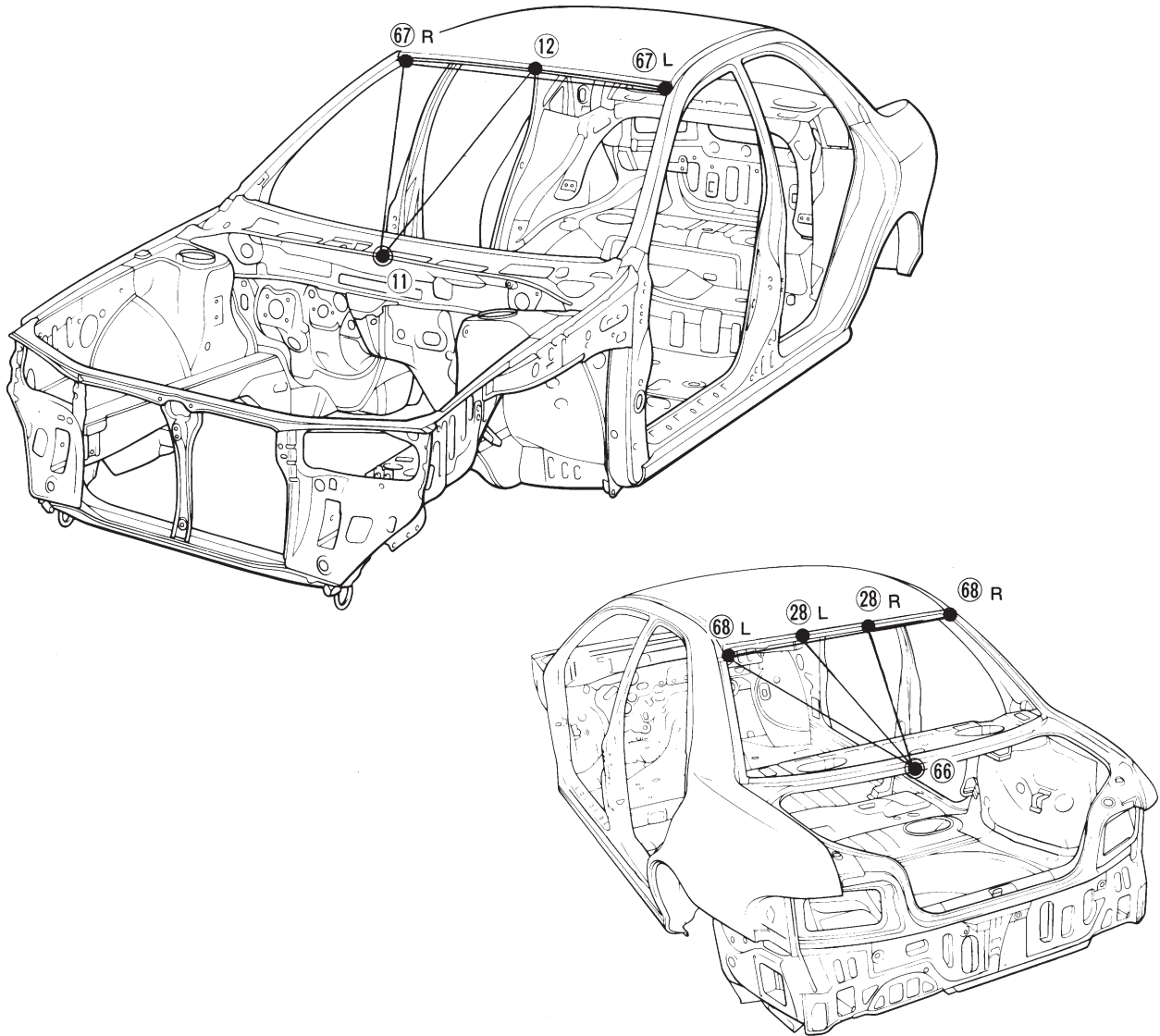
4. DOORS AND REAR QUARTER (COUPE)



Unit: mm (in)

⑬	—	⑦①	:	1,576 (62.05)	⑦③	—	⑦⑤	:	512 (20.16)
⑬	—	⑦②	:	1,251 (49.25)	⑦②	—	③⑥ L	:	1,295 (50.98)
⑬	—	⑦③	:	997 (39.25)	⑦③	—	③⑦ R	:	1,243 (48.94)
⑬	—	⑥⑨	:	1,063 (41.85)					
⑬	—	⑦④	:	778 (30.63)					

5. FRONT WINDSHIELD AND REAR WINDOW

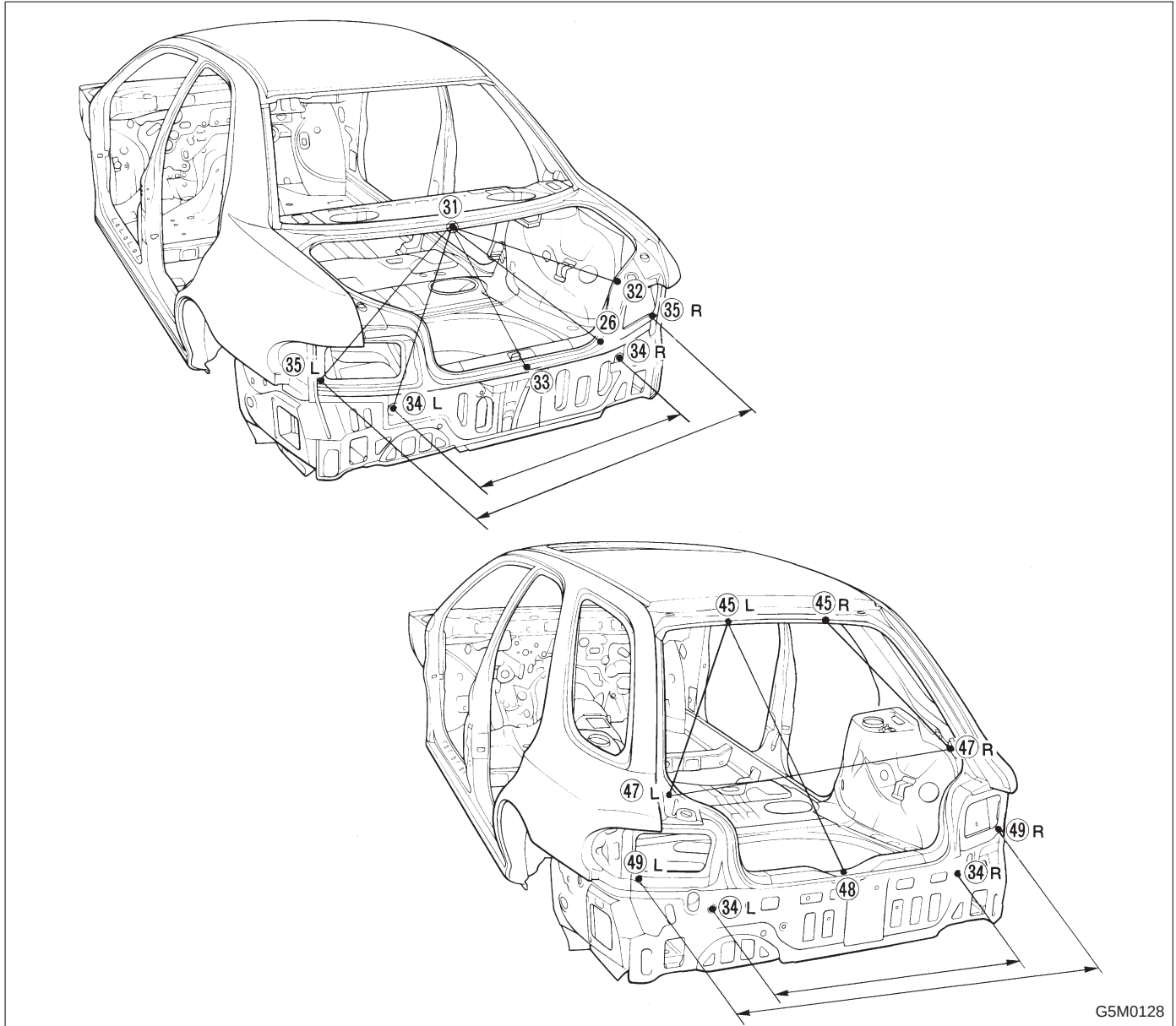


G5M0127

Unit: mm (in)

⑪	—	⑫	:	989 (38.94)	⑥⑥	—	②⑧ _R	}	:	714 (28.11)	
⑥⑦ _R	—	⑥⑦ _L	:	1,012 (39.84)	⑥⑥	—	②⑧ _L				
⑪	—	⑥⑦ _R	}	:	1,116 (43.94)	⑥⑥	—	⑥⑧ _R	}	:	856 (33.70)
⑪	—	⑥⑦ _L				⑥⑥	—	⑥⑧ _L			
					⑥⑧ _R	—	⑥⑧ _L	:		1,012 (39.84)	

6. TRUNK LID AND REAR GATE



G5M0128

Unit: mm (in)

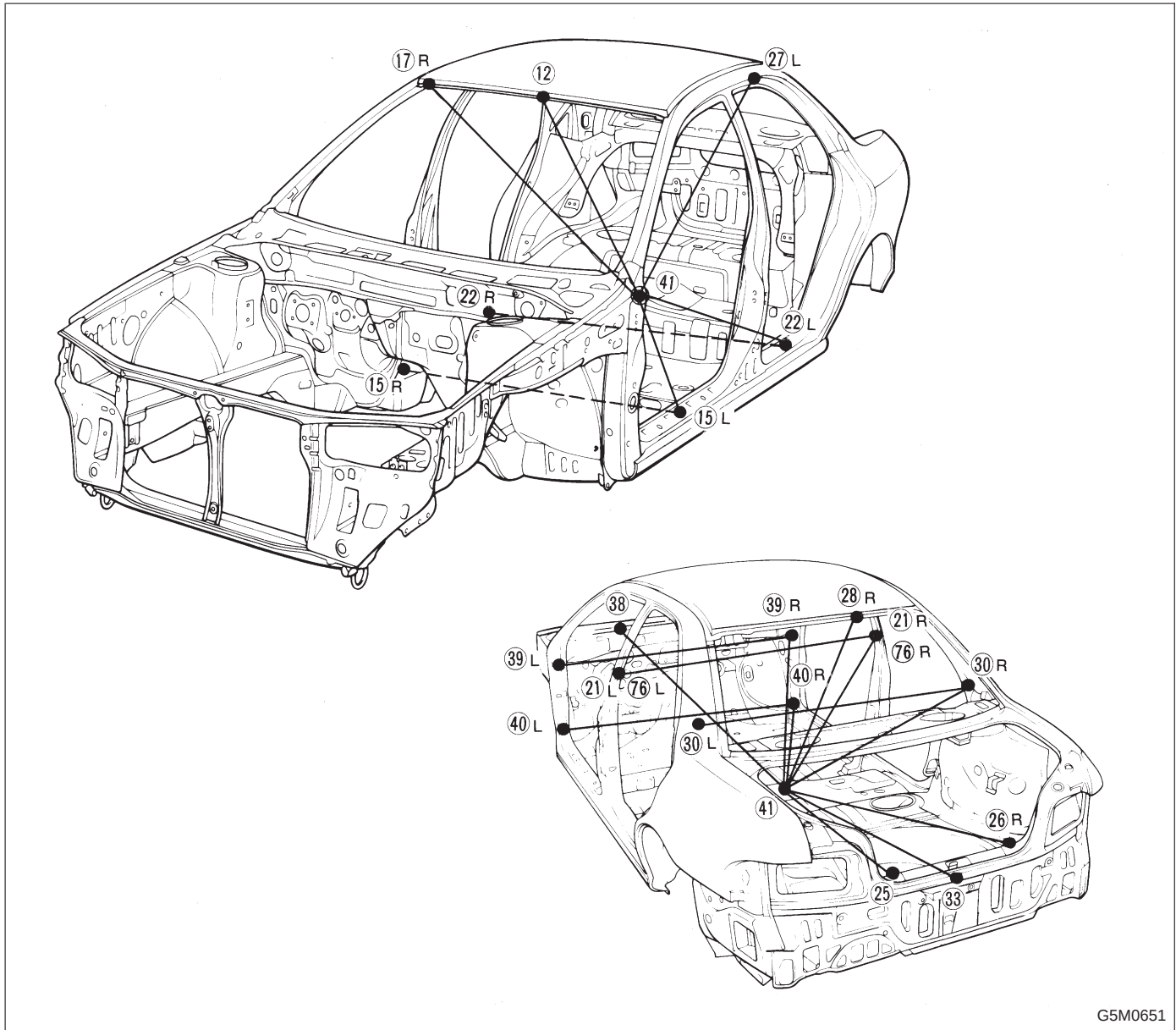
TRUNK LID

③①	—	③② R	}	: 606 (23.86)
③①	—	③② L		
③①	—	②⑥ R	}	: 831 (32.72)
③①	—	②⑥ L		
③①	—	③③		: 564 (22.20)
③①	—	③⑤ R	}	: 831 (32.72)
③①	—	③⑤ L		
③④ R	—	③④ L		: 890 (35.04)
③⑤ R	—	③⑤ L		: 1,364 (53.70)

REAR GATE

④⑤ R	—	④⑧	}	: 988 (38.90)
④⑤ L	—	④⑧		
④⑤ R	—	④⑦ R	}	: 926 (36.46)
④⑤ L	—	④⑦ L		
④⑦ R	—	④⑦ L		: 1,043 (41.06)
④⑨ R	—	④⑨ L		: 1,335 (52.56)
③④ R	—	③④ L		: 890 (35.04)

7. COMPARTMENT

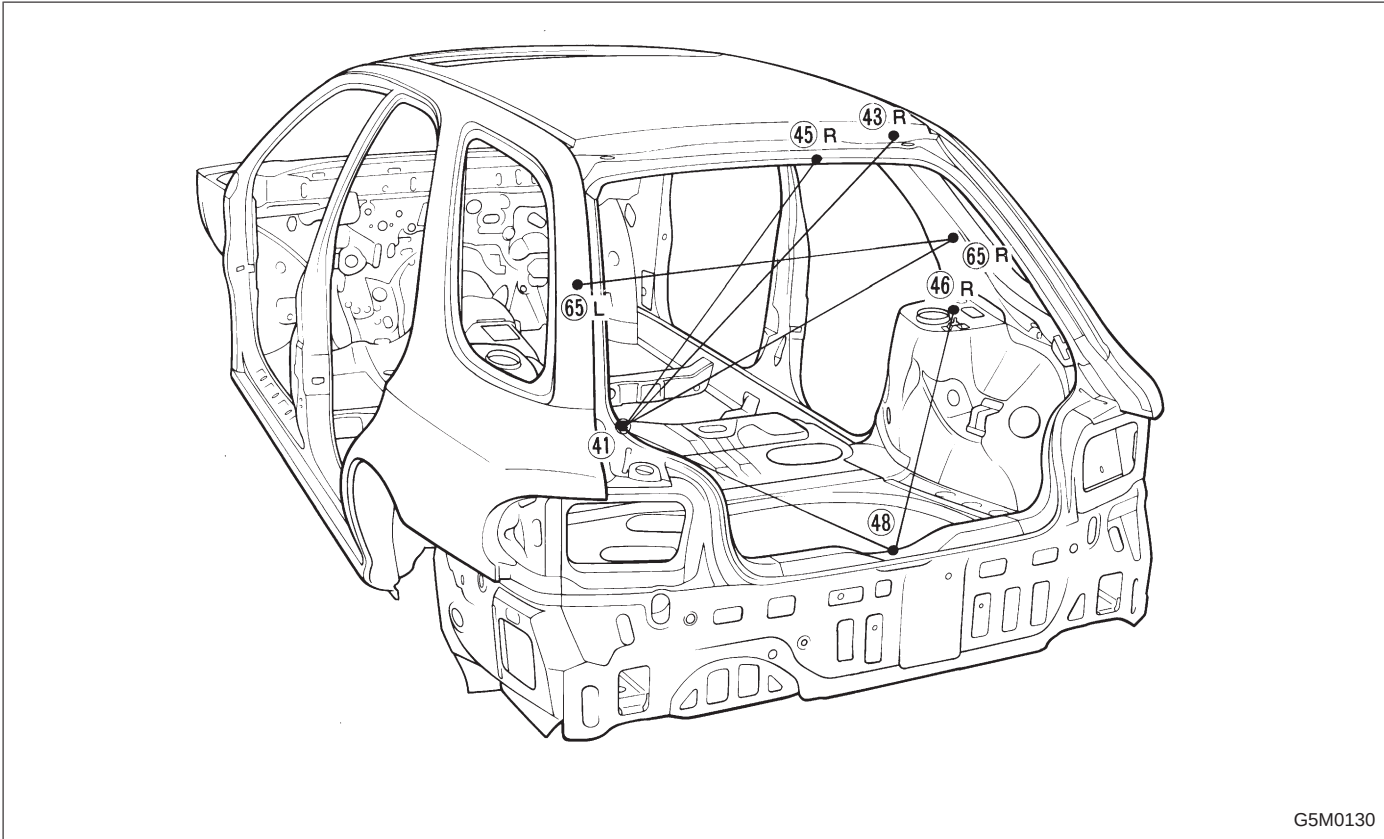


G5M0651

Unit: mm (in)

③⑩ R	—	③⑩ L	:	1,197 (47.13)	④①	—	⑮ R	:	1,140 (44.88)	④①	—	③⑩ R	:	1,168 (45.98)	(Sedan)
②① R	—	②① L	:	1,061 (41.77)	④①	—	⑮ L	:	733 (28.86)	④①	—	③⑩ L	:	1,050 (41.34)	(Sedan)
⑮ R	—	⑮ L	:	1,453 (57.20)	④①	—	②② R	:	1,156 (45.51)	④①	—	②⑧ R	:	1,038 (40.87)	
②② R	—	②② L	:	1,453 (57.20)	④①	—	②② L	:	1,085 (42.72)	④①	—	②⑧ L	:	1,208 (47.56)	
③⑨ R	—	③⑨ L	:	1,388 (54.65)	④①	—	⑫	:	1,568 (61.73)	④①	—	②① R	:	1,569 (61.77)	(Sedan)
④① R	—	④① L	:	1,401 (55.16)	④①	—	②⑦ R	:	1,184 (46.61)	④①	—	②① L	:	1,212 (47.72)	(Coupe)
④①	—	③⑧	:	1,527 (60.12)	④①	—	②⑦ L	:		④①	—	⑮ R	:		
④①	—	③⑨ R	:	1,524 (60.00)	④①	—	②⑥ R	:		④①	—	③③	:		
④①	—	③⑨ L	:		④①	—	②⑥ L	:		④①	—	③③	:		
④①	—	④① R	:	1,756 (69.13)	④①	—	②⑤	:		④①	—	③③	:		
④①	—	④① L	:		④①	—		:		④①	—	③③	:		

8. LUGGAGE ROOM

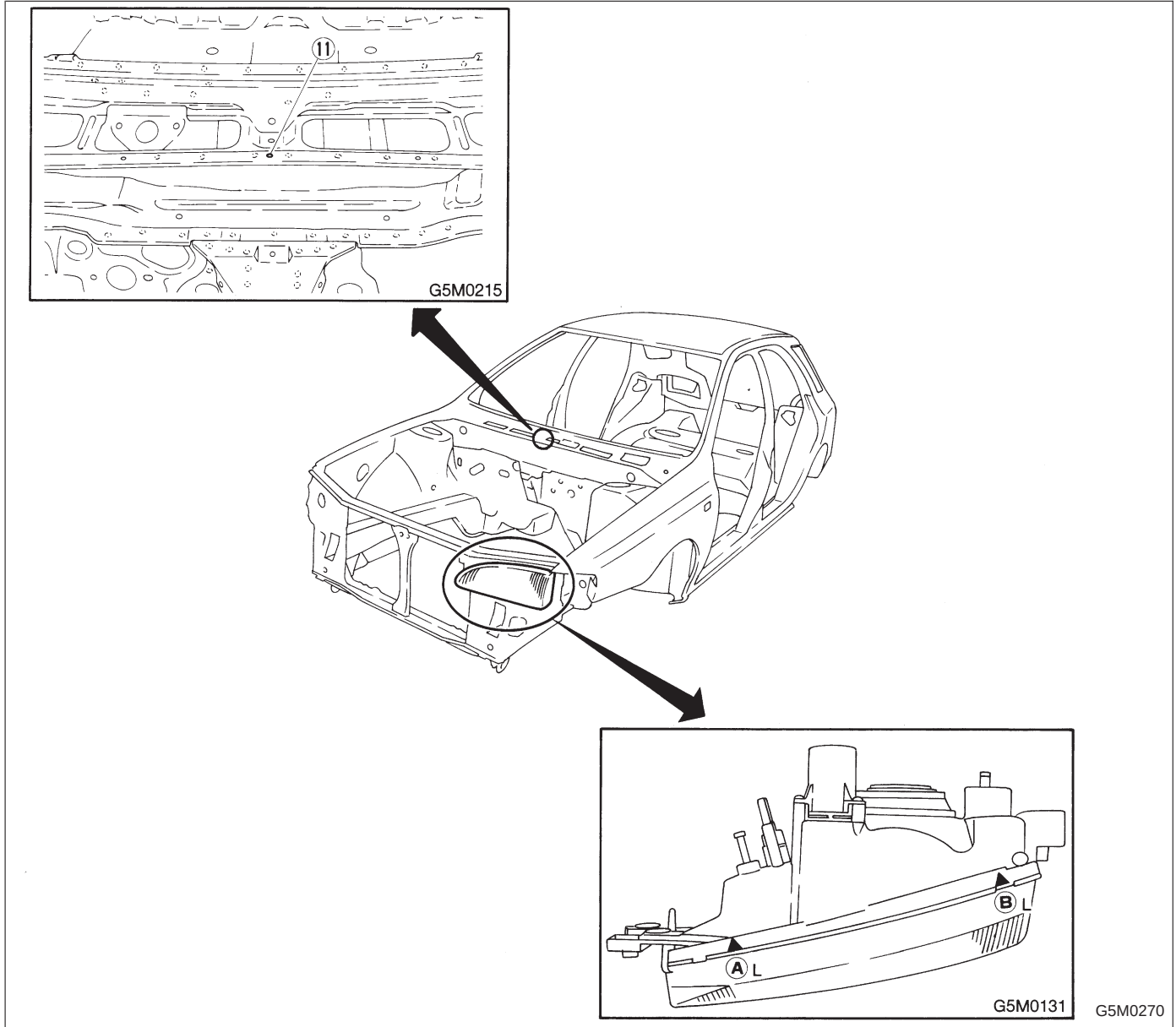


Unit: mm (in)

④①	—	⑥⑤ _R	}	:	1,122 (44.17)	④①	—	④③ _R	}	:	1,237 (48.70)
④①	—	⑥⑤ _L				④①	—	④③ _L			
④①	—	④⑤ _R	}	:	1,225 (48.23)	④⑧	—	④⑥ _R	}	:	971 (38.23)
④①	—	④⑤ _L				④⑧	—	④⑥ _L			
④①	—	④⑧		:	1,446 (56.93)	⑥⑤ _R	—	⑥⑤ _L		:	1,235 (48.62)

4. Datum Points and Dimensions Concerning On-Board Aiming Adjustment

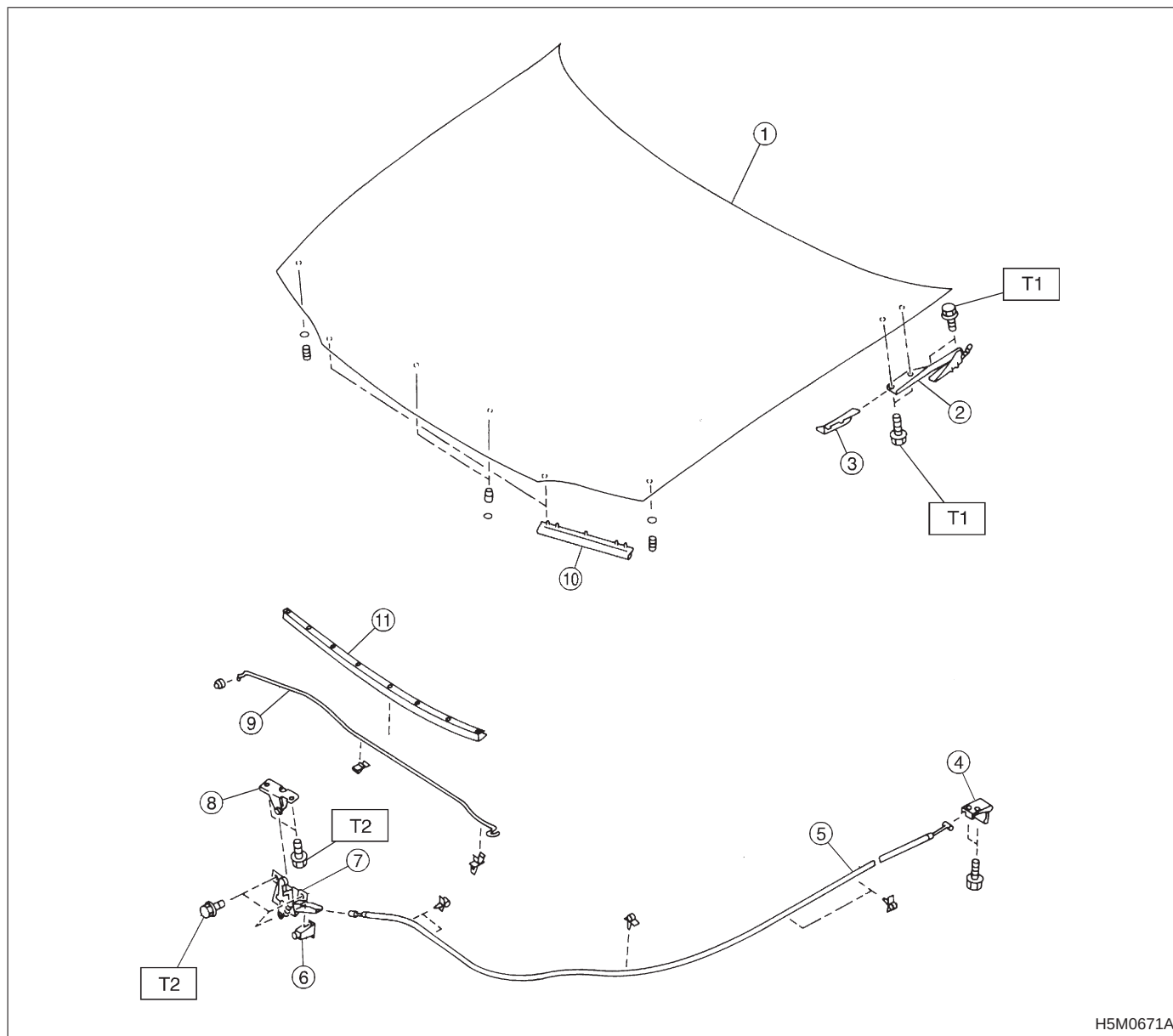
If headlight aiming is misaligned due to damaged body panel, repair headlight mating surface using body and headlight datum points as a guide.



Unit: mm (in)

⑪	—	(A _L)	}	: 993 (39.09)	⑪	—	(B _L)	}	: 1,048 (41.26)
⑪	—	(A _R)			(B _R)				

1. Front Hood and Hood Lock

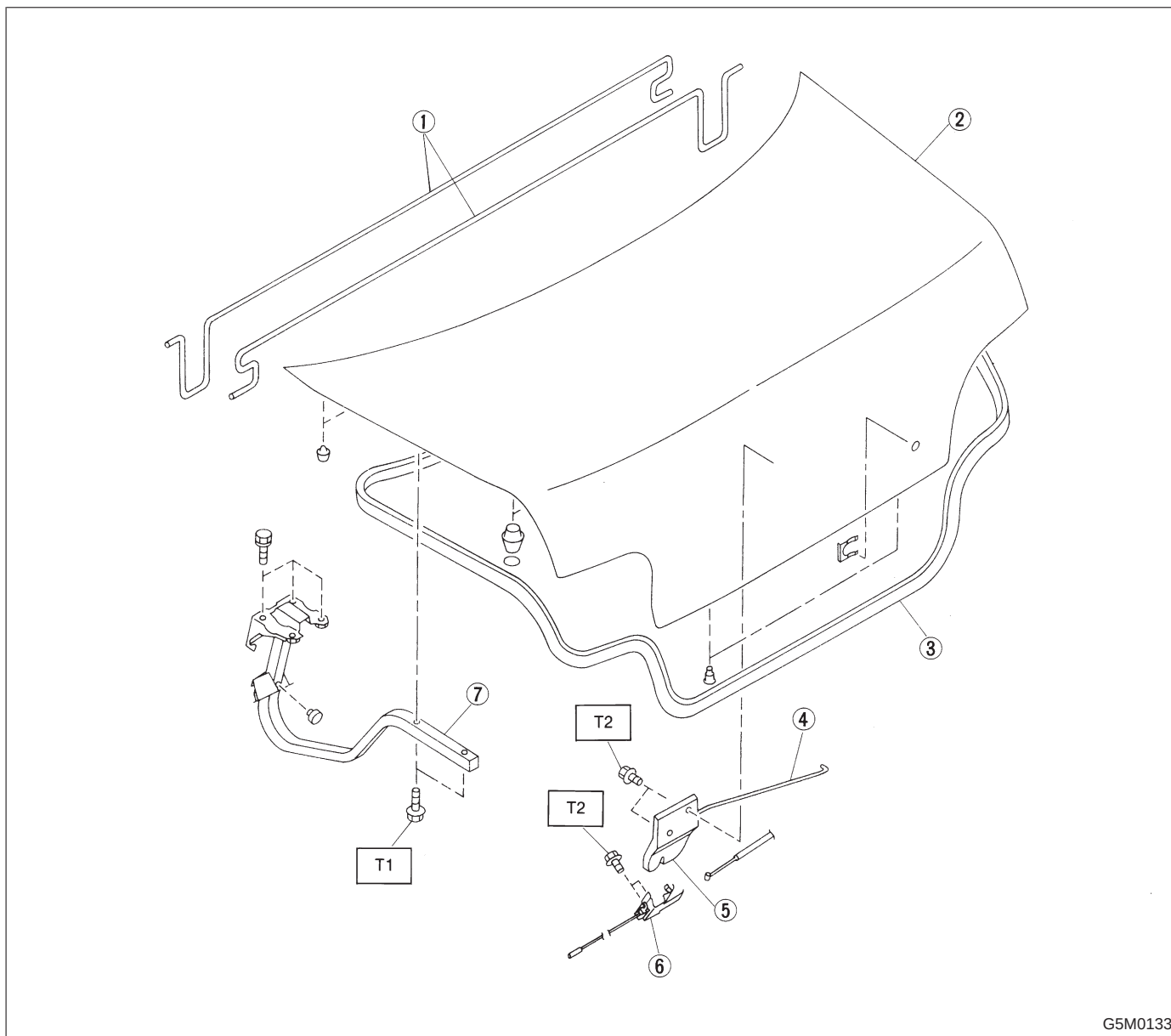


- ① Front hood
- ② Hinge (RH, LH)
- ③ Hood hinge cover (RH, LH)
- ④ Lever ASSY
- ⑤ Cable
- ⑥ Stopper

- ⑦ Hood lock ASSY
- ⑧ Striker
- ⑨ Front hood stay
- ⑩ Seal (Front hood) SD
- ⑪ Seal (Front hood) CTR

Tightening torque: N·m (kg·m, ft·lb)
T1: 9 — 19
(0.9 — 1.9, 6.5 — 13.7)
T2: 31 — 33 (3.2 — 3.4, 23 — 25)

2. Trunk Lid

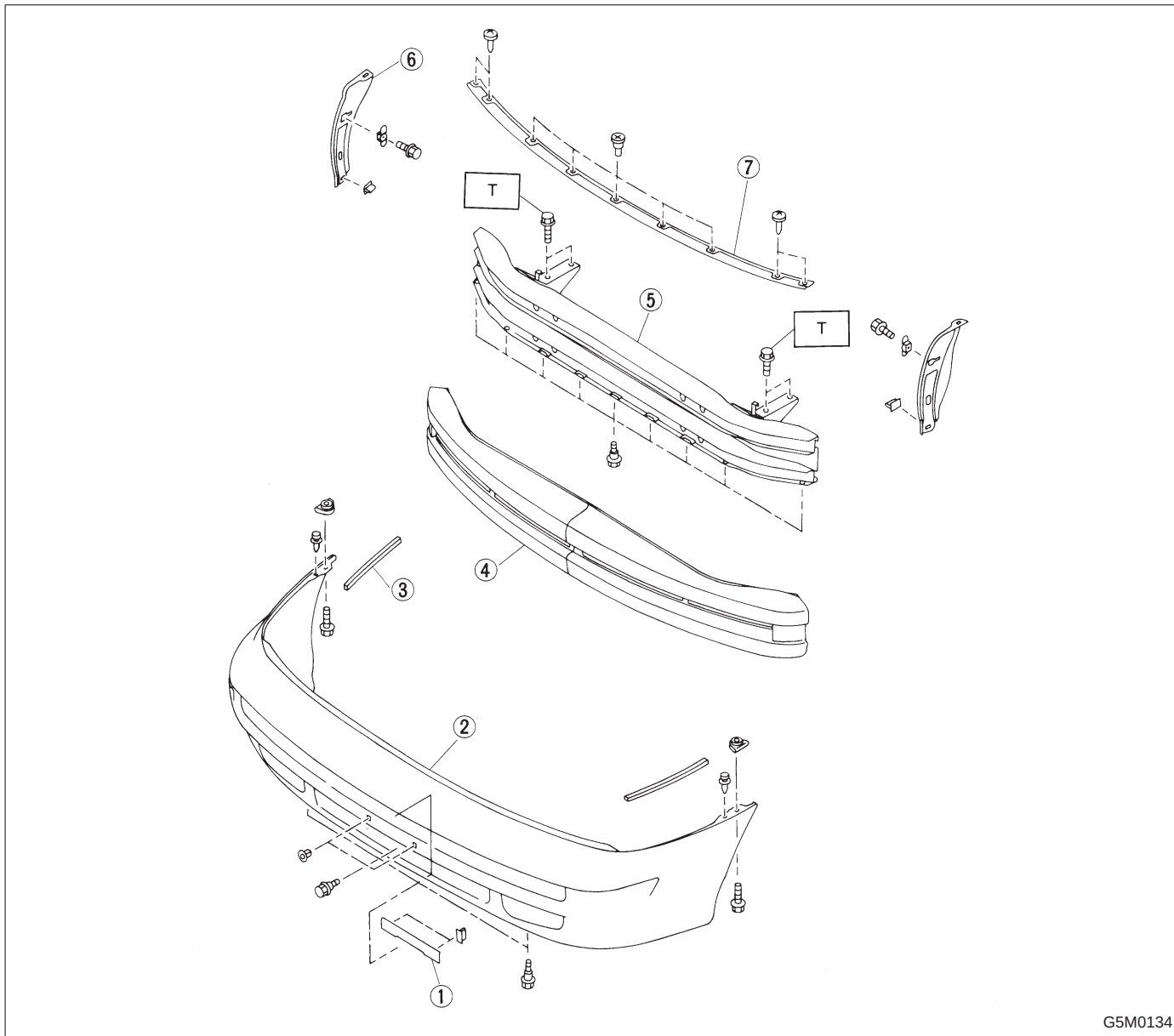


- ① Torsion bar
- ② Trunk lid
- ③ Weatherstrip
- ④ Rod
- ⑤ Trunk lid lock ASSY

- ⑥ Striker
- ⑦ Hinge ASSY

Tightening torque: N·m (kg·m, ft·lb)
T1: 10 — 18 (1.0 — 1.8, 7 — 13)
T2: 13 — 23 (1.3 — 2.3, 9 — 17)

3. Front Bumper



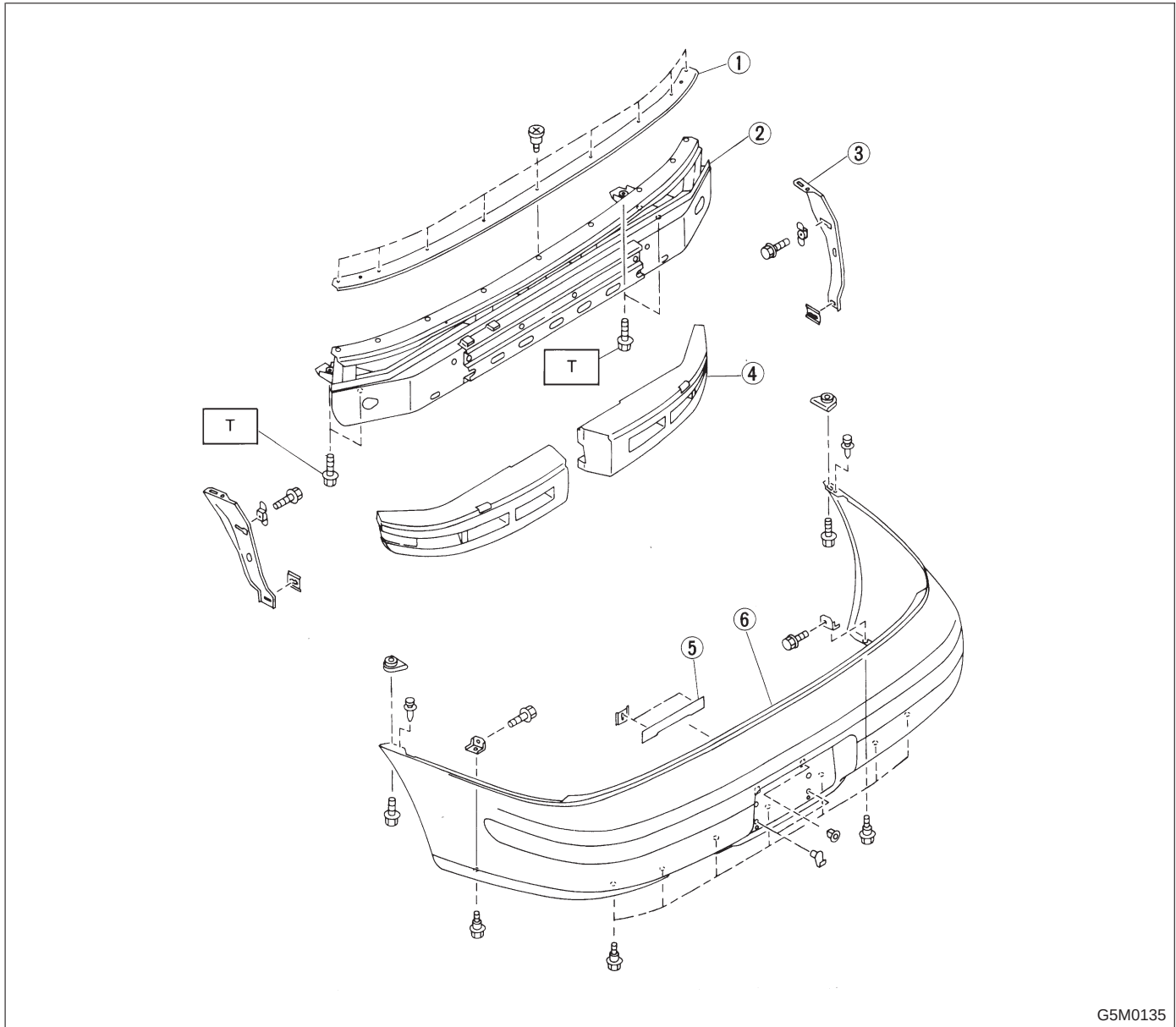
G5M0134

- ① Plate
- ② Bumper face
- ③ Spacer
- ④ E/A from bumper

- ⑤ Front beam
- ⑥ Bracket (Side)
- ⑦ Holder upper

Tightening torque: N·m (kg·m, ft·lb)
T: 69 — 118 (7 — 12, 51 — 87)

4. Rear Bumper



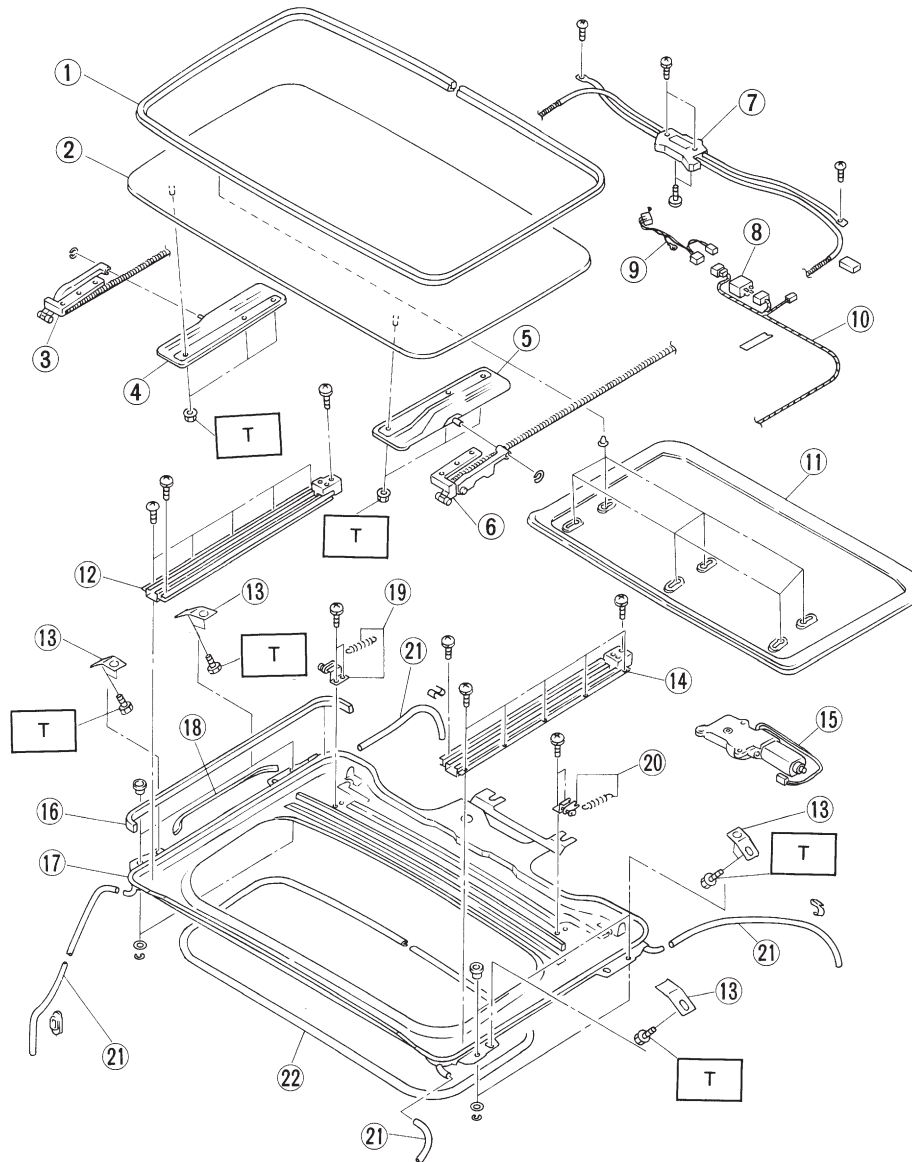
G5M0135

- ① Holder upper
- ② Bumper beam
- ③ Bracket (Side)
- ④ E/A from bumper

- ⑤ Plate
- ⑥ Bumper surface

Tightening torque: N·m (kg·m, ft·lb)
T: 69 — 127 (7 — 13, 51 — 94)

5. Sunroof



G5M0136

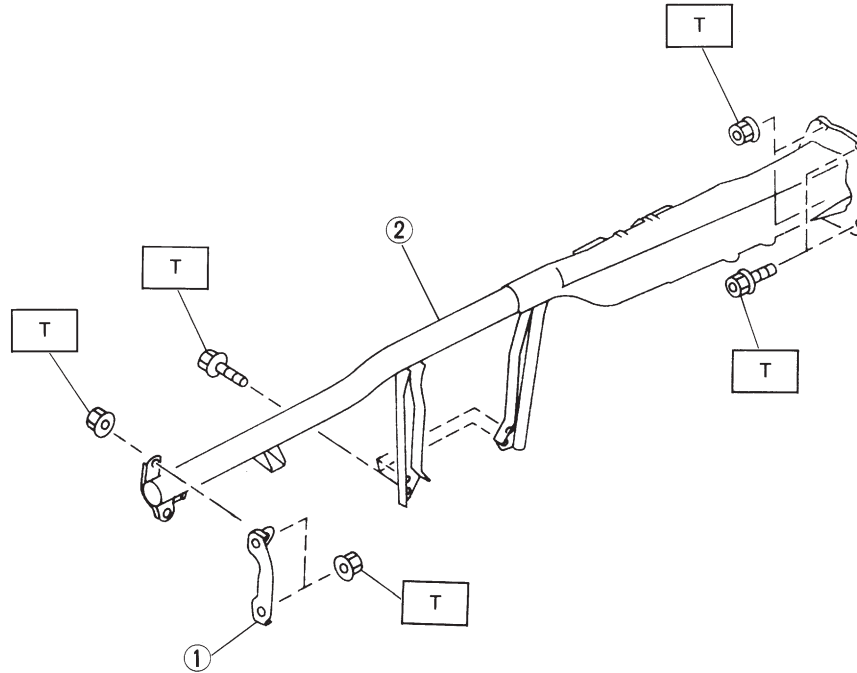
- ① Weatherstrip
- ② Sunroof panel
- ③ Rear guide ASSY
- ④ Lower panel
- ⑤ Lower panel
- ⑥ Rear guide ASSY
- ⑦ Drive unit
- ⑧ Relay
- ⑨ Harness

- ⑩ Harness
- ⑪ Sunroof trim
- ⑫ Guide rail
- ⑬ Set bracket
- ⑭ Guide rail
- ⑮ Motor ASSY
- ⑯ Sealed tape
- ⑰ Frame ASSY
- ⑱ Sealed cushion

- ⑲ Shutting ASSY (RH)
- ⑳ Shutting ASSY (LH)
- ㉑ Drain tube
- ㉒ Garnish

Tightening torque: N·m (kg-m, ft-lb)
T: 5.5 — 9.5
(0.56 — 0.97, 4.1 — 7.0)

6. Steering Support Beam



G5M0184

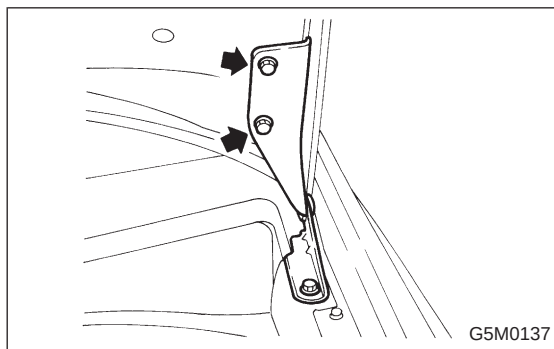
- ① Bracket
- ② Steering beam

Tightening torque: N·m (kg-m, ft-lb)
T: 13 — 23 (1.3 — 2.3, 9 — 17)

1. Hood

The hood lock has a dual locking design which consists of a main lock and a safety lock mechanism. When the release knob located at the front pillar on the driver's side is pulled back, the main lock is released through the cable attached to the knob.

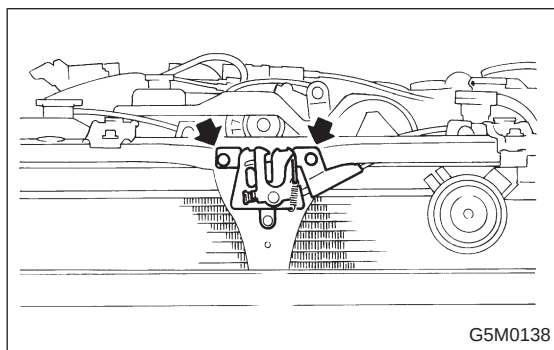
The safety lock can be released by pushing the lever protruding above the front grill while opening the hood.



A: REMOVAL

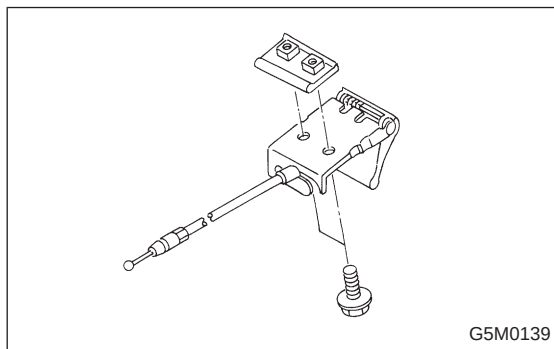
1. HOOD

- 1) Open front hood, and remove attaching bolt.
- 2) Detach front hood from hinges.



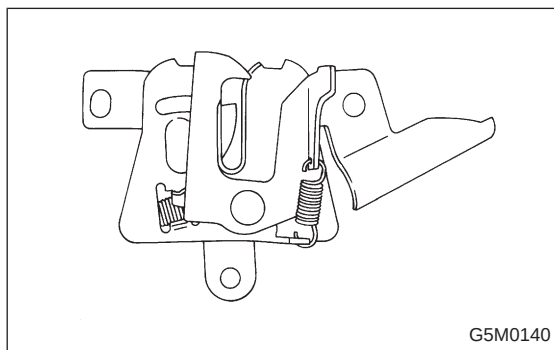
2. HOOD LOCK

- 1) Open front hood and remove front grille.
- 2) Remove bolts which secure lock assembly to radiator panel, and remove lock assembly.
- 3) Disconnect release cable from lock assembly.



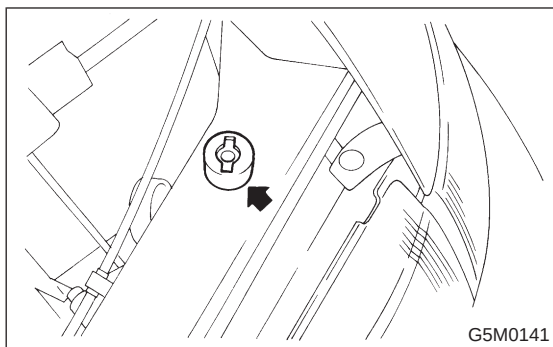
3. RELEASE CABLE

- 1) Remove front grille.
- 2) Remove release cable from lock assembly.
- 3) Remove cable clip from engine compartment.
- 4) Remove bracket from front pillar.

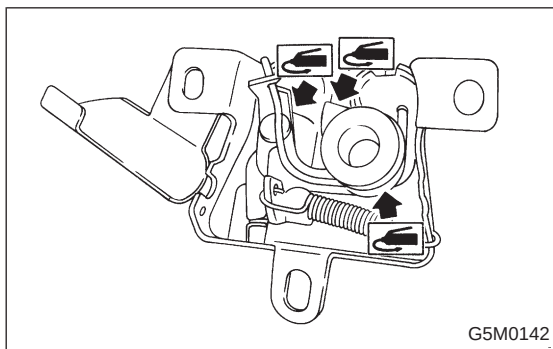


B: POINTS TO CHECK

- 1) Check striker for bending or abnormal wear.
- 2) Check safety lever for improper movement.
- 3) Check other levers and spring for rust formation and unsmooth movement.



G5M0141



G5M0142

C: INSTALLATION

Installation is in the reverse order of removal.

CAUTION:

Adjust buffer assembly on each end so that main lock is applied securely when hood is released from a height of approx. 20 mm (0.79 in).

NOTE:

- Align the center of striker with lock during installation. Make sure safety lever is properly caught by striker under the hood's own weight.
- Route hood lock release cable and hold with clips.
- After installing release cable, ensure it operates smoothly.
- Apply grease to sliding surfaces of parts.

D: ADJUSTMENT

1) Fore-aft and left-right adjustments

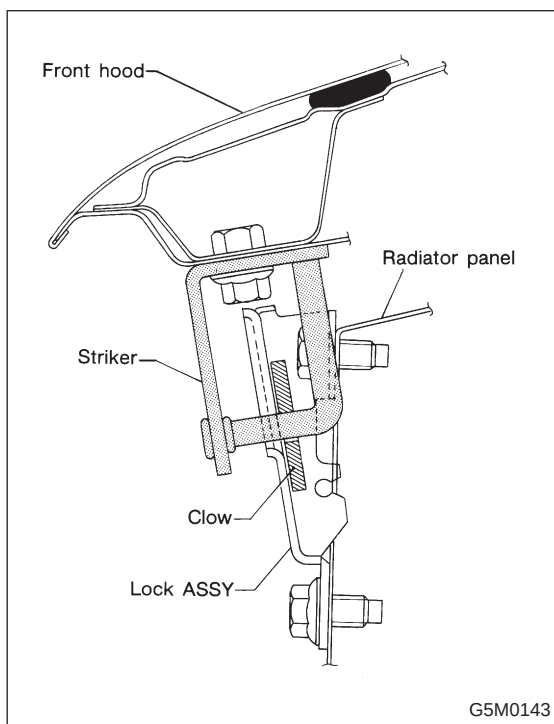
Loosen striker mounting bolts and adjust fore-and-aft position of striker.

CAUTION:

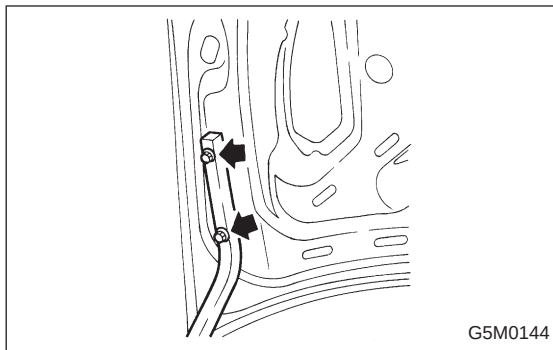
Do not adjust striker position using the lock. Doing so may result in a misaligned front grille.

2) Up-down adjustment

Make up-and-down adjustment of striker only when hood does not properly contact buffer or hood is not flush with fender, or when release cable does not properly operate. Adjustment can be made by adjusting the stroke length of striker after lock assembly mounting screws are removed.



G5M0143

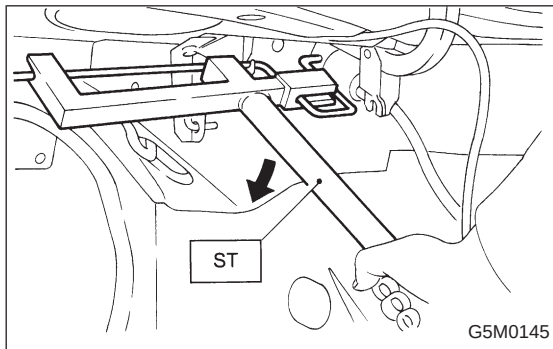


2. Trunk Lid

A: REMOVAL

1. TRUNK LID

- 1) Open trunk lid.
- 2) Remove trunk lid mounting bolts and detach trunk lid from hinges.



2. TORSION BAR

- 1) Open trunk lid. Remove torsion bars from hinge links using ST.

ST 927780000 REMOVER

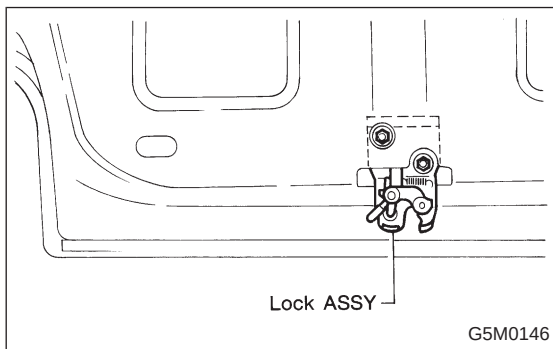
CAUTION:

Be careful because torsion bar quickly swings back when released.

- 2) Remove the left and right torsion bars.

WARNING:

Be careful because trunk lid drops under its own weight when torsion bars are removed.

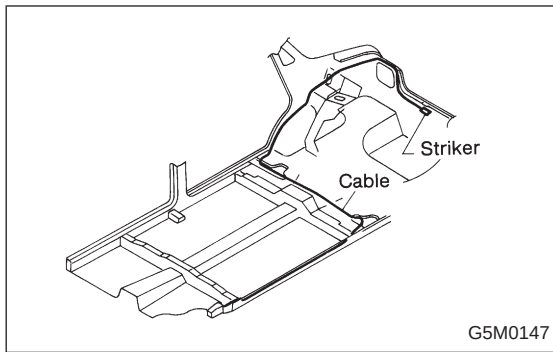


3. TRUNK LID LOCK ASSEMBLY AND KEY CYLINDER

- 1) Remove rod of lock assembly from rod holder of key lock assembly.
- 2) Remove bolts which hold lock assembly and remove lock assembly.

NOTE:

- Always remove rear skirt trim panel beforehand, if so equipped.
 - Be careful not to bend opener cable.
- 3) Remove clip and detach key cylinder from trunk lid.

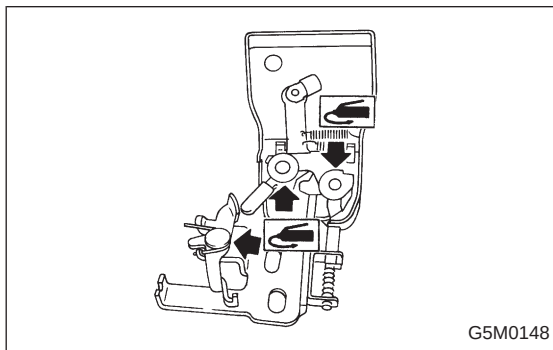


4. TRUNK LID OPENER

- 1) Remove driver's seat, rear seats, center pillar lower cover, floor mat, rear arch cover and side sill cover (on the driver's side).
- 2) Remove all clips which hold cable.
- 3) Disconnect cable from pull handle assembly.
- 4) Remove bolts and detach pull handle assembly.
- 5) Loosen bolts which hold lock assembly, and remove it.
- 6) Remove striker from trunk lid.
- 7) Disconnect cable from striker.

NOTE:

Be careful not to bend or break cable.

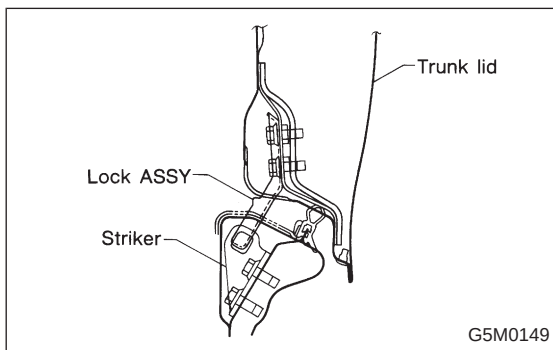


B: INSTALLATION

Installation is in the reverse order of removal.

CAUTION:

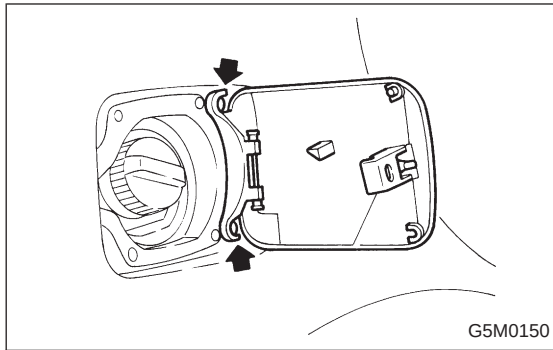
- When installing cover to pull handle assembly, observe the following:
- Be careful not to catch harness.
- Engage pull handle assembly pawls firmly.
- After installing opener cable, ensure it moves smoothly.
- Apply a coat of grease to the rotary section of hinges and contact surfaces of torsion bars.
- Apply grease to sliding surfaces of lock assembly and striker.



C: ADJUSTMENT

1. TRUNK LID

- 1) To adjust left-right lid positioning, loosen bolts which hold trunk lid to hinges.
- 2) To adjust up-down lid alignment, place washer(s) between trunk lid and hinges or move trunk lock assembly up or down.

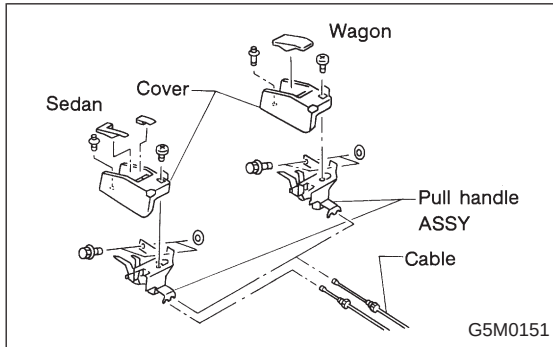


3. Fuel Flap

A: REMOVAL

1. FUEL FLAP

Remove bolts which hold hinge to car body, and detach fuel flap and hinge as a unit.



2. FUEL FLAP OPENER

- 1) Remove driver's seat, rear seats, center pillar lower cover, floor mat, rear arch cover/rear quarter trim (wagon), and side sill cover (on the driver's side).
- 2) Remove all clips which hold cable.
- 3) Disconnect cable from pull handle.
- 4) Detach pull handle by removing bolts.
- 5) Detach fuel lock holder by turning it.

B: INSTALLATION

Installation is in the reverse order of removal.

CAUTION:

- When installing cover to pull handle assembly, observe the following:
- Be careful not to catch harness.
- Engage pull handle assembly pawls firmly.
- Make sure the clearance between fuel flap and car body is equal at all points.
- After installing opener cable, ensure it moves smoothly.

4. Repair Instruction for Fuel Flap

1. MOLDED PART SURFACE REPAIR

The molded resin material differs in its properties from PP (polypropylene) used as bumper surface covering material. If its surface is scratched, the affected area can be easily repaired by sanding with grit sandpaper. A dent can also be filled using a method similar to that used for steel panel repair.

2. REFINISHING

The repaired resin material surface or material requiring only surface coating can be applied with primer and top-coat after foreign matter (dirt, dust, etc.) is removed. Paint used for repairing steel plates can also be applied for refinishing resin material.

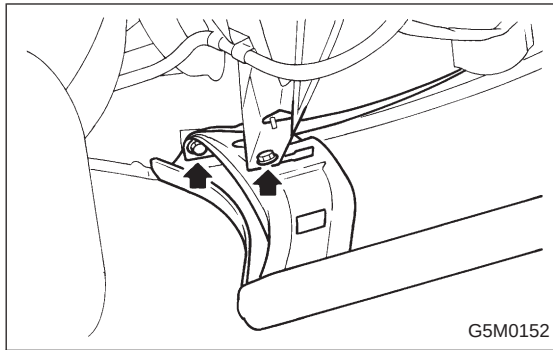
3. PROCESS STEPS

Process No.	Process name	Job contents		
1	Sanding ①	If damage penetrates molded material, water sand damaged and molded material surfaces affected using sand paper (#500 to #1000).		
2	Degreasing ① (Cleaning)	Clean off dirt, dust, oil/grease, etc., using white gasoline or alcohol.		
3	Filling	Apply filler (polyester or epoxy) evenly to dented portion (which results from sanding ① above).		
4	Sanding ②	Sand filler smooth, as required, using sand paper (#500 to #1000) and water.		
5	Degreasing ② (Cleaning)	Clean off foreign matter (dust, dirt, oil/grease, etc.) using white gasoline or alcohol.		
6	Undercoating (Primer coating)	Apply primer to the entire filler range (and sanded resin material, if necessary). ● Film thickness: Approx. 5 μm ● Spray pressure: 245 — 343 kPa (2.5 — 3.5 kg/cm ² , 36 — 50 psi)		
7	Drying ①	Allow to dry in accordance with paint-baking requirements to be used. Ex.: Urethane-based paint ... 30 minutes at 80°C (176°F)		
8	Sanding ③	Sand filler (Primer surface) smooth using sand paper (#500 to #1000), as required.		
9	Degreasing ③ (Cleaning)	Wipe off foreign matter (dust, dirt, oil/grease, etc.) using white gasoline or alcohol.		
10	Top coating (I)	Solid color	Metallic color	Mica color
		Apply paint using spray gun. ● Film thickness: 30 — 40μ ● Spray pressure: 245 — 343 kPa (2.5 — 3.5 kg/cm ² , 36 — 50 psi)	Apply color coat using spray gun. ● Film thickness: 20 — 30μ ● Spray pressure: 245 — 343 kPa (2.5 — 3.5 kg/cm ² , 36 — 50 psi)	Apply color coat using spray gun. ● Film thickness: 35 — 45μ ● Spray pressure: 245 — 343 kPa (2.5 — 3.5 kg/cm ² , 36 — 50 psi)
11	Air drying ①	Leave coated surface at room temperature [20°C (68°F)] for approx. 10 minutes until it is half-dry.		
12	Drying ②	Solid color	Metallic color	Mica color
		Dry at 80°C (176°F) for 30 minutes.	Unnecessary.	Dry at 80°C (176°F) for 30 minutes.

Process No.	Process name	Job contents		
13	Top coating (II)	Unnecessary.	Apply clear coat to color coat. ● Film thickness: 20 — 30μ ● Spray pressure: 245 — 343 kPa (2.5 — 3.5 kg/cm ² , 36 — 50 psi)	Apply mica coat to color coat. ● Film thickness: 20 — 30μ ● Spray pressure: 245 — 343 kPa (2.5 — 3.5 kg/cm ² , 36 — 50 psi)
14	Air drying ②	Unnecessary.	Allow to half-dry at 20°C (68°F) for approx. 20 minutes.	
15	Drying ③	Unnecessary.	Dry at 80°C (176°F) for 10 minutes.	Unnecessary.
16	Top coating (III)	Unnecessary.	Unnecessary.	Apply clear coat to mica coat. ● Film thickness: 20 — 30μ ● Spray pressure: 245 — 343 kPa (2.5 — 3.5 kg/cm ² , 36 — 50 psi)
17	Air drying ③	Unnecessary.		Allow to half-dry at 20°C (68°F) for 10 minutes.
18	Drying ④	Unnecessary.	Unnecessary.	Allow to dry at 80°C (176°F) for 30 minutes.
19	Final inspection	Check the condition of refinished areas.		

NOTE:

Processes Nos. 1 through 4 refer to work required when damage penetrates the resin material.



5. Front Bumper AIRBAG

A: REMOVAL

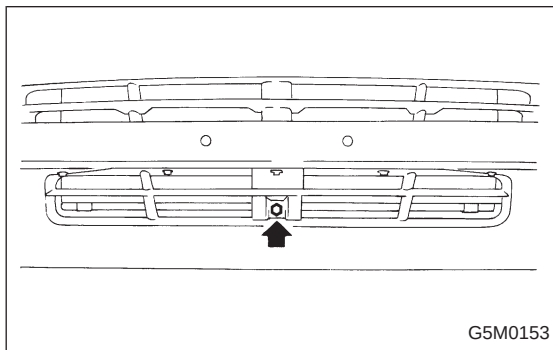
SUPPLEMENTAL RESTRAINT SYSTEM "AIRBAG"

Airbag system wiring harness is routed near the front bumper assembly.

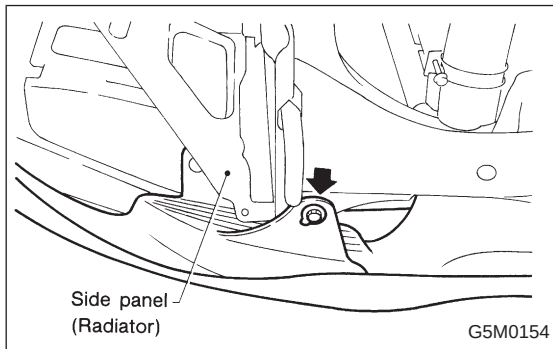
CAUTION:

- All Airbag system wiring harness and connectors are colored yellow. Do not use electrical test equipment on these circuit.
- Be careful not to damage Airbag system wiring harness when servicing the front bumper assembly.

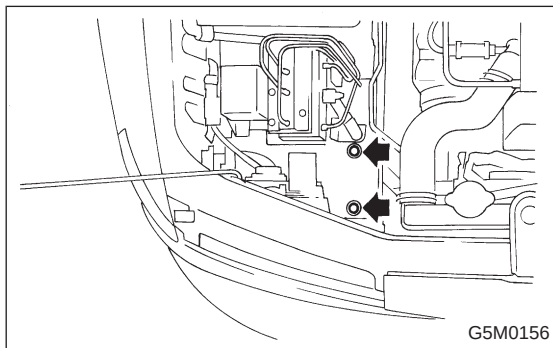
- 1) Disconnect the ground cable from the battery.
- 2) Remove the canister.
- 3) Remove the front grille.
- 4) Remove the parking light and headlight LH.
- 5) Remove the mud guard.
- 6) Remove bolts from side of bumper.



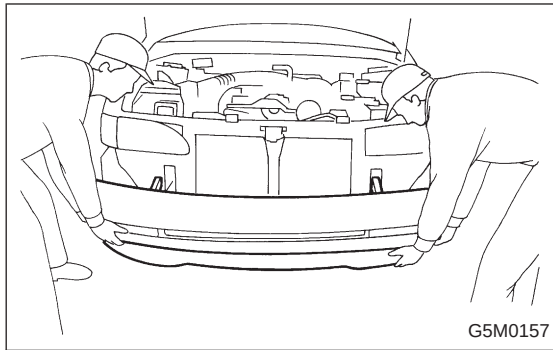
- 7) Remove bolt from lower center of bumper.



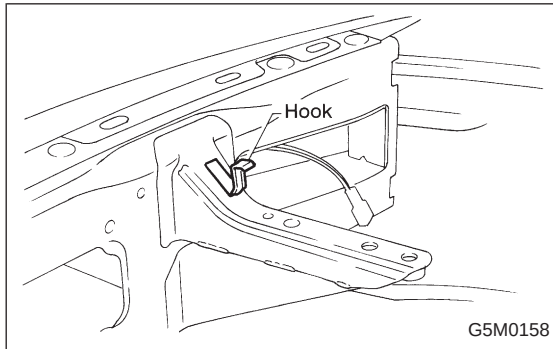
- 8) Remove bolts from lower side of bumper.



- 9) Remove bolts (engine compartment side) from bumper stays.
- 10) Remove turn signal light connector.



11) Remove bumper assembly.

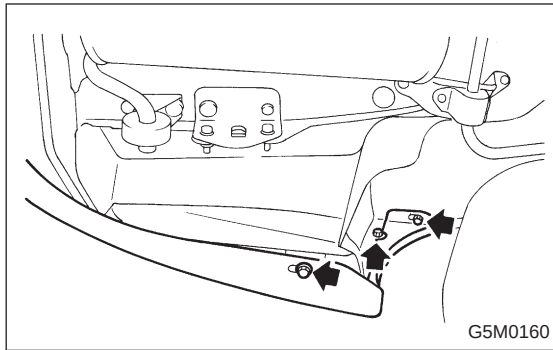


B: INSTALLATION

To install the front bumper, reverse the above removal procedures.

CAUTION:

- Be extremely careful to prevent scratches on bumper face as it is made of resin.
- Be careful not to scratch the body when removing or installing the bumper.
- To facilitate installation of front bumper, attach hook (located at stay) to body panel.

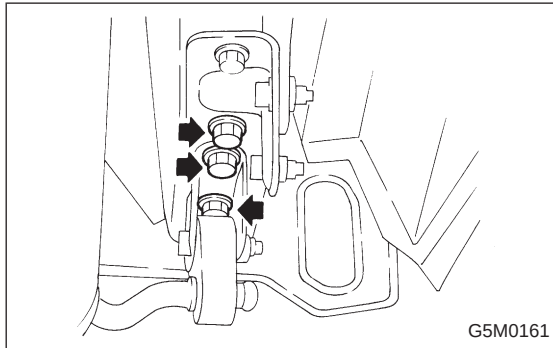


6. Rear Bumper

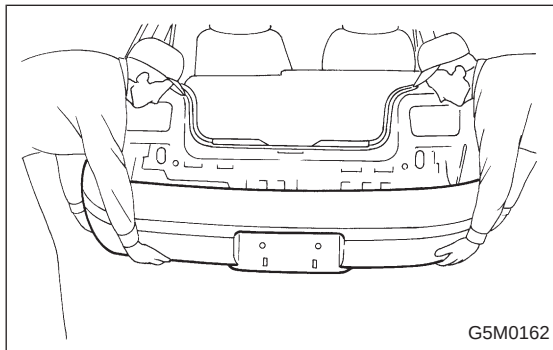
A: REMOVAL

1. SEDAN AND COUPE

- 1) Open trunk lid. Remove trunk trim panel clips and detach trim.
- 2) Disconnect license plate light connector.
- 3) Remove bolts from side of bumper.



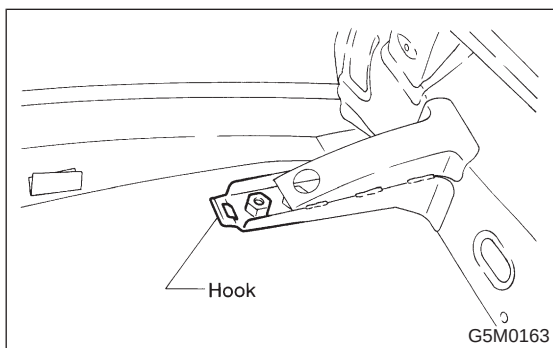
- 4) Remove bolts from bumper stay.



- 5) Remove rear bumper.

2. WAGON

- 1) Open rear gate and rear quarter trim lid.
- 2) Disconnect license plate light connector.
- 3) Remove bolts from side of bumper.
- 4) Remove bolts from bumper stays.
- 5) Remove bumper assembly.



B: INSTALLATION

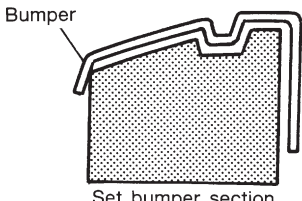
To install the rear bumper, reverse the above removal procedures.

CAUTION:

- Be extremely careful to prevent scratches on bumper face as it is made of resin.
- Be careful not to scratch the body when removing or installing bumper.
- To facilitate installation of rear bumper, attach hook (located at stay) to body panel.

7. Coating Method for PP Bumper

1. PROCESS STEPS

Process No.	Process name	Job contents	
1	Bumper mounting	Set bumper on paint worktable if required. Use paint worktable conforming to inner shape of bumper when possible.	 G5M0164
2	Masking	Mask specified part (black base) with masking tape. Use masking tape for PP (example, Nichiban No. 533, etc.).	
3	Degreasing, cleaning	Clean all parts to be painted with white gasoline, normal alcohol, etc. to remove dirt, oil, fat, etc.	
4	Primer paint	Apply primer one to all parts to be painted, using air gun. Use primer (clear).	
5	Drying	Dry at normal temperature [10 to 15 min. at 20°C (68°F)]. In half-dried condition, PP primer paint is dissolved by solvent, e.g. thinner, etc. Therefore, if dust or dirt must be removed, use ordinary alcohol, etc.	
6	Top coat paint (I)	Solid color	Metallic color
		Use section (block) paint for top coat. ● Paint in use (for each color): Solid paint Hardener PB Thinner T-301 ● Mixing ratio: Main agent vs. hardener = 4:1 ● Viscosity: 10 — 13 sec/20°C (68°F) ● Film thickness: 35 — 45μ ● Spraying pressure: 245 — 343 kPa (2.5 — 3.5 kg/cm², 36 — 50 psi)	Use section (block) paint for top coat. ● Paint in use (for each color): Metallic paint Hardener PB Thinner T-306 ● Mixing ratio: Main agent vs. hardener = 10:1 ● Viscosity: 10 — 13 sec/20°C (68°F) ● Film thickness: 15 — 20μ ● Spraying pressure: 245 — 343 kPa (2.5 — 3.5 kg/cm², 36 — 50 psi)
7	Drying	Not required.	Dry at normal temperature [10 min. or more at 20°C (68°F)]. In half-dried condition, avoid dust, dirt.
8	Top coat paint (II)	Not required.	Apply a clear coat to parts with top coat paint (I), three times, at 5 — 7 minute intervals. ● Paint in use Metallic paint Hardener PB Thinner T-301 ● Mixing ratio: Clear vs. hardener = 6:1 ● Viscosity: 14 — 16 sec/20°C (68°F) ● Film thickness: 25 — 30μ ● Spraying pressure: 245 — 343 kPa (2.5 — 3.5 kg/cm², 36 — 50 psi)
9	Drying	60°C (140°F), 60 min. or 80°C (176°F), 30 min. If higher than 80°C (176°F), PP may be deformed. Keep maximum temperature of 80°C (176°F).	
10	Inspection	Paint check.	
11	Masking removal	Remove masking in process No. 2.	

8. Repair Instructions for Colored PP Bumper

All PP bumpers are provided with a grained surface, and if the surface is damaged, it cannot normally be restored to its former condition. Damage limited to shallow scratches that cause only a change in the lustre of the base material or coating, can be almost fully restored. Before repairing a damaged area, explain this point to the customer and get an understanding about the matter.

Repair methods are outlined below, based on a classification of the extent of damage.

1. MINOR DAMAGE CAUSING ONLY A CHANGE IN THE LUSTRE OF THE BUMPER DUE TO A LIGHT TOUCH

Almost restorable.

Process No.	Process name	Job contents	
1	Cleaning	Clean the area to be repaired using water.	
2	Sanding	Grind the repairing area with #500 sandpaper in a "feathering" motion.	
3	Finish	Resin section	Coated section
		Repeatedly apply wax to the affected area using a soft cloth (such as flannel). Recommended wax: NITTO KASEI Soft 99 TIRE WAX BLACK, or equivalent.	Perform either the same operation as for the resin section or process No. 18 and subsequent operations in the "(3)" section, depending on the degree and nature of damage.
		Polish the waxed area with a clean cloth after 5 to 10 minutes.	

2. DEEP DAMAGE CAUSED BY SCRATCHING FENCES, ETC.

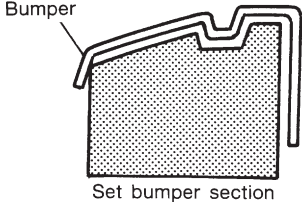
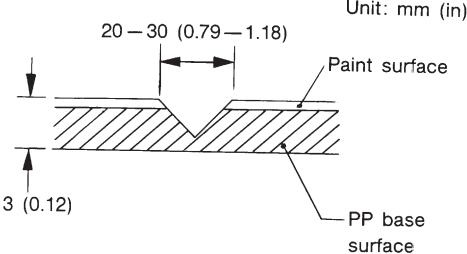
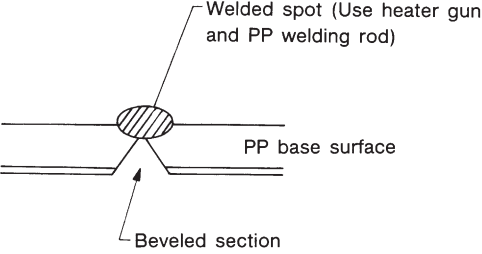
A dent cannot be repaired but a whitened or swelled part can be removed.

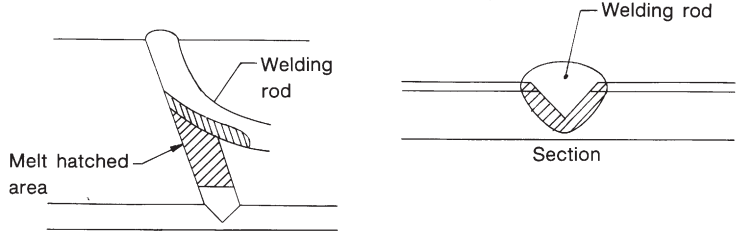
Process No.	Process name	Job contents	
1	Cleaning	Clean damaged area with water.	
2	Removal of damaged area	Cut off protruding area, if any, due to collision, using a putty knife.	
3	Sanding	Grind the affected area with #100 to #500 sandpaper.	
4	Finish	Resin section	Coated section
		Same as Process No. 3 in the "(1)" section.	Perform Process No. 12 and subsequent operations in the "(3)" section.

3. DEEP DAMAGE SUCH AS A BREAK OR HOLE THAT REQUIRES FILLING

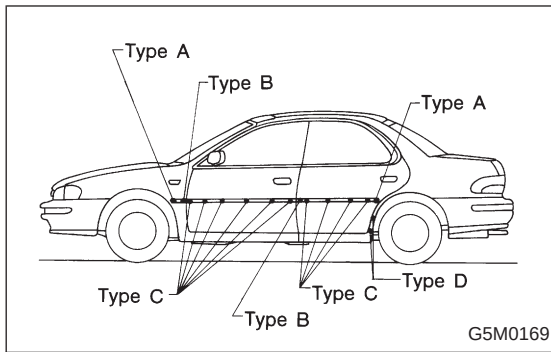
Much of the peripheral grained surface must be sacrificed for repair, and the degree of restoration is not really worth the expense. (The surface, however, will become almost flush with adjacent areas.)

Recommended repair kit: PP Part Repair Kit (NRM)

Process No.	Process name	Job contents	
1	Bumper removal	Remove bumper as required.	
2	Part removal	Remove parts built into bumper as required.	
3	Bumper placement	Place bumper on a paint worktable as required. It is recommended that contour of worktable accommodate internal shape of bumper.	 Bumper Set bumper section G5M0164
4	Surface preparation	Remove dust, oil, etc. from areas to be repaired and surrounding areas, using a suitable solvent (NRM No. 900 Precleno, white gasoline, or alcohol).	
5	Cutting	If nature of damage is cracks or holes, cut a guide slit of 20 to 30 mm (0.79 to 1.18 in) in length along the crack or hole up to the bumper's base surface. Then, bevel or "vee-out" the affected area using a knife or grinder.	 Unit: mm (in) 20 - 30 (0.79 - 1.18) Paint surface PP base surface 3 (0.12) G5M0165
6	Sanding (I)	Grind beveled surface with sandpaper (#40 to #60) to smooth finish.	
7	Cleaning	Clean the sanded surface with the same solvent as used in Process No. 4.	
8	Temporary welding	Grind the side just opposite the beveled area with sandpaper (#40 to #60) and clean using a solvent. Temporarily spot-weld the side, using a PP welding rod and heater gun.	 Welded spot (Use heater gun and PP welding rod) PP base surface Beveled section G5M0166 NOTE: - Do not melt welding rod until it flows out. This results in reduced strength. - Leave the welded spot unattended until it cools completely.

Process No.	Process name	Job contents
9	Welding	Using a heater gun and PP welding rod, weld the beveled spot while melting the rod and damaged area.
		 G5M0167 NOTE: ● Melt the sections indicated by hatched area. ● Do not melt welding rod until it flows out, in order to provide strength. ● Always keep the heater gun 1 to 2 cm (0.4 to 0.8 in) away from the welding spot. ● Leave the welded spot unattended until it cools completely.
10	Sanding (II)	Remove excess part of weld with a putty knife. If a drill or disc wheel is used instead of the knife, operate it at a rate lower than 1,500 rpm and grind the excess part little by little. A higher rpm will cause the PP substrate to melt from the heat.
		 G5M0168 Sand the welded spot smooth with #240 sand paper.
11	Masking	Mask the black substrate section using masking tape. Recommended masking tape: Nichiban No. 533 or equivalent
12	Cleaning/degreasing	Completely clean the entire coated area, using solvent similar to that used in Process No. 4.
13	Primer coating	Apply a coat of primer to the repaired surface and its surrounding areas. Mask these areas, if necessary. Recommended primer: Mp/ 364 PP Primer NOTE: Be sure to apply one coat of primer at a spraying pressure of 245 to 343 kPa (2.5 to 3.5 kg/cm ² , 36 to 50 psi) with a spray gun.
14	Leave unattended.	Leave the repaired area unattended at 20°C (68°F) for 10 to 15 minutes until primer is half-dry. NOTE: If dirt or dust comes in contact with the coated area, wipe it off with a cloth dampened with alcohol. (Do not use thinner since the coated area tends to melt.)
15	Primer surfacer coating	Apply a coat of primer surfacer to the repaired area two or three times at an interval of 3 to 5 minutes. Recommended surfacer: ● UPS 300 Flex Primer ● No. 303 UPS 300 Exclusive hardener ● NPS 725 Exclusive Reducer (thinner) ● Mixing ratio: 2 : 1 (UPS 300: No. 303) ● Viscosity: 12 — 14 sec/20°C (68°F) ● Coated film thickness: 40 — 50μ
16	Drying	Allow the coated surface to dry for 60 minutes at 20°C (68°F) [or 30 minutes at 60°C (140°F)].
17	Sanding (III)	Sand the coated surface and its surrounding areas using #400 sandpaper and water.

Process No.	Process name	Job contents	
18	Cleaning/degreasing	Same as Process No. 12.	
19	Top coat (I)	Solid color	Metallic color
		Use a "block" coating method. ● Recommended paint: Suncryl (SC) No. 307 Flex Hardener SC Reducer (thinner) ● Mixing ratio: 3 : 1 (Suncryl: No. 307) ● Viscosity: 11 — 13 sec/20°C (68°F) ● Coated film thickness: 40 — 50μ ● Spraying thickness: 245 — 343 kPa (2.5 — 3.5 kg/cm ² , 36 — 50 psi)	Use a "block" coating method. ● Recommended paint: Suncryl (SC) No. 307 Flex Hardener SC Reducer (thinner) ● Mixing ratio: 3 : 1 (Suncryl: No. 307) ● Viscosity: 11 — 13 sec/20°C (68°F) ● Coated film thickness: 20 — 30μ ● Spraying thickness: 245 — 343 kPa (2.5 — 3.5 kg/cm ² , 36 — 50 psi)
20	Leave unattended.	Not required.	Leave unattended at 20°C (68°F) for at least 10 minutes until the topcoated area is half-dry. NOTE: Be careful to keep dust or dirt from coming in contact with the affected area.
21	Top coat (II)	Not required.	Apply a clear coat three times at an interval of 3 to 5 minutes. ● Recommended paint: SC710 Overlay Clear No. 307 Flex Hardener SC Reducer (thinner) ● Mixing ratio: 3 : 1 (SC710: No. 307) ● Viscosity: 10 — 13 sec/20°C (68°F) ● Coated film thickness: 20 — 30μ ● Spraying pressure: 245 — 343 kPa (2.5 — 3.5 kg/cm ² , 36 — 50 psi)
22	Drying	Allow the coated surface to dry at 20°C (68°F) for two hours or 60°C (140°F) for 30 minutes. NOTE: Do not allow the temperature to exceed 80°C (176°F) since this will deform the PP substrate.	
23	Inspection	Carefully check the condition of the repaired area.	
24	Masking removal	Remove masking tape applied in Process No. 11 and 13.	
25	Parts installation	Install parts on bumper in reverse order of removal.	
26	Bumper installation	Install bumper.	

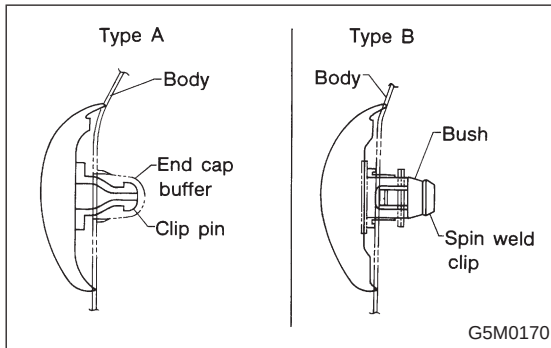


9. Body Protector

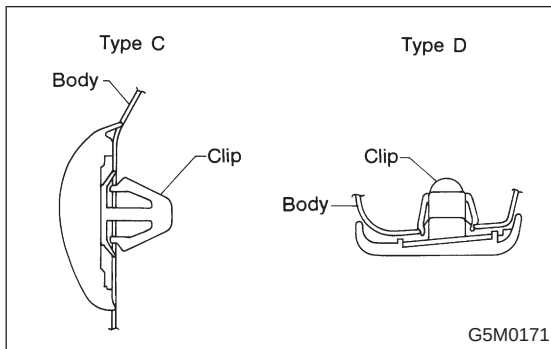
A: REMOVAL

NOTE:

Do not re-use protector.



Type A and B: Protector is attached to body with clips.
While holding end of protector by hand, force protector out.



Type C: Protector is attached to body with clips.
Remove door inner trim, and detach protector by pushing clip pawl from inside.

Type D: Protector is attached to body with clips.
While holding end of protector by hand, force protector out.

B: INSTALLATION

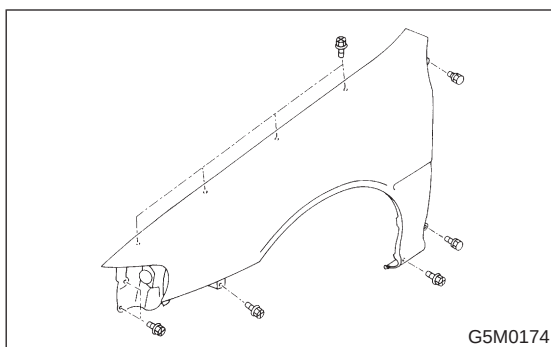
Type A: Insert clip pins into holes in body, then fit end cap buffers into place.

Type B: Insert spin weld clips into holes in body, then fit bushings into place.

Type C and D: Align the clips with holes in body and insert them.

NOTE:

Install clips in standard holes first.



10. Front Fender **AIRBAG**

A: REMOVAL

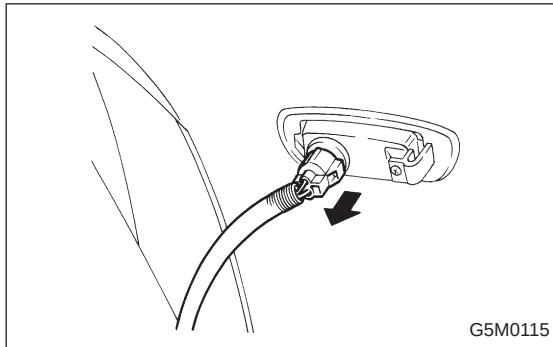
SUPPLEMENTAL RESTRAINT SYSTEM "AIRBAG"

Airbag system wiring harness is routed near the front fender.

CAUTION:

- All Airbag system wiring harness and connectors are colored yellow. Do not use electrical test equipment on these circuit.

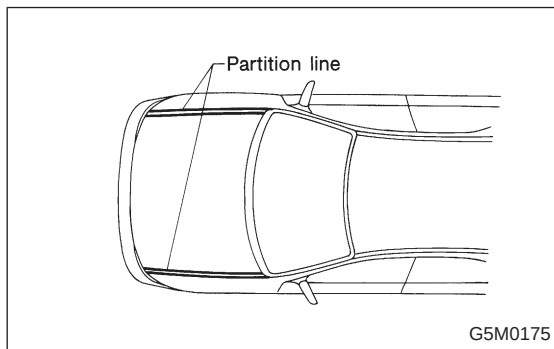
- Be careful not to damage Airbag system wiring harness when servicing the front fender.



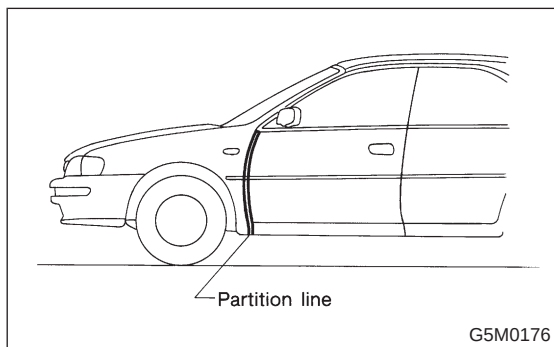
- 1) Disconnect ground cable from battery.
- 2) Remove mud guard.
- 3) Remove parking light and headlight.
- 4) Remove front bumper.
- 5) Remove bolts which secure fender to radiator panel and turn signal light connector.
- 6) Remove body protector. (This step may be skipped if fender is to be reused.)
- 7) Remove attaching bolt to remove fender.

CAUTION:

Be careful not to scratch body panels with fender edges when removing it.

**B: INSTALLATION**

- 1) Installation is in the reverse order of removal.
- 2) Check for alignment of front fender with hood and front door with front fender at all points. Adjust, if necessary.



11. Mud Guard and Arch Protector **AIRBAG**

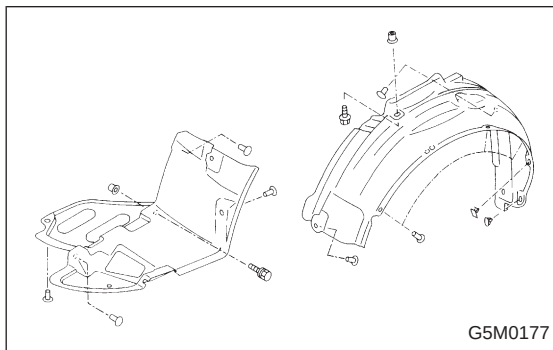
A: REMOVAL

SUPPLEMENTAL RESTRAINT SYSTEM "AIRBAG"

Airbag system wiring harness is routed near the mud guard.

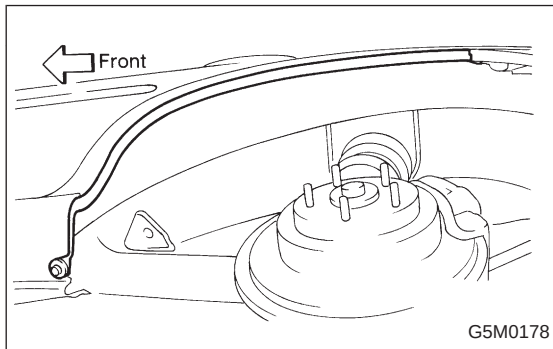
CAUTION:

- All Airbag system wiring harness and connectors are colored yellow. Do not use electrical test equipment on these circuit.
- Be careful not to damage Airbag system wiring harness when servicing the mud guard.



1. MUD GUARD

- 1) Jack-up car to remove tire.
- 2) Remove screws and clips. Move mud guard toward the center of the body and remove mud guard.



2. REAR ARCH PROTECTOR

- 1) Remove clip and screws.
- 2) Remove arch protectors.

B: INSTALLATION

Installation is in the reverse order of removal.

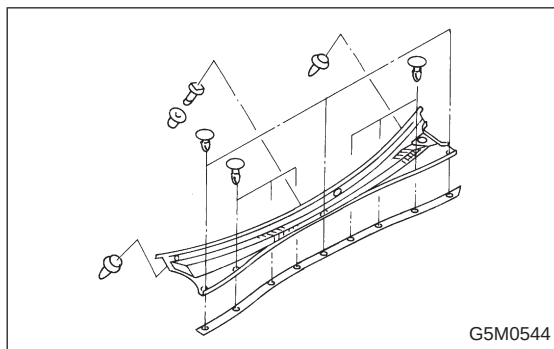
CAUTION:

Only use new nuts and clips.

12. Cowl Panel

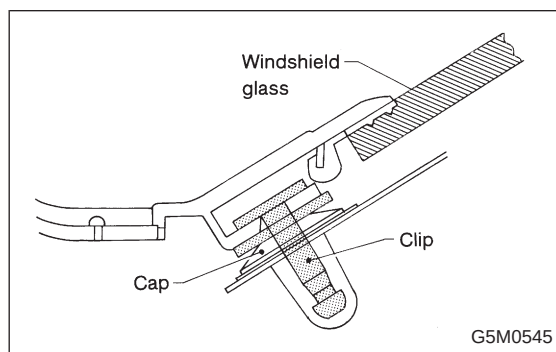
A: REMOVAL

- 1) Remove wiper arms.
- 2) Open front hood.
- 3) Pry clip off front hood seal using a screwdriver.
- 4) Lift cowl panel and remove clips from windshield.

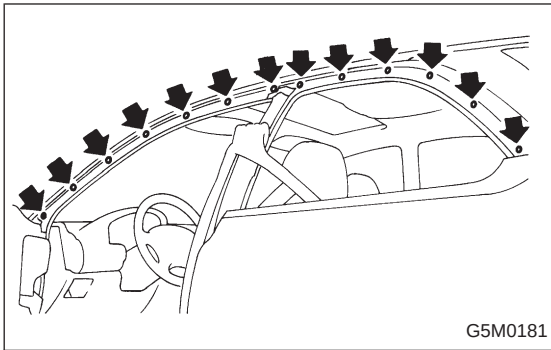


B: INSTALLATION

- 1) Install clips on cowl panel.
- 2) Install cap on front panel.
- 3) Install front hood seal attaching clip on cowl panel.



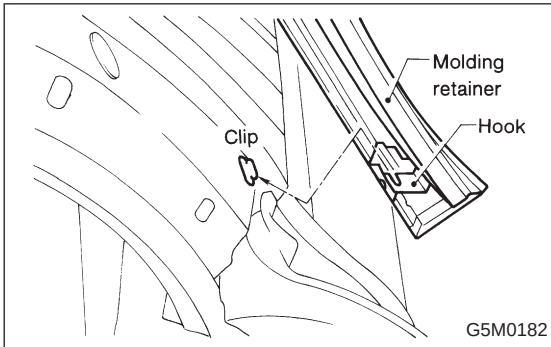
- 4) Install middle clip and other clips in that order.



13. Molding and Retainer

A: REMOVAL

- 1) Remove weatherstrip.
- 2) Remove tapping screws.

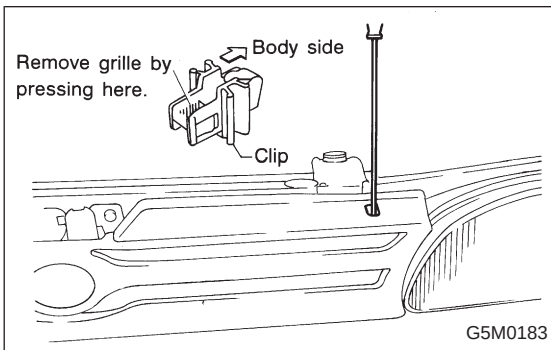


B: INSTALLATION

Installation is in the reverse order of removal.

NOTE:

Insert clips onto hooks, then fasten with screws.



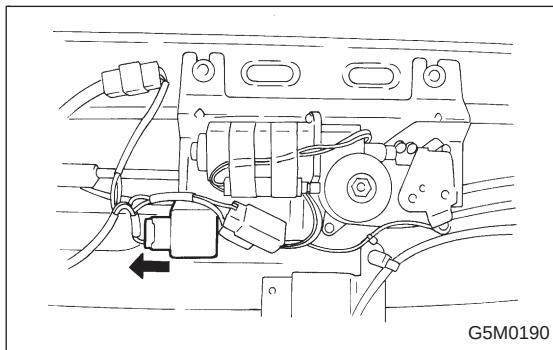
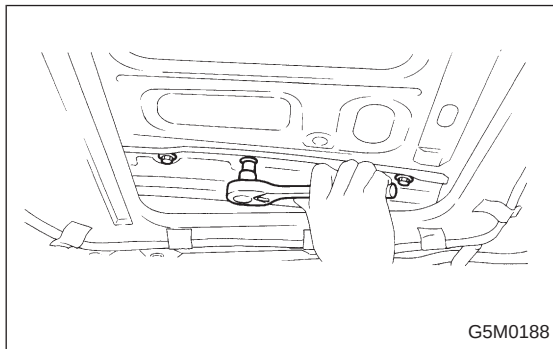
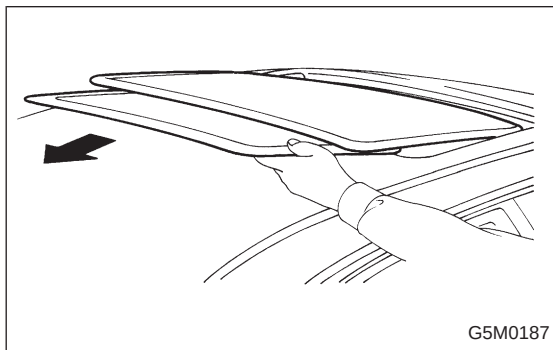
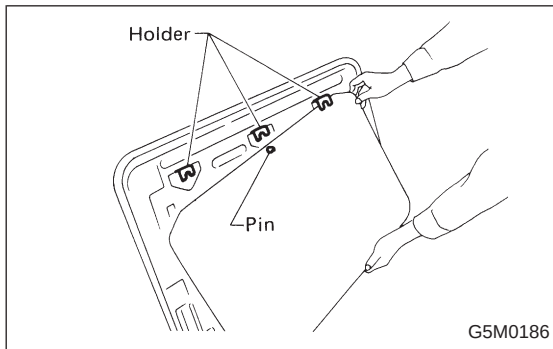
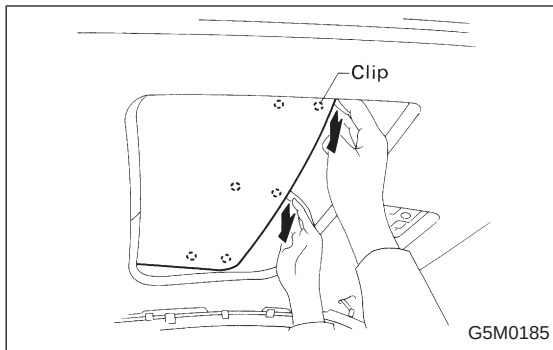
14. Front Grille

A: REMOVAL

Remove two upper clips from body panel. To facilitate removal, press portion shown in figure using screwdriver while lightly pulling front grille.

B: INSTALLATION

Attach clip to grille. Align it with clip hole in body and push it into place.



15. Sunroof

A: REMOVAL

1. SUNROOF PANEL

- 1) Open sunroof approx. 1/3.
- 2) Remove clips attached to front side of sunroof trim by pulling trim from inside of compartment.

- 3) Move trim forward, and detach trim end from holder.

- 4) Detach trim.

- 5) Close sunroof and remove nuts.

- 6) Remove sunroof panel.

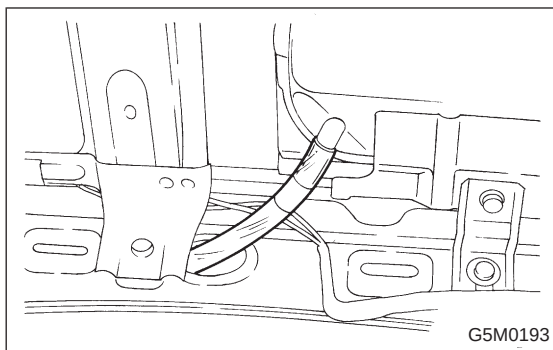
- 7) Installation is in the reverse order of removal.

NOTE:

Sunroof trim reference pin must be fitted in holder notch.

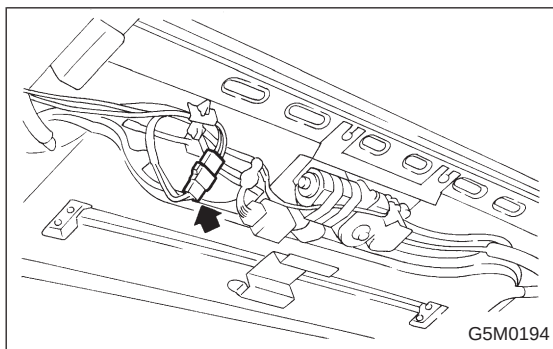
2. SUNROOF MOTOR AND RELAY

- 1) Remove roof trim, rear quarter trim, pillar trim, etc. <Ref. to 5-3.>
- 2) Remove screw.
- 3) Disconnect connector.
- 4) Remove relay by pulling it out.

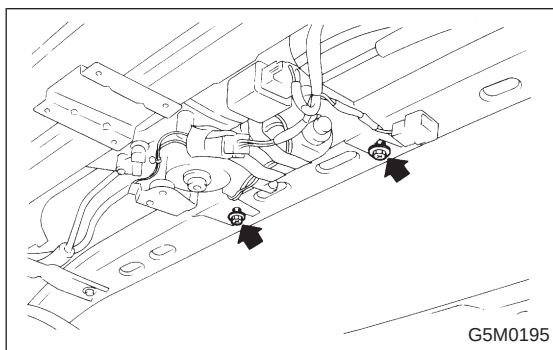


3. SUNROOF FRAME

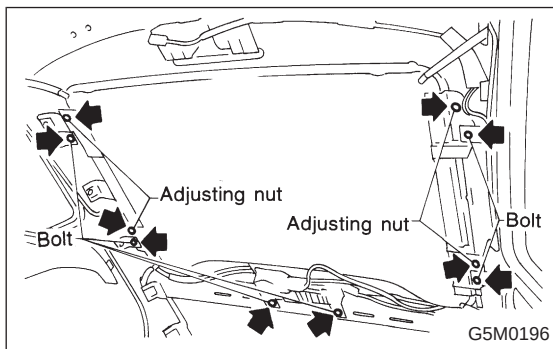
- 1) Remove roof trim, rear quarter trim, pillar trim, etc. <Ref. to 5-3.>
- 2) Remove sunroof panel.
- 3) Disconnect front and rear drain tubes.



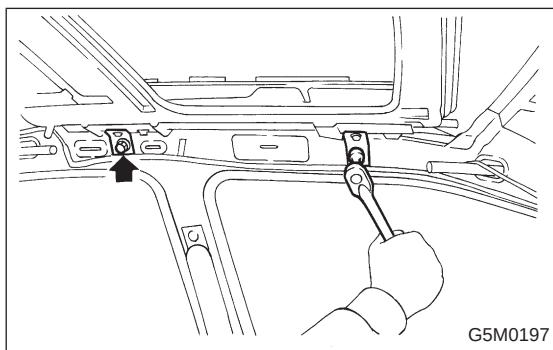
- 4) Disconnect connector between body harness and sunroof harness.



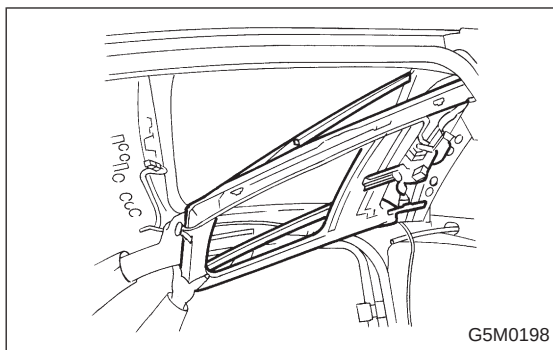
- 5) Loosen two mounting bolts near motor. (Do not remove bolts.)



- 6) Remove six bolts, and four adjusting nuts.

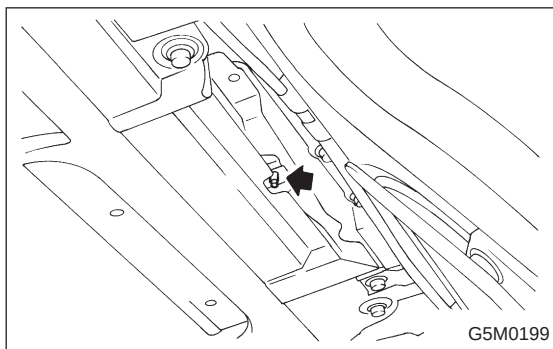


- 7) Remove sunroof frame.
- 8) Loosen set bracket mounting bolt.

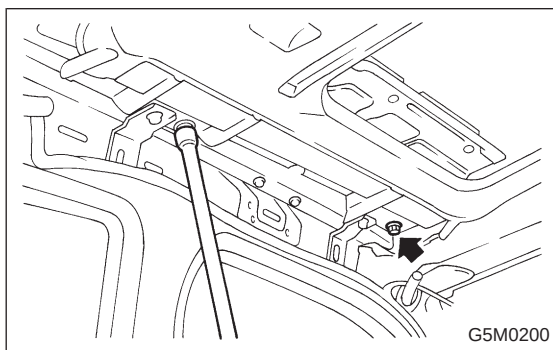


B: INSTALLATION

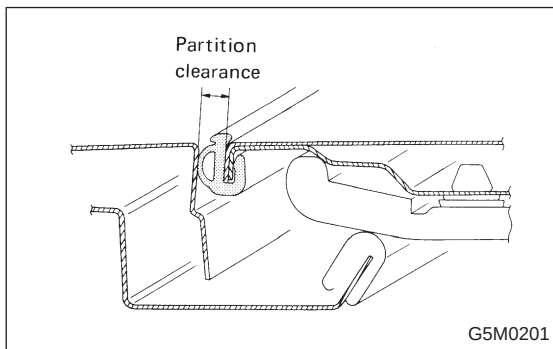
1) Insert frame rear end slit to two bolts fitted temporarily to roof brace.



2) Align frame to reference pin installed on roof.

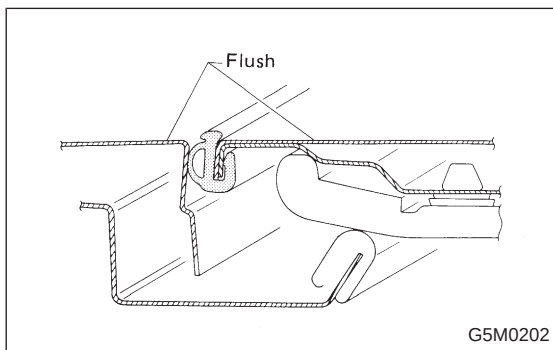


3) Tighten adjusting nut (that is, set frame at highest position).
Temporarily tighten bolts.

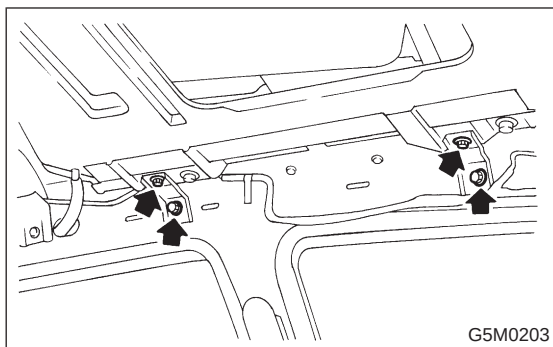


4) Install sunroof panel.
5) Adjust height by turning adjusting nut.
Also adjust front, rear, right, and left side partitions.

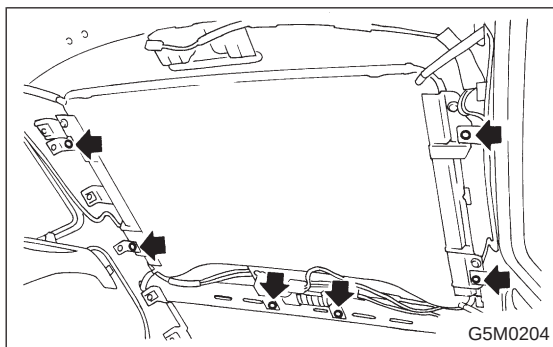
Partition clearance:
 $5.9 \pm 0.5 \text{ mm}$ ($0.232 \pm 0.020 \text{ in}$)



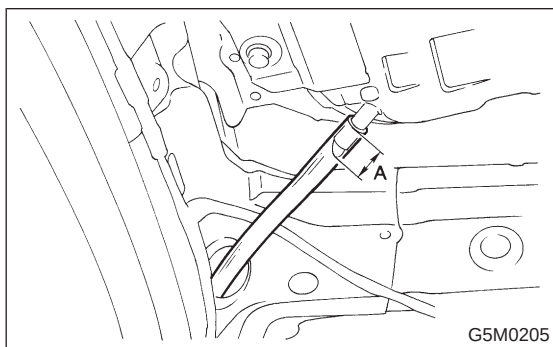
Difference in height between roof panel and sunroof panel:
 $0 \pm 1.0 \text{ mm}$ ($0 \pm 0.039 \text{ in}$)



6) Tighten set bracket mounting bolts.



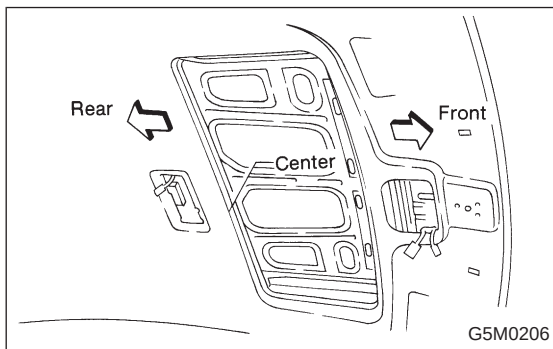
7) Tighten bolts.



8) Install drain tubes.

CAUTION:
Insert drain tube securely into drain pipe.

Length: A
Approx. 20 mm (0.79 in)



9) Install roof trim.

10) Install garnish.

NOTE:

Place garnish joint at rear center of body.

11) Install sunroof trim, pillar trim, rear quarter trim etc.

12) Check the following items after assembling all parts;

- Garnish must be free from waves.
- When sunroof is fully closed, must be no clearance between garnish and sunroof trim.
- Sunroof must be free from slack and noise when it is fully opened and closed.

1. Sunroof

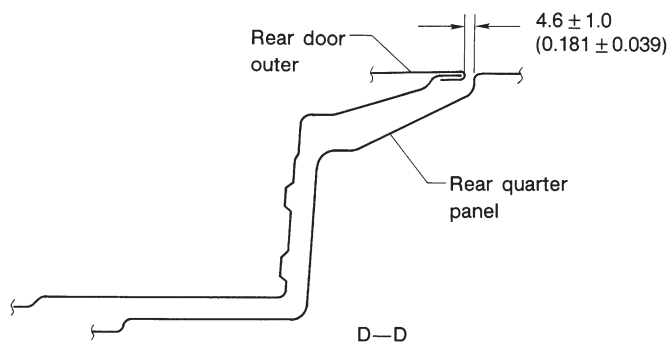
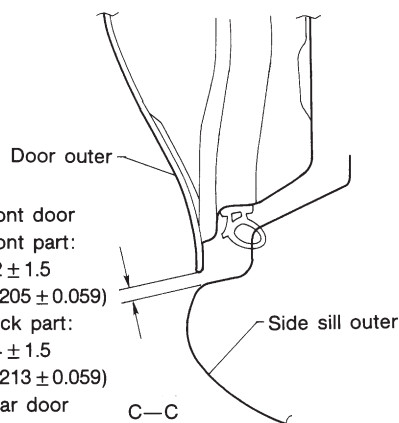
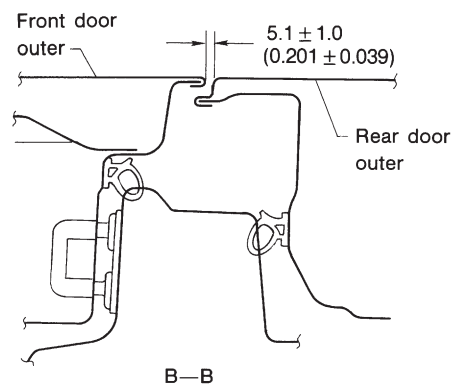
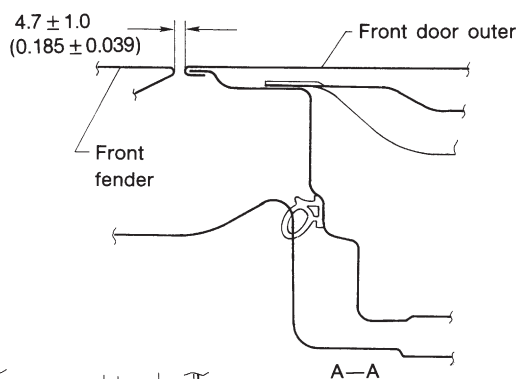
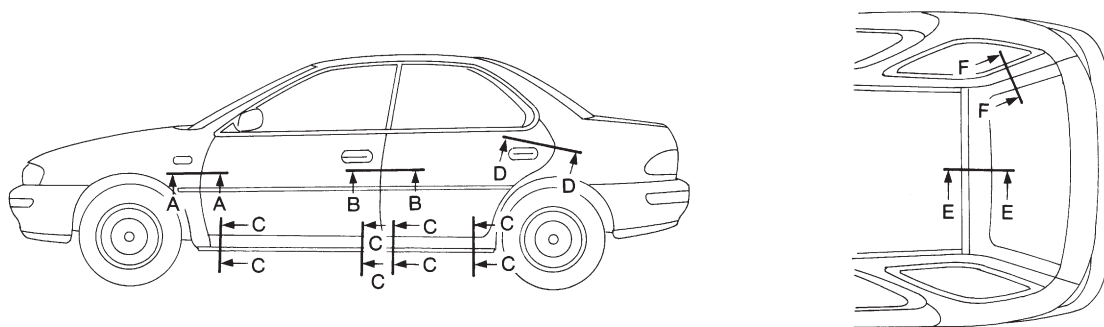
Entry of water into compartment	① Check roof panel and sunroof panel for improper or poor sealing. ② Check drain tube for clogging. ③ Check sunroof frame seal and body for improper fit.
Booming noise	① Check roof panel and roof panel for improper clearance. ② Check sunroof trim and roof trim for improper clearance.
Abnormal motor noise	① Check motor for looseness. ② Check gears and bearings for wear. ③ Check cable for wear. ④ Check cable pipe for deformities.
Failure of sunroof to operate (Motor operates properly.)	① Check guide rail for foreign particles. ② Check guide rail for improper installation. ③ Check parts for mutual interference. ④ Check cable slider for improper clinching. ⑤ Check cable for improper installation. ⑥ Check clutch adjustment nut for improper tightness.
Motor does not rotate or rotates improperly. (Use sunroof wrench to check operation.)	① Check fuse for blowout. ② Check switch for improper function. ③ Check motor for incorrect terminal voltage. ④ Check relay for improper operation. ⑤ Check poor grounding system. ⑥ Check cords for discontinuity and terminals for poor connections. ⑦ Check limit switch for improper operation.

DOORS AND WINDOWS 5-2

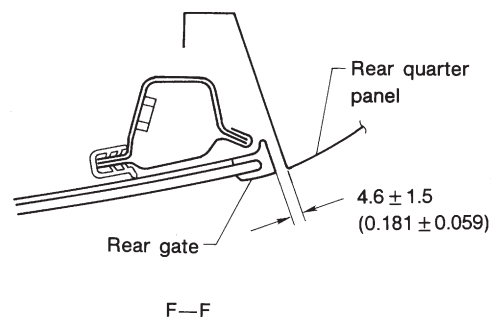
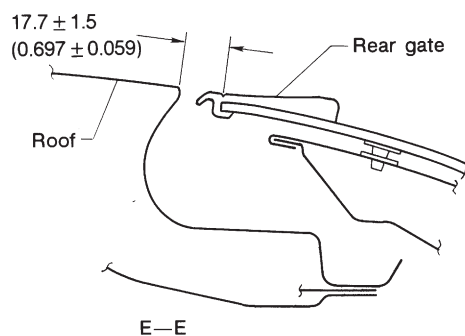
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1. Door Alignment

1. SEDAN AND WAGON MODEL



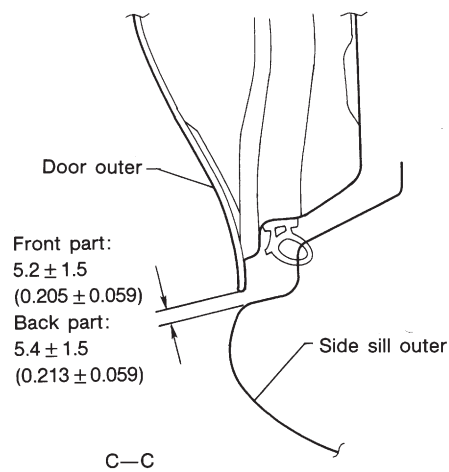
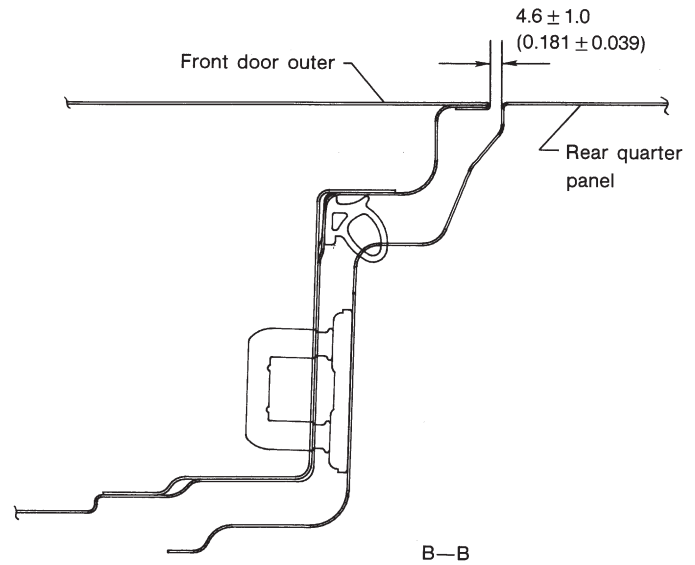
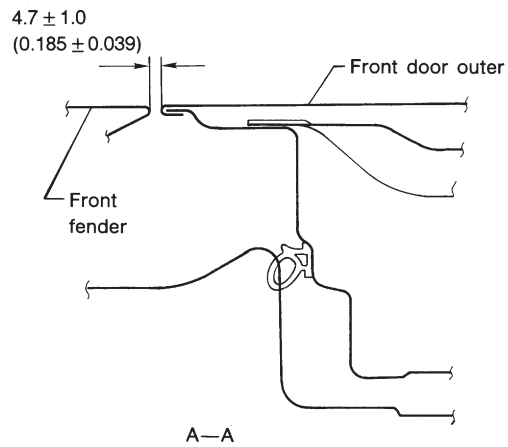
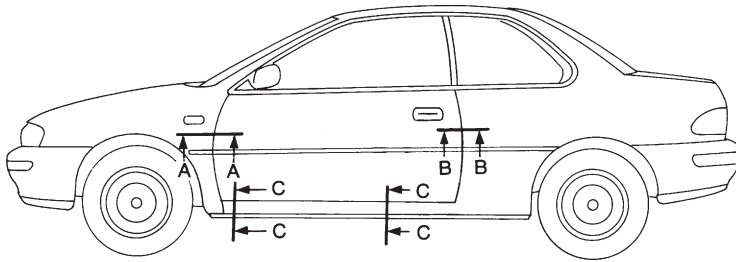
- Front door
Front part:
 5.2 ± 1.5
(0.205 $\pm$ 0.059)
Back part:
 5.4 ± 1.5
(0.213 $\pm$ 0.059)
- Rear door
Front part:
 5.4 ± 1.5
(0.213 $\pm$ 0.059)
Back part:
 6.1 ± 1.5
(0.240 $\pm$ 0.059)



Unit: mm (in)

G5M0485

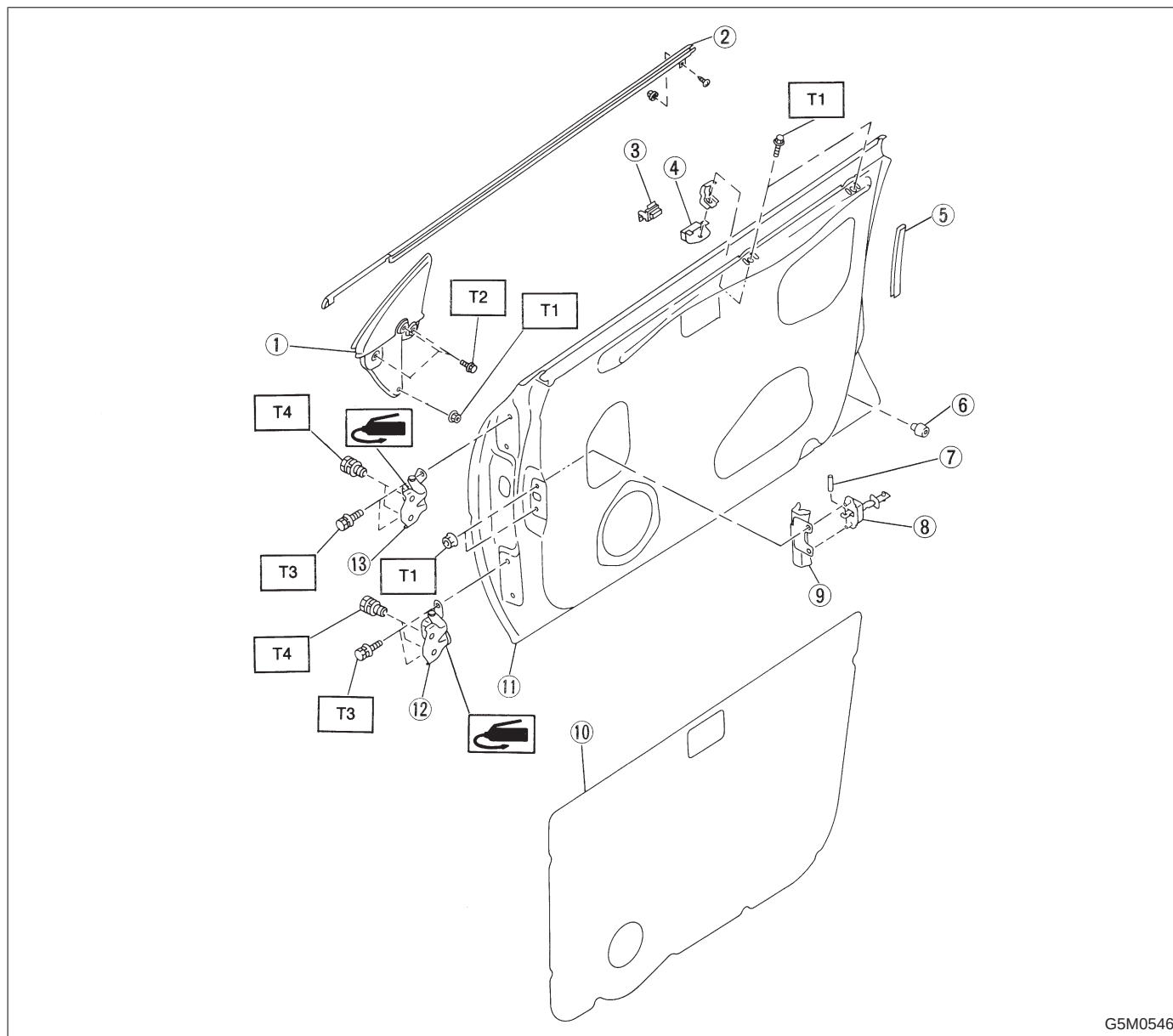
2. COUPE MODEL



Unit: mm (in)

G5M0637

1. Front Door



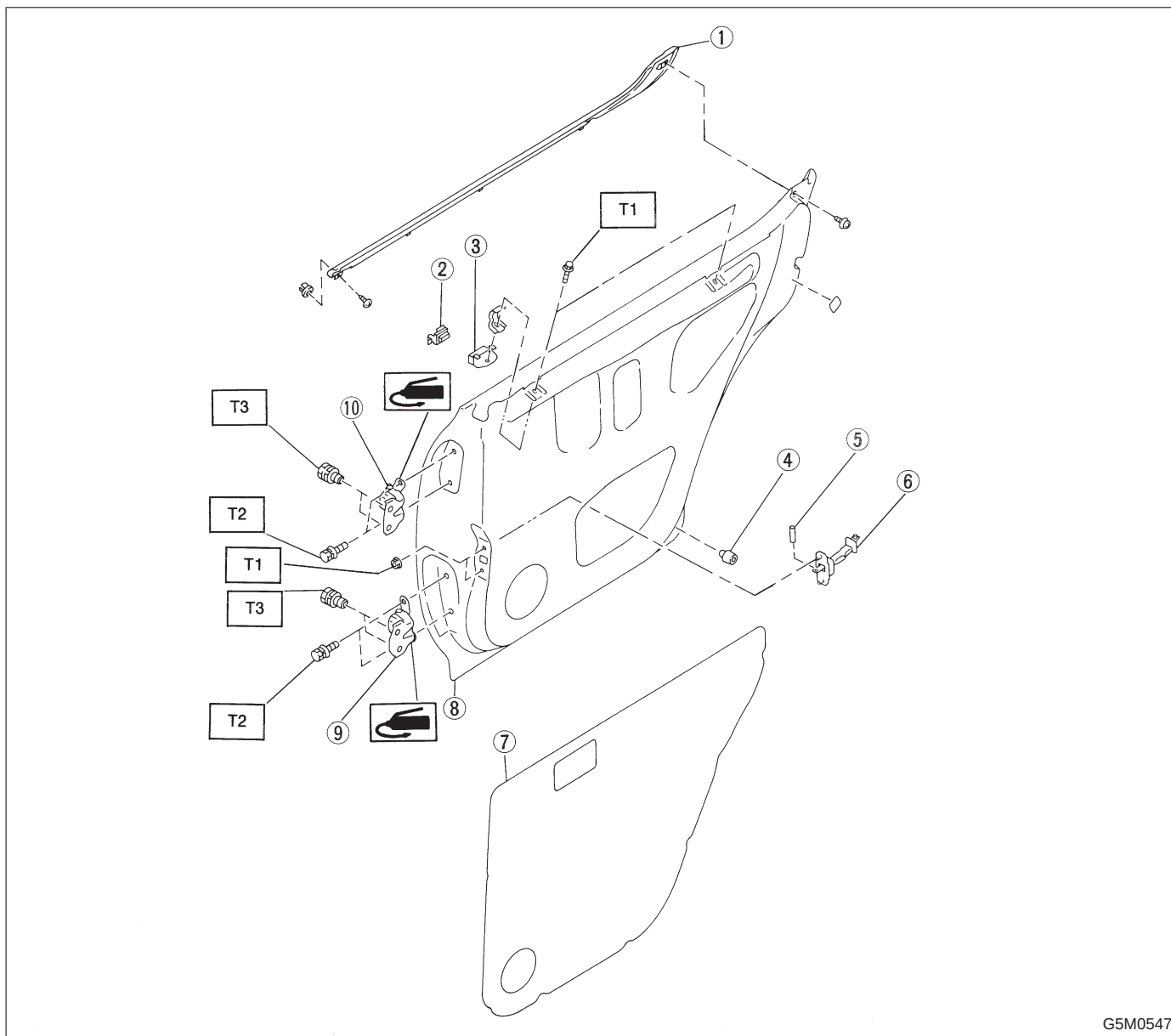
G5M0546

- ① Gusset
- ② Weatherstrip
- ③ Stabilizer (Outer)
- ④ Stabilizer (Inner)
- ⑤ Protector
- ⑥ Stopper
- ⑦ Knock pin

- ⑧ Checker
- ⑨ Guide
- ⑩ Sealing cover
- ⑪ Door panel
- ⑫ Lower hinge
- ⑬ Upper hinge

Tightening torque: N·m (kg·m, ft·lb)
T1: 5.4 — 9.3
(0.55 — 0.95, 4.0 — 6.9)
T2: 10 — 16 (1.0 — 1.6, 7 — 12)
T3: 22 — 27 (2.2 — 2.8, 16 — 20)
T4: 25 — 34 (2.5 — 3.5, 18 — 25)

2. Rear Door

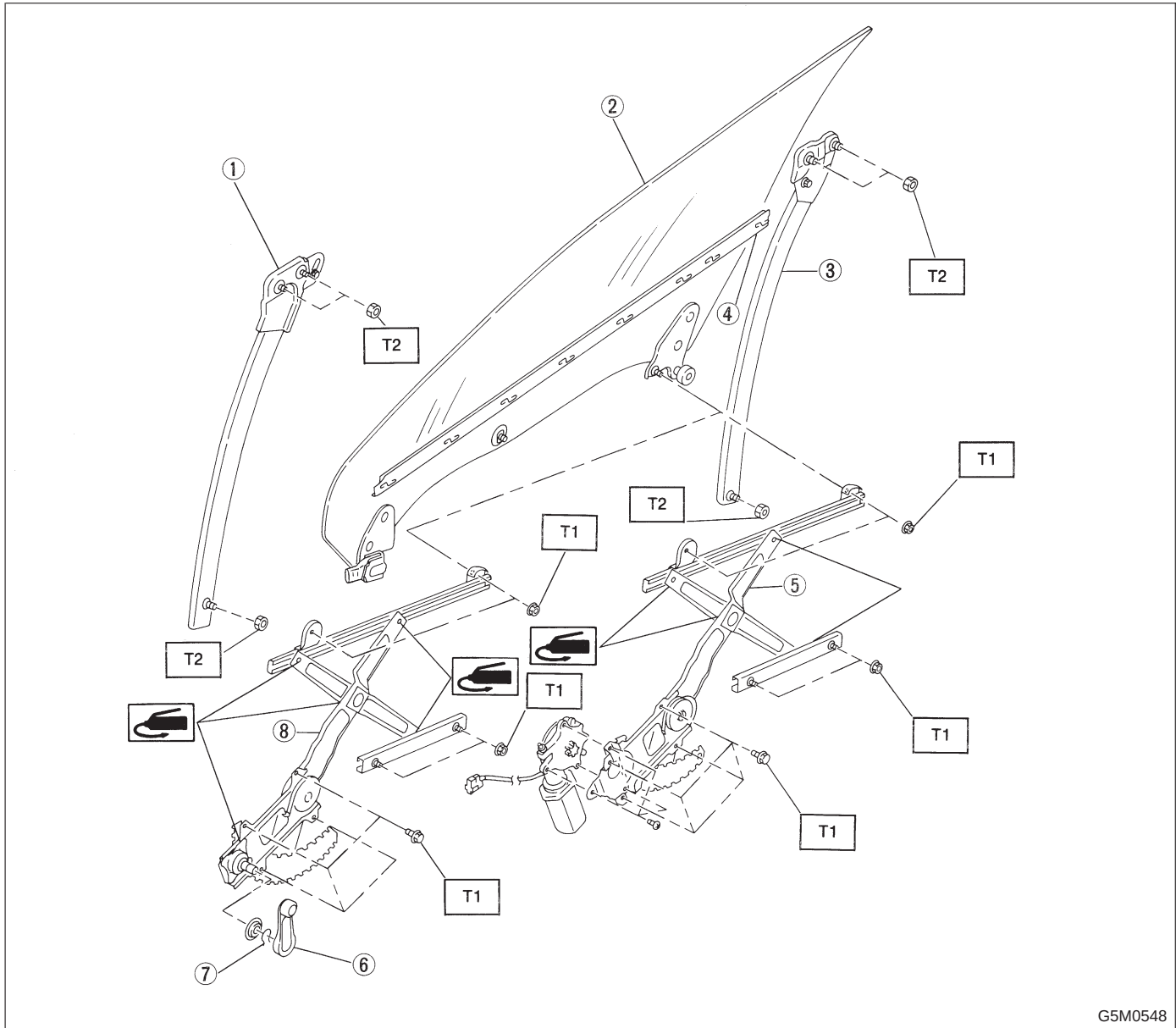


G5M0547

- | | |
|----------------------|-----------------|
| ① Weatherstrip | ⑦ Seating cover |
| ② Stabilizer (Outer) | ⑧ Door panel |
| ③ Stabilizer (Inner) | ⑨ Lower hinge |
| ④ Stopper | ⑩ Upper hinge |
| ⑤ Knock pin | |
| ⑥ Checker | |

Tightening torque: N·m (kg·m, ft·lb)
T1: 5.4 — 9.3
(0.55 — 0.95, 4.0 — 6.9)
T2: 22 — 27 (2.2 — 2.8, 16 — 20)
T3: 25 — 34 (2.5 — 3.5, 18 — 25)

3. Front Door Glass

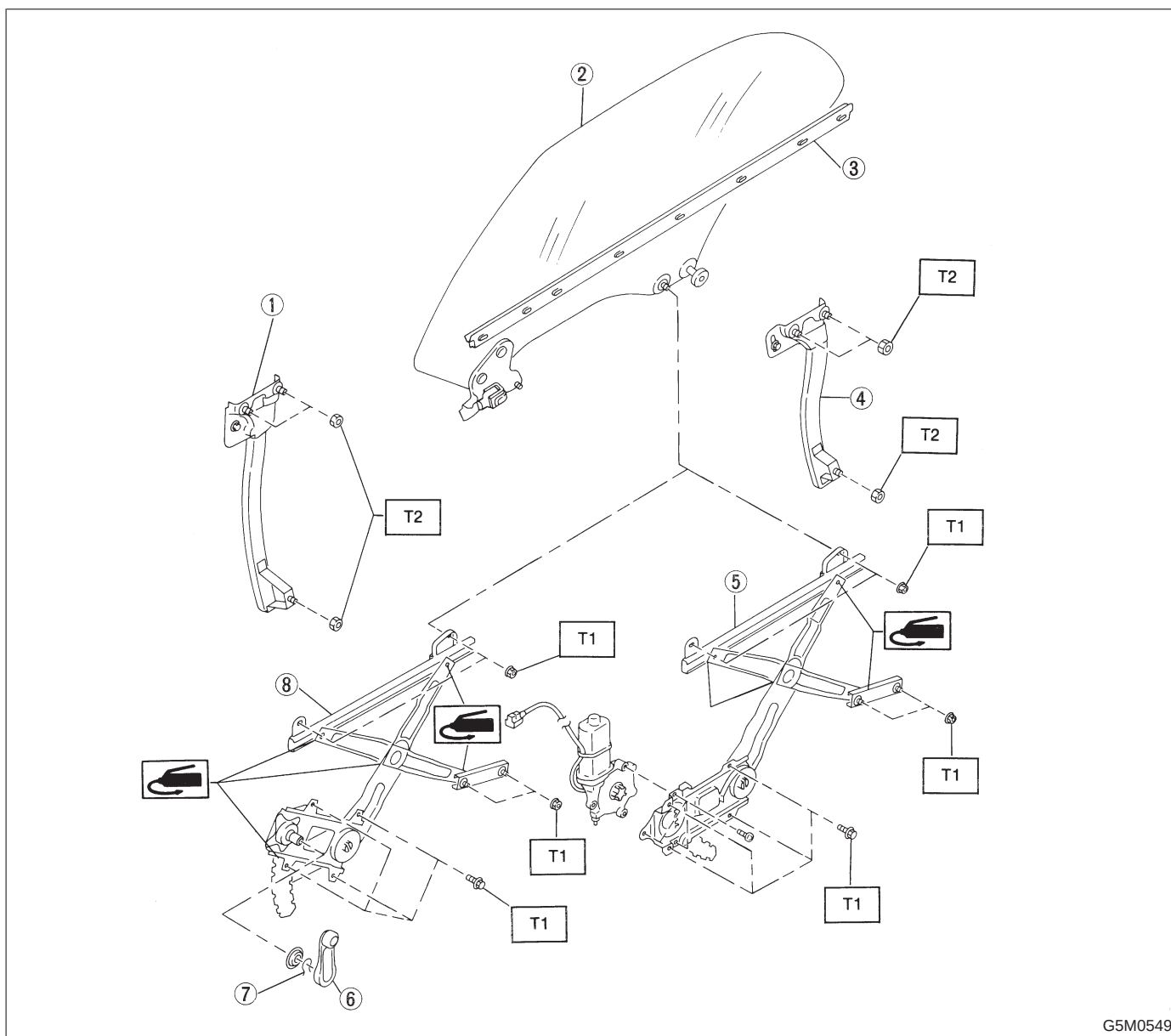


- ① Door sash (Front)
- ② Glass
- ③ Door sash (Rear)
- ④ Weatherstrip (Inner)
- ⑤ Regulator and motor ASSY

- ⑥ Regulator handle
(Except power window)
- ⑦ Retainer spring
- ⑧ Regulator ASSY

Tightening torque: N·m (kg·m, ft·lb)
T1: 5.4 — 9.3
(0.55 — 0.95, 4.0 — 6.9)
T2: 10 — 18 (1.0 — 1.8, 7 — 13)

4. Rear Door Glass



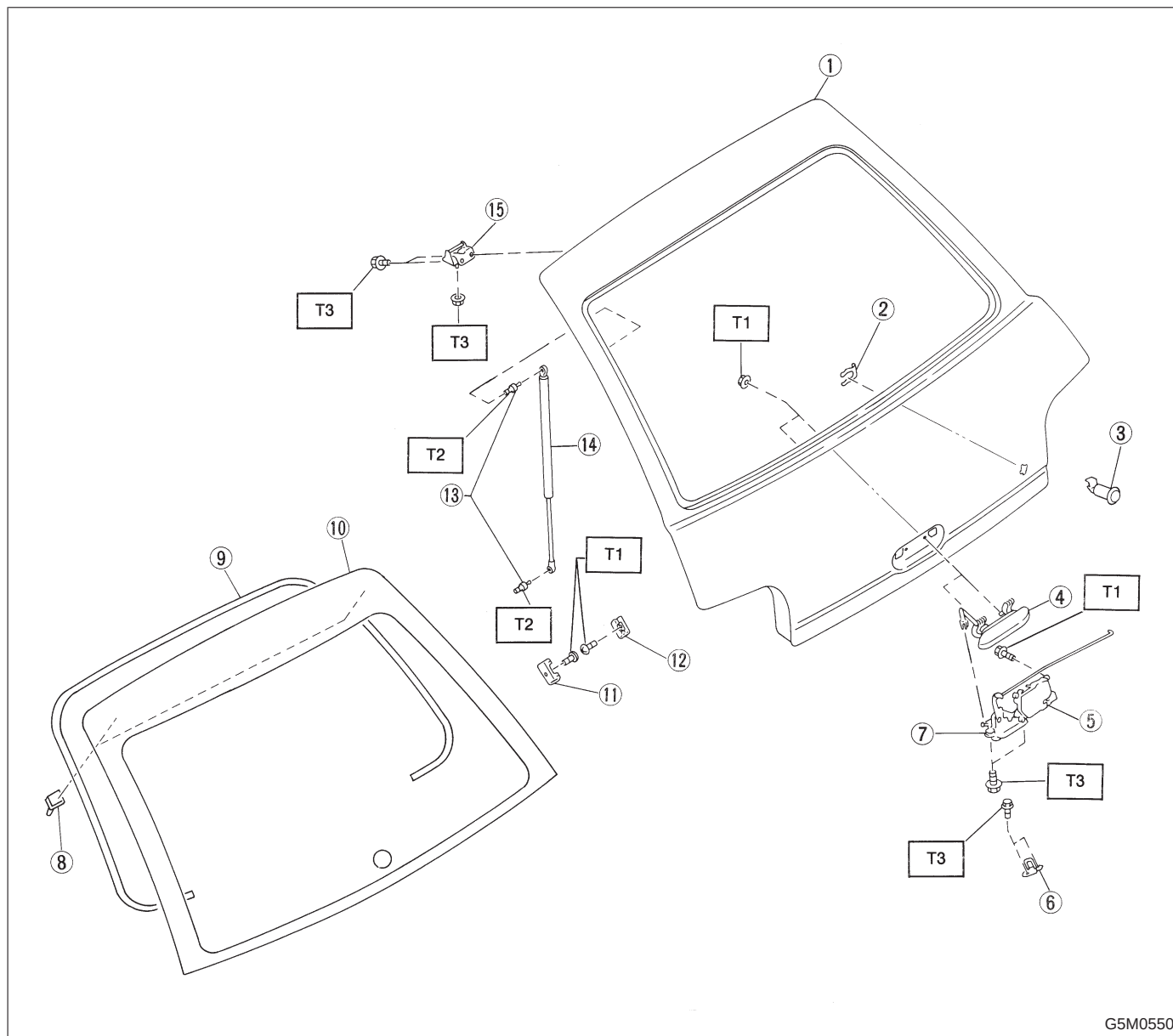
G5M0549

- ① Door sash (Front)
- ② Glass
- ③ Weatherstrip (Inner)
- ④ Door sash (Rear)
- ⑤ Regulator and motor ASSY

- ⑥ Regulator handle
(Except power window)
- ⑦ Retainer spring
- ⑧ Regulator ASSY

Tightening torque: N·m (kg·m, ft·lb)
T1: 5.4 — 9.3
(0.55 — 0.95, 4.0 — 6.9)
T2: 10 — 18 (1.0 — 1.8, 7 — 13)

5. Rear Gate and Glass

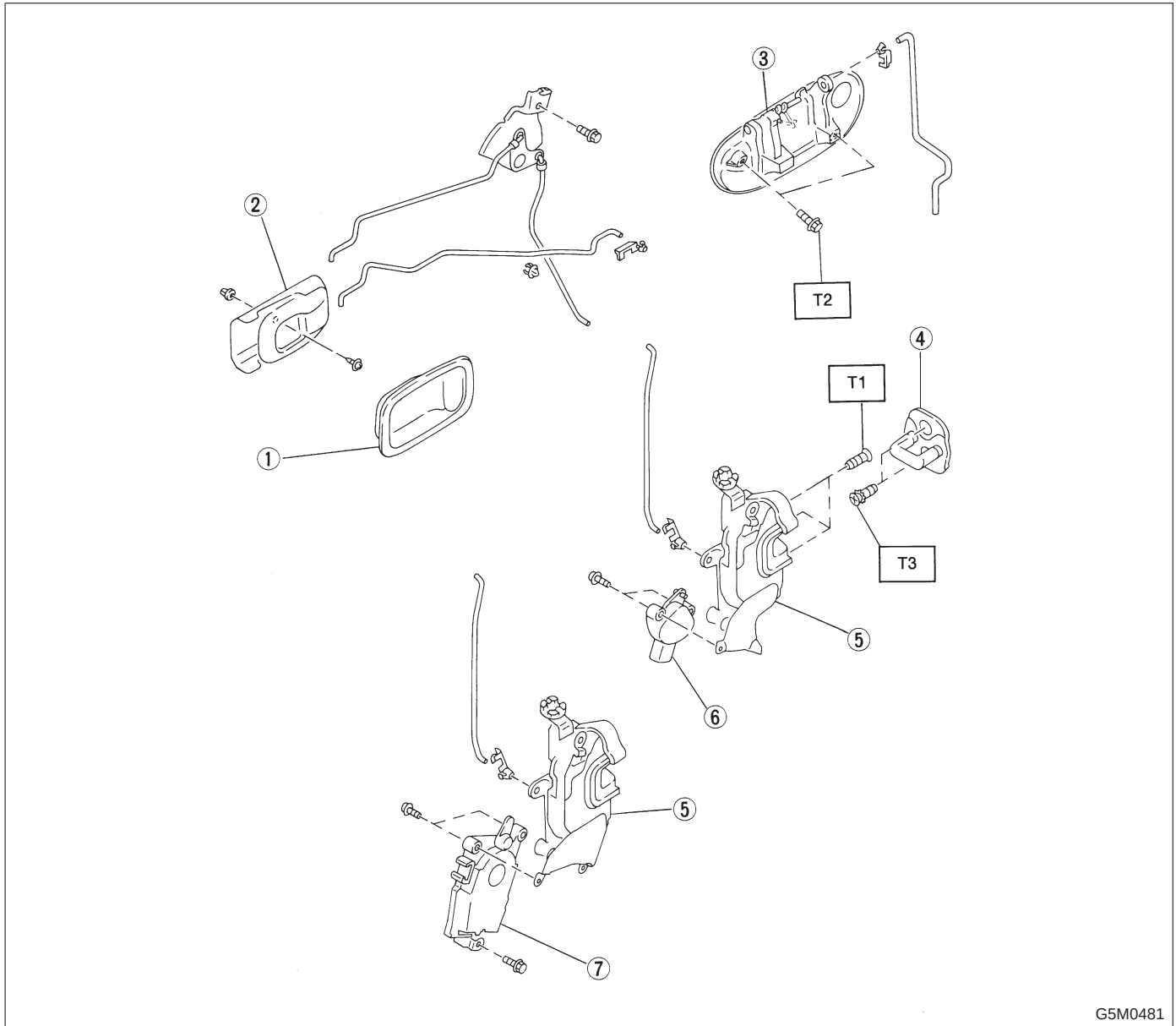


- | | |
|---------------------------|-------------------------|
| ① Rear gate | ⑧ Glass pin |
| ② Clip | ⑨ Trim |
| ③ Key cylinder | ⑩ Glass |
| ④ Outer handle | ⑪ Buffer |
| ⑤ Auto-door lock actuator | ⑫ Rear gate side buffer |
| ⑥ Striker | ⑬ Stud |
| ⑦ Latch | ⑭ Gas stay |

- ⑮ Hinge

Tightening torque: N·m (kg·m, ft·lb)
T1: 5.4 — 9.3
(0.55 — 0.95, 4.0 — 6.9)
T2: 10 — 18 (1.0 — 1.8, 7 — 13)
T3: 20 — 29 (2.0 — 3.0, 14 — 22)

6. Door Lock Assembly (Front)



G5M0481

- ① Cover
- ② Inner remote ASSY
- ③ Door outer handle
- ④ Striker
- ⑤ Door latch
- ⑥ Switch ASSY
- ⑦ Auto-door lock actuator

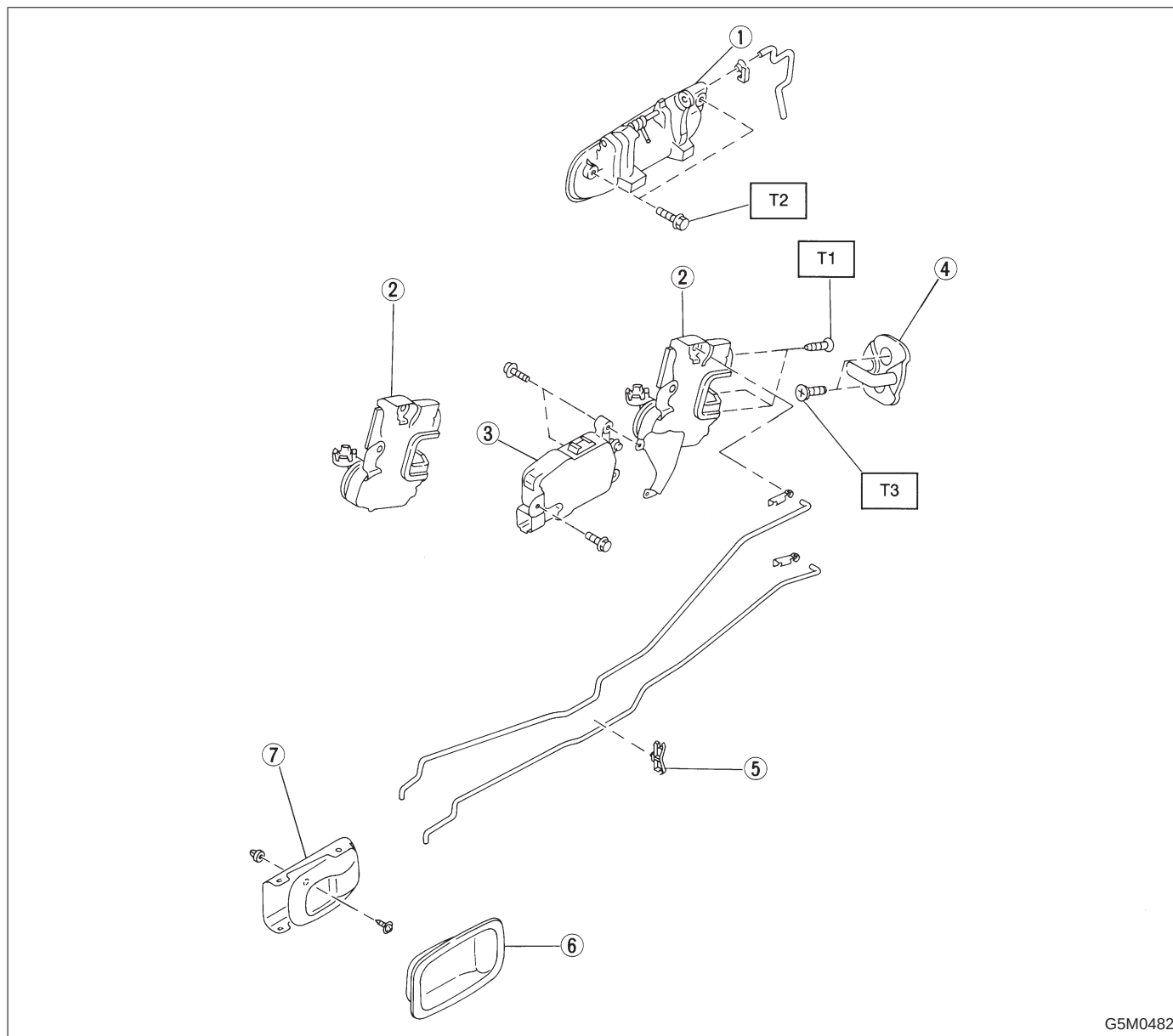
Tightening torque: N·m (kg-m, ft-lb)

T1: 4.4 — 8.3 (0.45 — 0.85, 3.3 — 6.1)

T2: 5.4 — 9.3 (0.55 — 0.95, 4.0 — 6.9)

T3: 14 — 22 (1.4 — 2.2, 10 — 16)

7. Door Lock Assembly (Rear)



G5M0482

- ① Door outer handle
- ② Door latch
- ③ Auto-door lock actuator
- ④ Striker
- ⑤ Rod holder
- ⑥ Cover
- ⑦ Inner remote ASSY

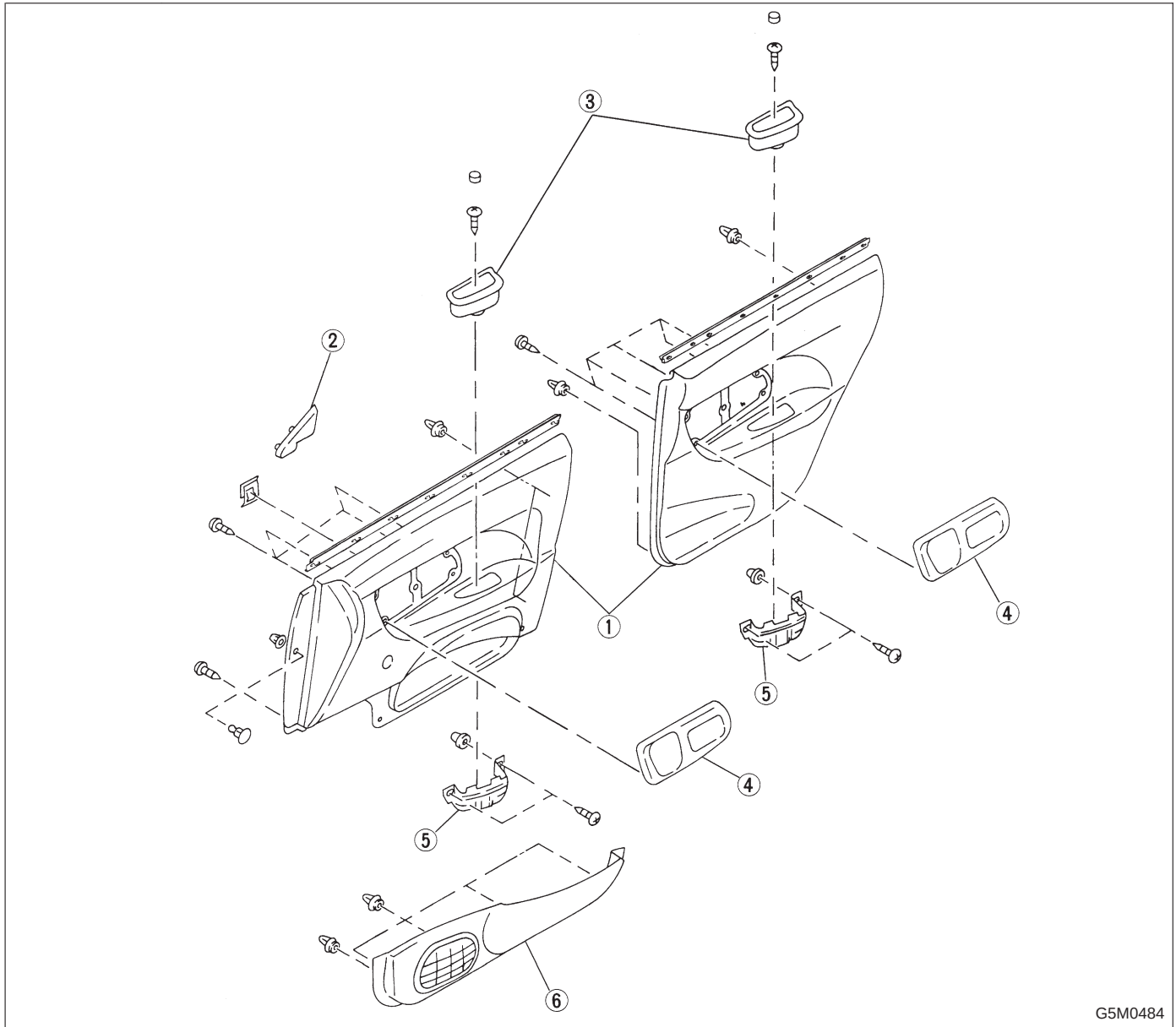
Tightening torque: N·m (kg·m, ft·lb)

T1: 4.4 — 8.3 (0.45 — 0.85, 3.3 — 6.1)

T2: 5.4 — 9.3 (0.55 — 0.95, 4.0 — 6.9)

T3: 14 — 22 (1.4 — 2.2, 10 — 16)

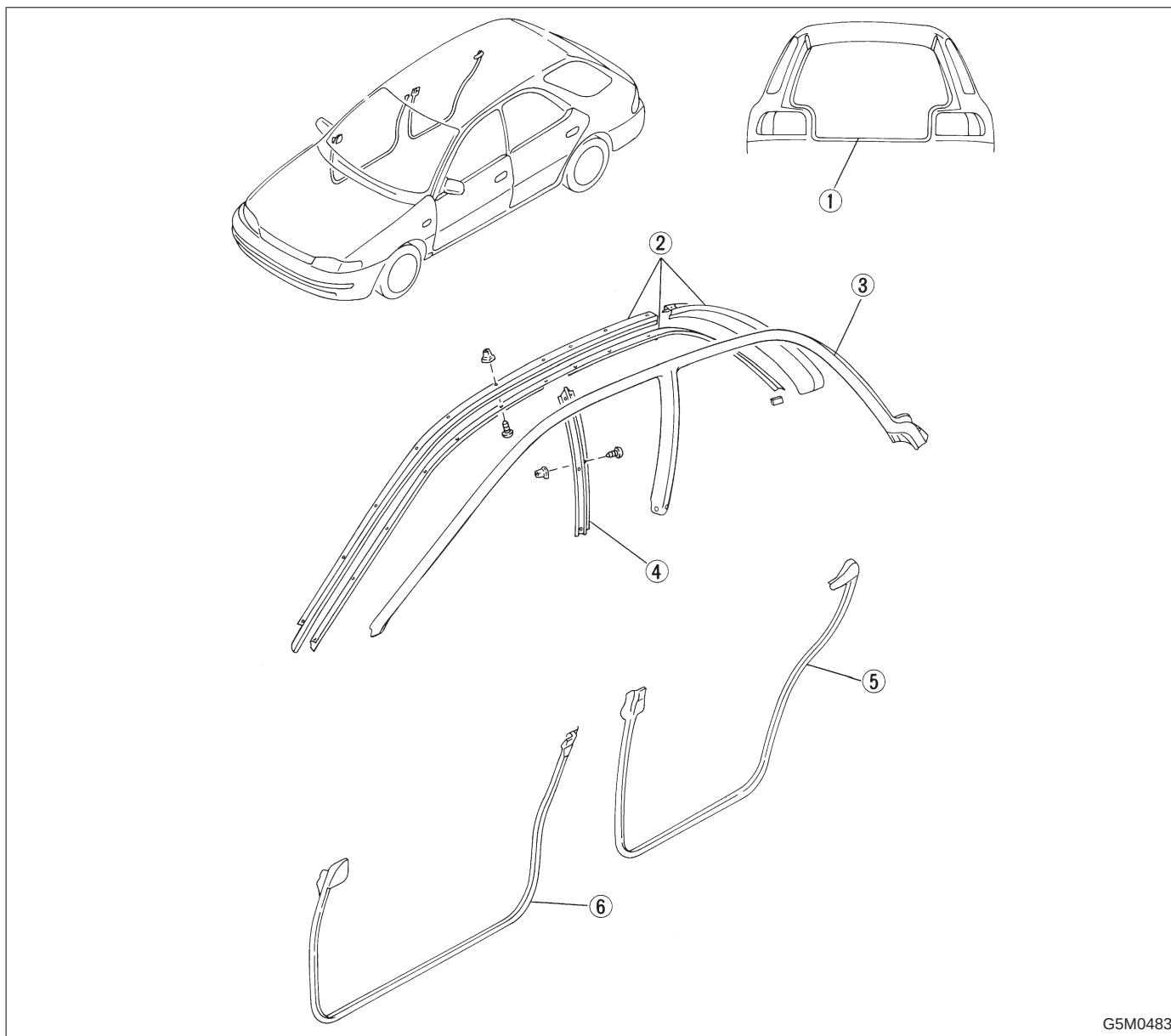
8. Trim



- ① Trim panel
- ② Gusset cover
- ③ Pull handle

- ④ Cover
- ⑤ Bracket
- ⑥ Pocket

9. Weatherstrip



G5M0483

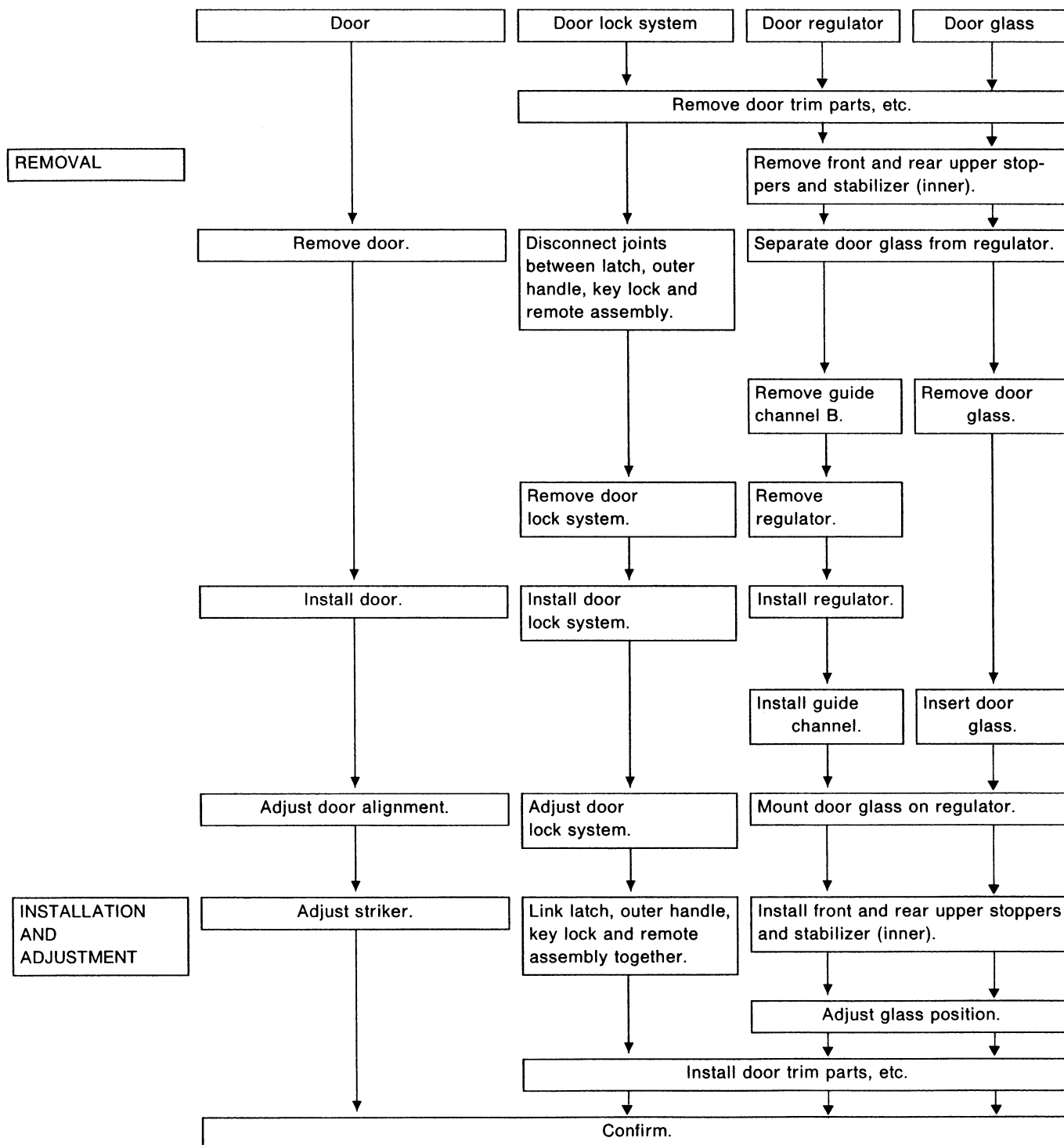
- ① Rear gate weatherstrip
(Wagon only)
- ② Retainer and molding
- ③ Upper and side weatherstrip

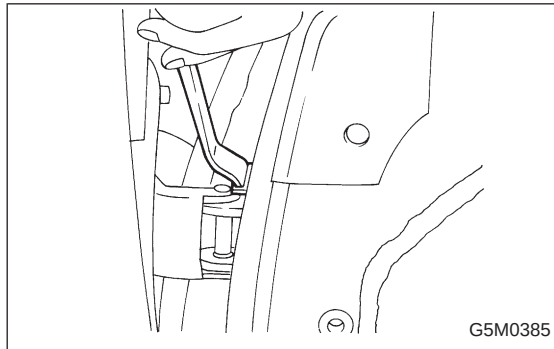
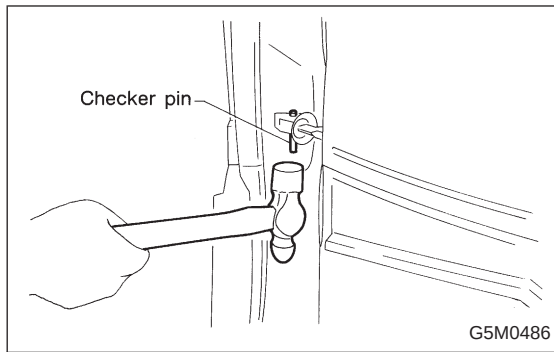
- ④ Retainer (Center)
- ⑤ Weatherstrip (Rear door)
- ⑥ Weatherstrip (Front door)

1. Procedure Chart for Removing and Installing Door and Related Parts

NOTE:

This flowchart shows the main procedures for removing and installing the door and its related parts. For details, refer to the text.





2. Door and Hinge

A: REMOVAL AND INSTALLATION

- 1) Remove lower trim and disconnect connectors from body harness.
- 2) Place a cloth or a wood block under door to prevent damage, and support it with a jack.
- 3) Remove checker pin by driving it upward. Be careful not to damage door and body.

- 4) Remove bolts (M8) securing upper and lower hinges to door, and remove door from hinges.

Tightening torque:

22 — 27 N·m (2.2 — 2.8 kg-m, 16 — 20 ft-lb)

- 5) Remove hinges by loosening hinges mounting bolt (M8) off of body.

Tightening torque:

25 — 34 N·m (2.5 — 3.5 kg-m, 18 — 25 ft-lb)

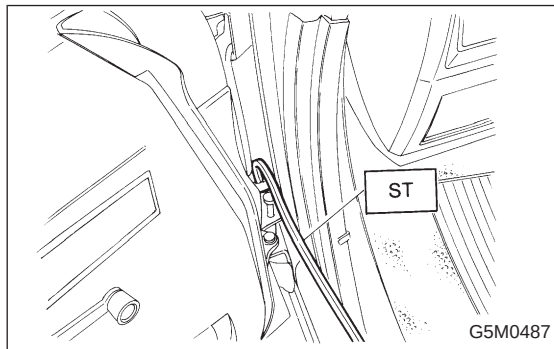
CAUTION:

Work carefully to avoid damaging door.

Installation is in the reverse order of removal.

NOTE:

Apply grease to moving parts of door hinges.



B: ADJUSTMENT

- 1) Using ST, loosen bolts securing upper and lower hinges to body, and adjust fore-and-aft and vertical alignment of door.

ST 925610000 DOOR HINGE WRENCH

- 2) Loosen screw one complete rotation, and adjust opening/closing direction of door using a hammer covered with a cloth.

CAUTION:

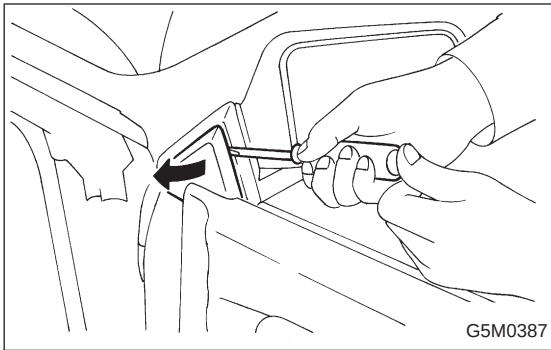
Be careful not to damage striker.

Hinge tightening torque (body side):

25 — 34 N·m (2.5 — 3.5 kg-m, 18 — 25 ft-lb)

Striker tightening torque:

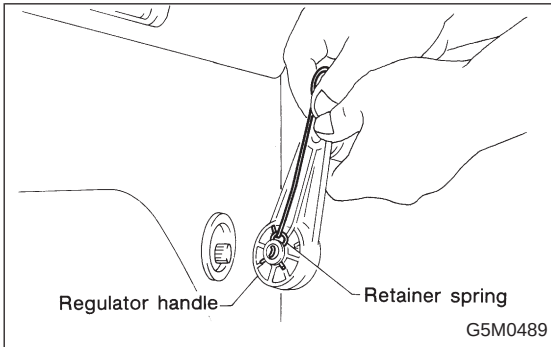
14 — 22 N·m (1.4 — 2.2 kg-m, 10 — 16 ft-lb)



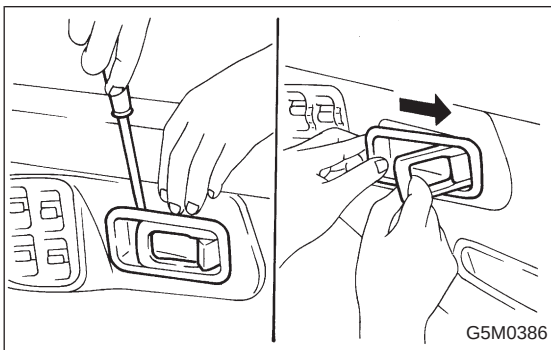
3. Trim Panel

A: REMOVAL AND INSTALLATION

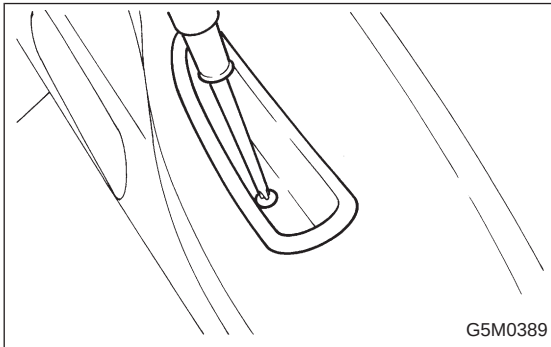
1) Remove gusset cover.



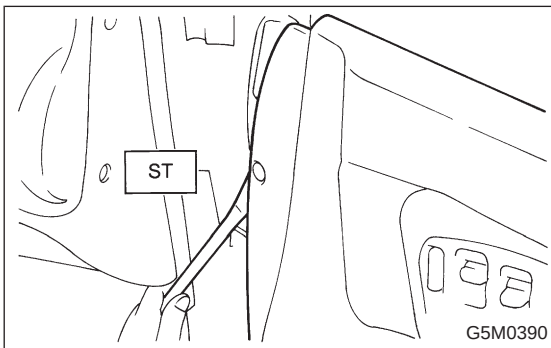
2) Remove retainer spring and then regulator handle. Use a wire bent at one end, as shown in figure, for easier removal of retainer spring. (models without power window)



3) Remove remote handle cover.



4) Remove pull handle attaching screw and then remove pull handle.



5) Using ST, disengage the clip.

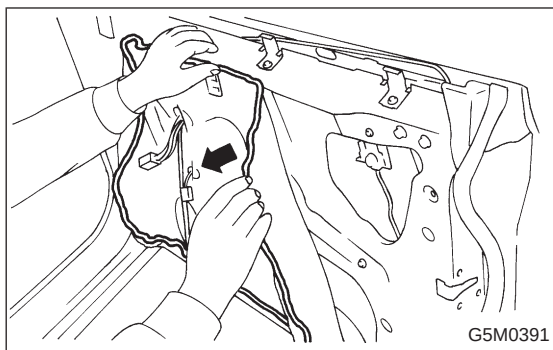
ST 925580000 PULLER

6) Remove trim panel and then disconnect connector. (models with power window)

CAUTION:

Be careful not to break clip by applying undue force.

Installation is in the reverse order of removal.



4. Sealing Cover

A: REMOVAL

- 1) Remove trim panel.
- 2) Remove speaker, trim bracket and remote assembly and disconnect connectors.
- 3) Remove sealer with a spatula.

CAUTION:

Be careful because cover may break if sealer is removed forcefully.

B: INSTALLATION

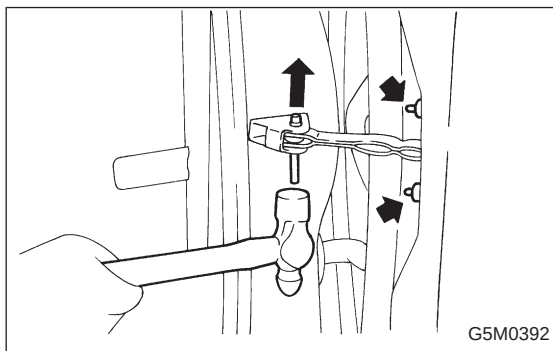
- 1) Confirm that sealer is properly applied without breaks. Then install sealing cover.
- 2) When repairing or replacing sealing cover, use "CEMEDINE 5430L" as sealer. It may be overlaid on existing sealer.

Sealer:

CEMEDINE 5430L

CAUTION:

Any breaks in sealer can cause water leakage or entry of air and dust. Be sure sealer is applied in a continuous line.



5. Checker

A: REMOVAL AND INSTALLATION

- 1) Remove trim panel.
- 2) Remove sealing cover.
- 3) Apply a cloth to door and body to prevent damaging them, and remove checker pin by driving it upward.

CAUTION:

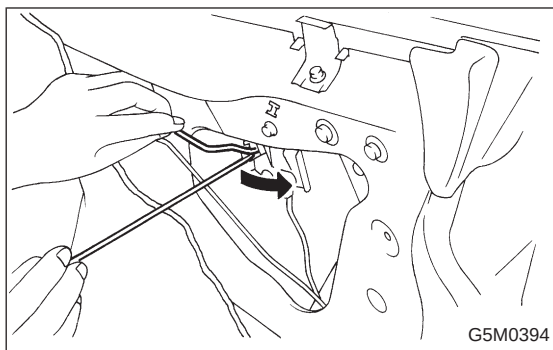
Be careful not to damage door and body.

- 4) Completely close door glass.
- 5) Loosen two nuts securing checker, and take out checker through access hole in underside.

Installation should be made in the reverse order of removal.

Tightening torque:

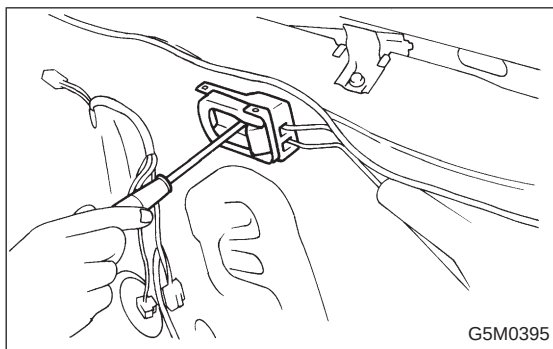
5.4 — 9.3 N·m (0.55 — 0.95 kg-m, 4.0 — 6.9 ft-lb)



6. Inner Remote Assembly

A: REMOVAL

- 1) Remove trim panel.
- 2) Remove sealing cover.
- 3) Disconnect joints of two rods.
- 4) Unlatch rod holder.



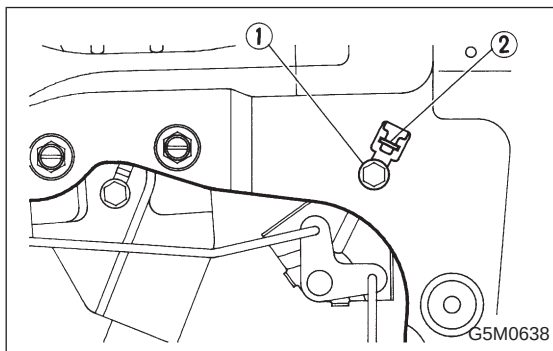
- 5) Remove screws holding remote assembly.

B: INSTALLATION

- 1) After passing two rods through holder, attach remote assembly to inner panel.
- 2) Latch rod holder.

NOTE:

If rear door is equipped with child safety lock, check that child lock lever moves without dragging.



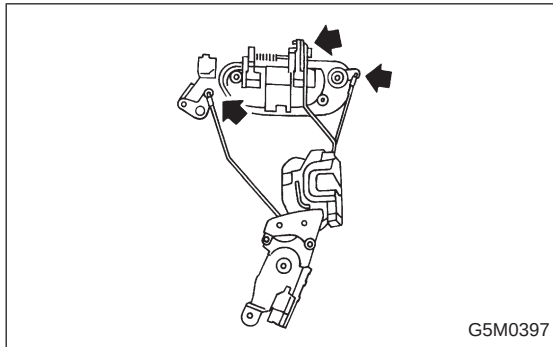
C: ADJUSTMENT

- 1) Lock the door.
- 2) Loosen bolt ①.
- 3) Lower bell crank ② and then tighten bolt ①.

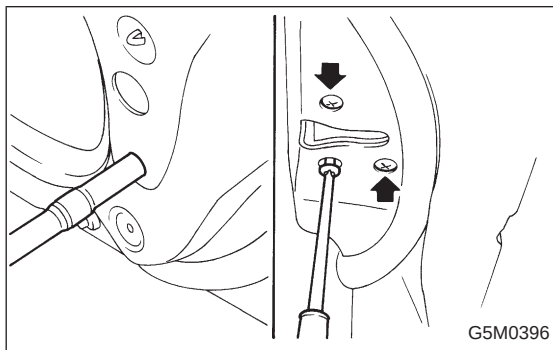
7. Door Latch

A: REMOVAL AND INSTALLATION

- 1) Remove trim panel.
- 2) Remove inner remote assembly.
- 3) Remove sealing cover around latch service hole.
- 4) Completely close door glass.



- 5) Remove latch and actuator assembly.
 - (1) Turn rod holder to disconnect joint between key lock and rod.
 - (2) Turn rod holder to disconnect joint between outer handle and rod.
 - (3) Turn rod holder to disconnect joint between crank and rod.



- 6) Loosen screws securing both latch and actuator, then remove latch and actuator assembly through service hole in bottom.

Tightening torque (screw):

4.4 — 8.3 N·m (0.45 — 0.85 kg-m, 3.3 — 6.1 ft-lb)

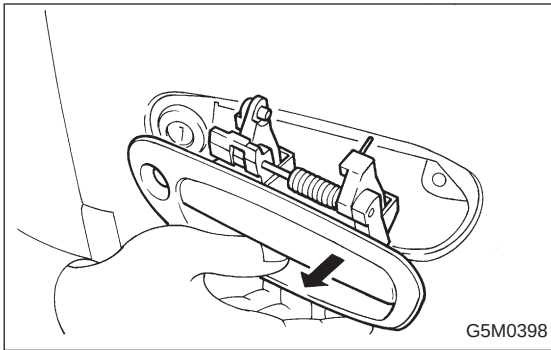
Installation is in the reverse order of removal.

B: INSPECTION

- 1) Check operation of each part.
- 2) Check each sliding part for proper lubrication.

CAUTION:

After installation, be sure lock mechanism operates normally.



8. Outer Handle

A: REMOVAL AND INSTALLATION

- 1) Remove trim panel.
- 2) Remove sealing cover.
- 3) Detach door latch rod from outer handle and key lock.
- 4) Loosen nut securing outer handle and then remove outer handle from outside.

CAUTION:

Be careful not to damage door.

Installation is in the reverse order of removal.

Tightening torque:

5.4 — 9.3 N·m (0.55 — 0.95 kg-m, 4.0 — 6.9 ft-lb)

9. Key Lock

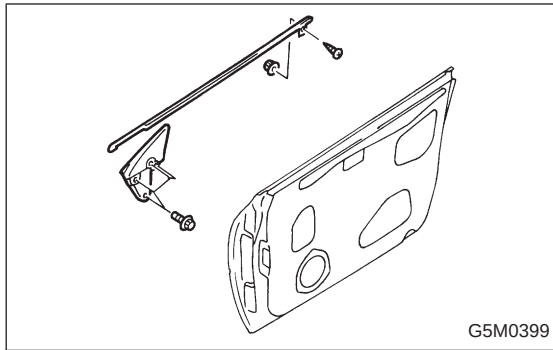
A: REMOVAL AND INSTALLATION

- 1) Remove trim panel.
- 2) Remove sealing cover.
- 3) Completely close door glass.
- 4) Remove outer handle.
- 5) Loosen spring securing key lock.
- 6) Remove key lock from outer handle.

Installation is in the reverse order of removal.

NOTE:

Install so that key slot in key lock comes to center of hole in outer handle.



10. Gusset Assembly

A: REMOVAL AND INSTALLATION

NOTE:

Be sure window is all the way down.

- 1) Remove gusset cover.
- 2) Remove trim panel.
- 3) Remove door rearview mirror.
- 4) Remove outer weatherstrip.
- 5) Remove sealing cover.

NOTE:

Be careful not to drop nuts on the "IN" side (See figure).

- 6) Remove bolts and nuts which secure gusset.

Tightening torque: Bolt

10 — 16 N·m (1.0 — 1.6 kg-m, 7 — 12 ft-lb)

Tightening torque: Nut

5.4 — 9.3 N·m (0.55 — 0.95 kg-m, 4.0 — 6.9 ft-lb)

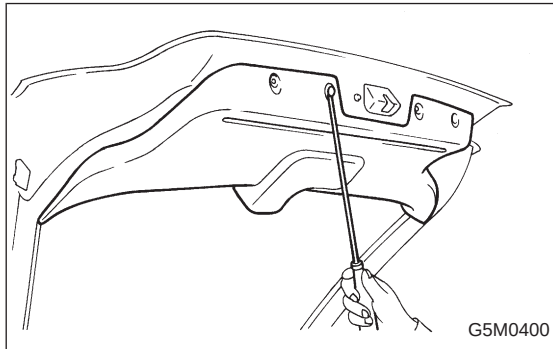
- 7) Lift out gusset.

To install, reverse the above removal procedures.

11. Rear Gate

CAUTION:

- Be careful not to scratch coated surfaces of car body and window glass during removal. Place a cloth over the affected area.
- Be careful not to damage trim panels.
- Use an assistant when handling heavy parts.
- Be careful not to damage or lose small parts.



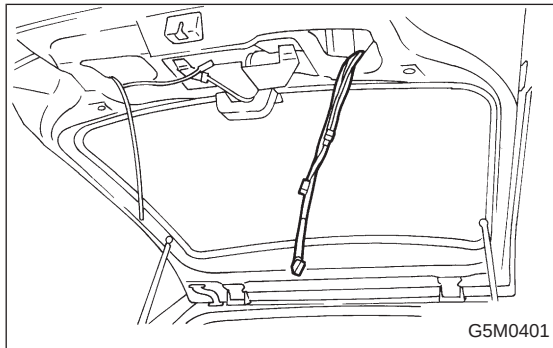
A: REMOVAL

- 1) Remove clips from trim panel and detach trim panel.

CAUTION:

Be careful not to damage clips or their holes.

- 2) Disconnect connectors and terminal.
- 3) Disconnect rear washer hose from wiper motor.
- 4) Remove high-mount stop light.

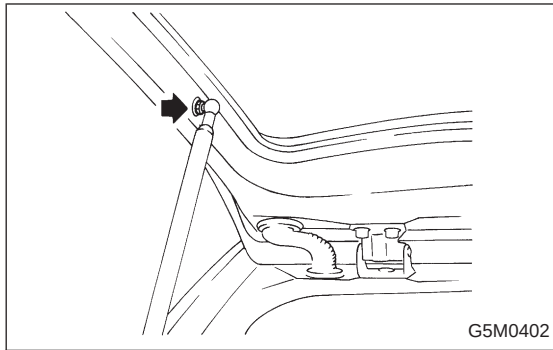


- 5) If disconnected harness is re-used, tie connector with a string and place on the upper side of rear gate for ready use.

CAUTION:

Do not forcefully pull cords, lead wires, etc. since damage may result; carefully extract them in a wavy motion while holding connectors.

- 6) Remove rear wiper. <Ref. to 6-2 [W6B0].>
- 7) Remove both rubber ducts and then extract washer hose and harness connector.

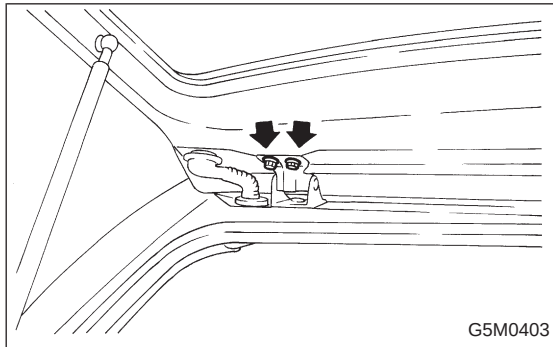


8) Gas stay

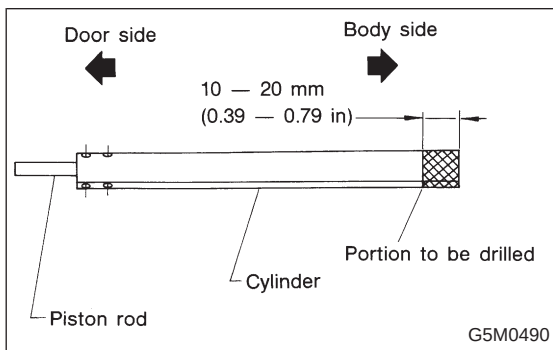
- (1) Completely open rear gate.
- (2) Remove bolts which hold gas stay to rear gate.

CAUTION:

- Be careful because rear gate drops while removing bolts. Have an assistant support it while removing bolts.
- Be sure to place a folded cloth between rear gate and body to prevent scratches.



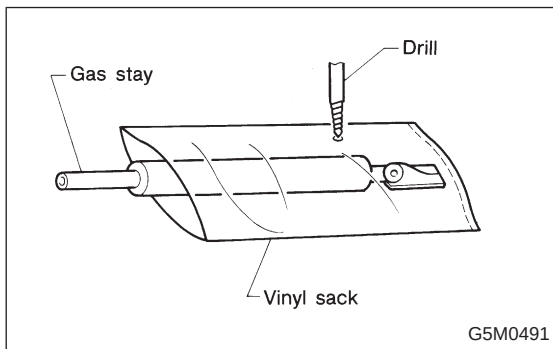
- 9) Remove the bolts which hold rear gate to hinge and then detach rear gate.



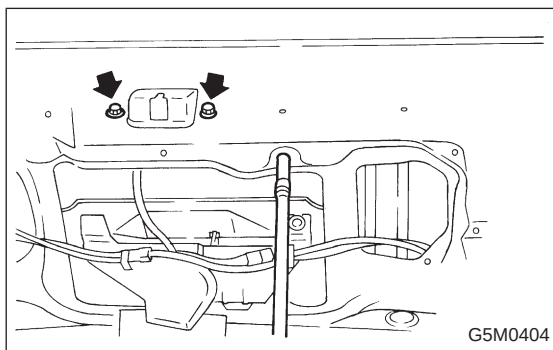
- General precautions in handling rear gate gas stay

CAUTION:

- Do not attempt to disassemble gas stay because its cylinder is filled with gas.
- Before discarding gas stay, place it at a slight angle with the cylinder body side facing up and drill a 2 to 3 mm (0.08 to 0.12 in) dia. hole to completely discharge the content. (Gas is odorless, colorless and harmless; however, metal powder may come out of the hole.)

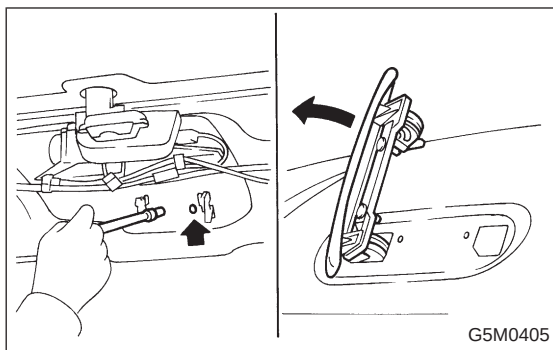


- It is good practice to place a vinyl sack over it before drilling the hole because oil may spurt out. Be careful to prevent vinyl cover from becoming entangled on the drill.
- Be careful not to scratch the exposed section of piston rod or allow oil or paint to come in contact with it.
- Do not attempt to rotate the extended piston rod.



10) Latch

- (1) Remove trim panel.
- (2) Disengage rod from holder (= key cylinder).
- (3) Remove bolts from auto-door lock actuator.
- (4) Remove bolts from latch, and detach latch.
- (5) Disconnect rear gate switch connector.
- (6) Disconnect auto-door lock actuator connector.
- (7) Detach latch.



11) Rear gate outer handle

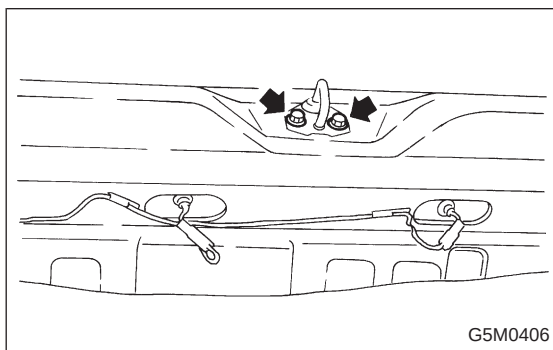
- (1) Remove trim panel.
- (2) Remove latch.
- (3) Remove two nuts used to hold outer handle to the inside of rear gate, and detach outer handle.

CAUTION:

Be careful not to damage packing when removing outer handle.

12) Key cylinder

- (1) Remove trim panel.
- (2) Disengage rod from holder.
- (3) Remove retaining spring from key cylinder, and detach key cylinder from outside.

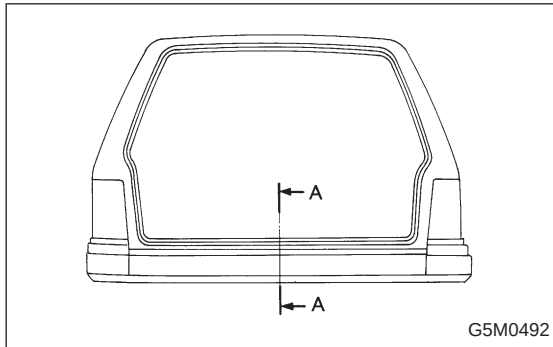


13) Striker

- (1) Remove rear skirt trim.
- (2) Remove two bolts from striker and detach striker.

B: INSTALLATION

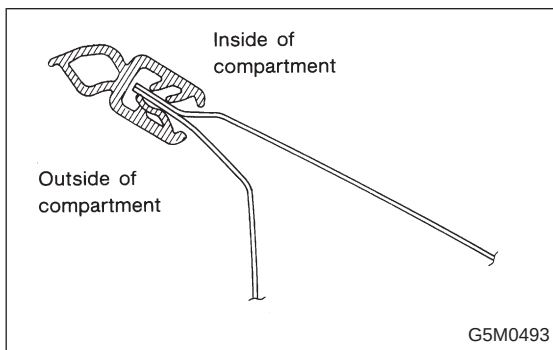
Install in reverse order of removal. Some special items will be described below.

**1. WEATHERSTRIP**

- 1) Place weatherstrip so that its joints meet at lower center of vehicle body, and install by inserting flanged portion from below, as shown in section A—A in figure.
- 2) Tap along entire length with a rubber hammer to firmly insert body flange into weatherstrip.

CAUTION:

- Be careful not to install in wrong direction.
- Install weatherstrip carefully and firmly.

**2. OUTER HANDLE (REAR GATE)****Tightening torque:****Outer handle mounting nut**

5.4 — 9.3 N·m (0.55 — 0.95 kg-m, 4.0 — 6.9 ft-lb)

CAUTION:

Completely insert latch pin into handle lever.

3. LATCH**Tightening torque:****Latch mounting bolt**

20 — 29 N·m (2.0 — 3.0 kg-m, 14 — 22 ft-lb)

CAUTION:

Firmly join latch with key cylinder, and outer handle.

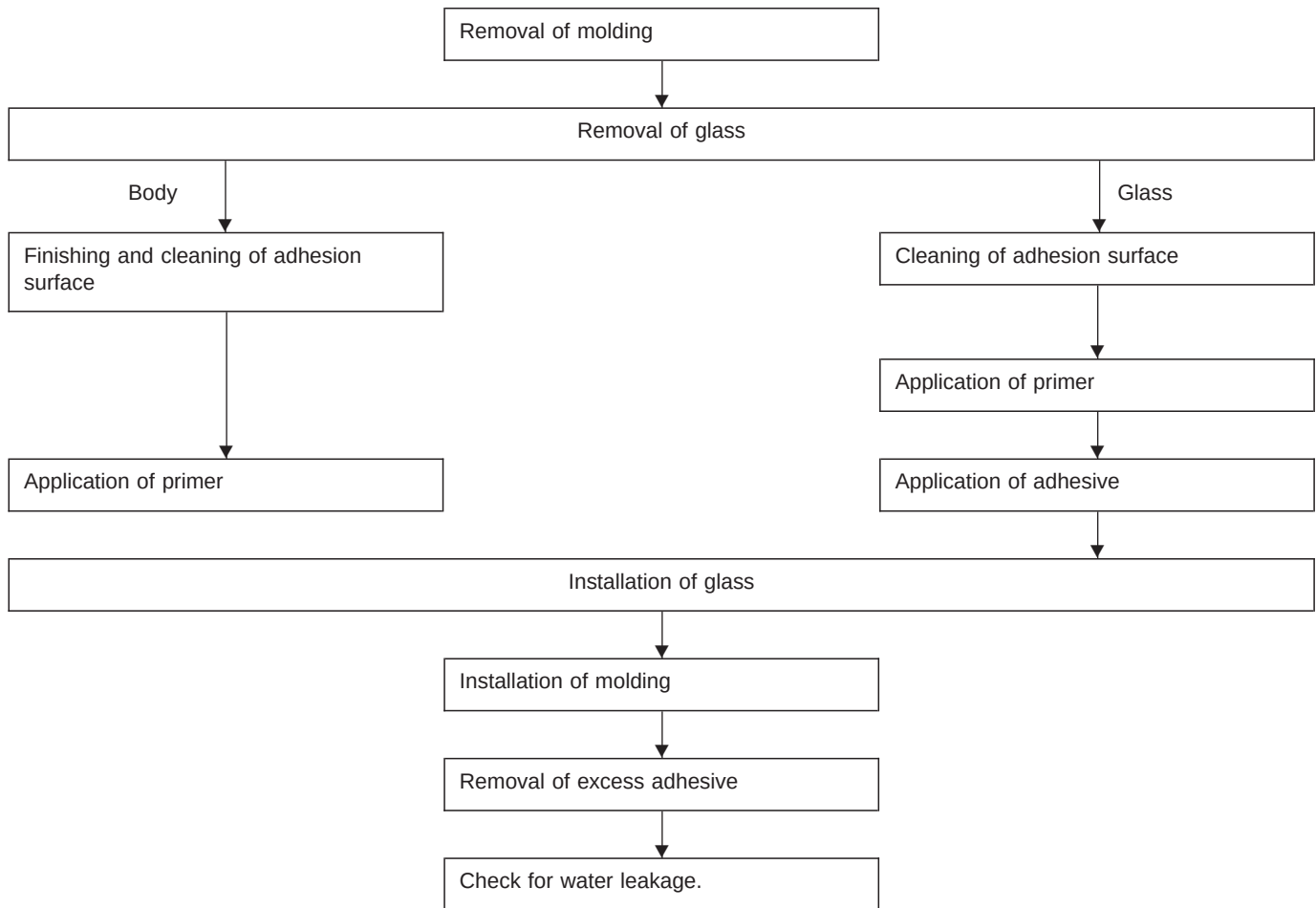
4. HINGE***Tightening torque:******Hinge mounting bolt and nut******Door side******20 — 29 N·m (2.0 — 3.0 kg-m, 14 — 22 ft-lb)******Body side******20 — 29 N·m (2.0 — 3.0 kg-m, 14 — 22 ft-lb)*****CAUTION:**

- Be sure to add sealer to hinge.
- When installing rear gate, be careful not to damage coating on body and rear gate.

5. GAS STAY***Tightening torque:******Stud bolt******10 — 18 N·m (1.0 — 1.8 kg-m, 7 — 13 ft-lb)*****6. STRIKER*****Tightening torque:******Striker mounting bolt******20 — 29 N·m (2.0 — 3.0 kg-m, 14 — 22 ft-lb)*****7. BUFFER*****Tightening torque:******Buffer mounting bolt******5.4 — 9.3 N·m (0.55 — 0.95 kg-m, 4.0 — 6.9 ft-lb)*****CAUTION:****Be careful not to mistake RH and LH body side buffers.****8. AUTO DOOR LOCK ACTUATOR*****Tightening torque:******Actuator mounting bolt******5.4 — 9.3 N·m (0.55 — 0.95 kg-m, 4.0 — 6.9 ft-lb)***

12. Procedure Chart for Removal and Installing Window Glass

1. PROCEDURES OF REMOVAL AND INSTALLATION



2. MATERIALS REQUIRED FOR APPLICATION

Description	Remarks
Repair adhesive set • Cartridge of single-liquid urethane adhesive • Primer for glass and body	Sunstar No. 580 or Essex Chemical Corp's Urethane E Sunstar No. 435-580
Windshield knife or piano wire	For cutting windshield
Sealant gun	For applying adhesive
Suction cups	For holding glass
Putty knife	For finishing adhesion surface and cutting spacer
Sponge	For applying primer
Gauze or cloth	For cleaning
Alcohol or white gasoline	For cleaning adhesion surface
Tape	For preventing damage to painted surface

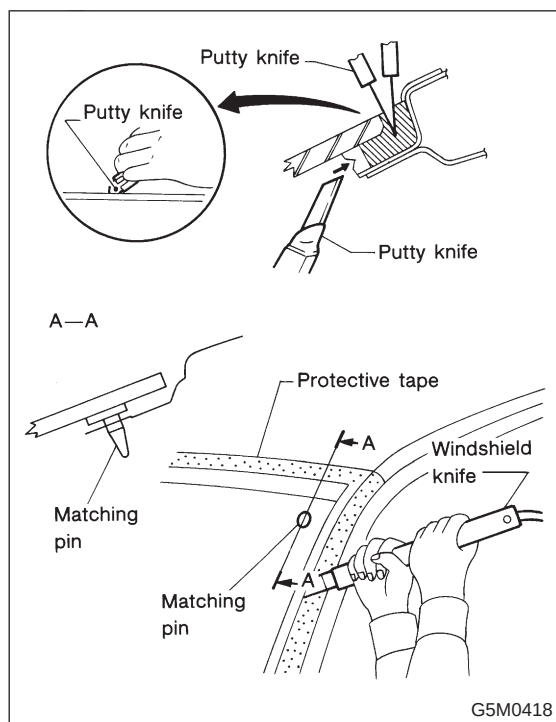
13. Windshield

A: REMOVAL

1. USING WINDSHIELD KNIFE

The following procedure for the front windshield can also be applied to other window glass.

- 1) Remove wiper arm and cowl panel.
- 2) Remove roof molding and front window molding upper.

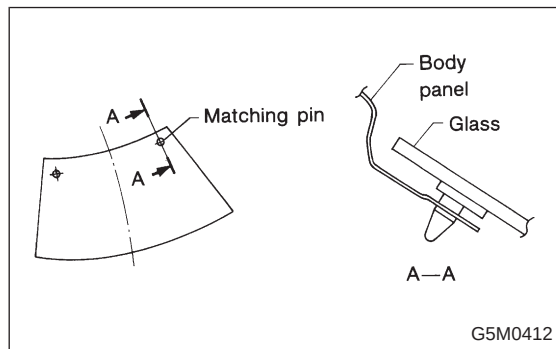


- 3) Remove glass.

- (1) Put protective tape on body to prevent damage.
- (2) Apply soapy water to the surface of the adhesive agent so the knife blade slides smoothly.
- (3) Cut off excess adhesive agent.
- (4) Put windshield knife into layer of adhesive.
- (5) Cut adhesive layer with the windshield knife.

CAUTION:

- Keep knife edge along glass surface and end face.
- When first putting knife into layer of adhesive, select point with wide gap between body and glass.



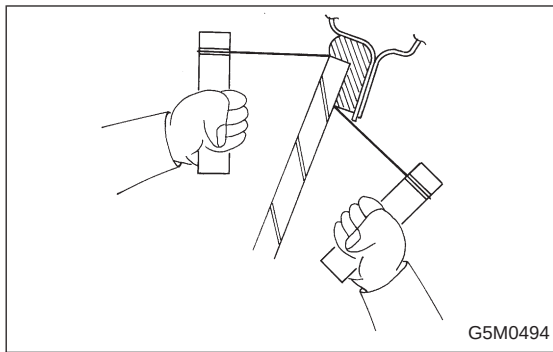
NOTE:

A matching pin is cemented to corners of glass on compartment side.

Use a piano wire when cutting each pin.

2. USING PIANO WIRE

- 1) Remove wiper arm and cowl panel.
- 2) Remove roof molding and front window molding upper.



3) Remove glass.

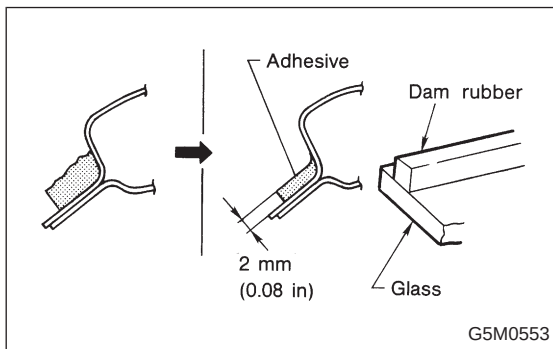
- (1) Put protective tape on body to prevent damage.
- (2) Using drill or putty knife, make through-hole (one place) in adhesive agent.
- (3) Pass piano wire through the hole from inside the compartment, and connect both ends of wire securely to wooden blocks.
- (4) Cut adhesive layer with the wire by pulling it back and forth.

CAUTION:

When making through-hole into adhesive layer and cutting the adhesive, be careful not to damage interior and exterior parts.

B: INSTALLATION

- 1) After cutting layer of adhesive, remove gum rubber remaining on body.



2) Finishing adhesion surface on body side

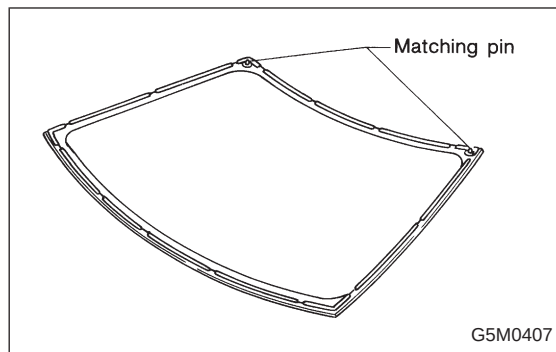
Using a cutter knife etc., cut layer of adhesive sticking firmly to body, and finish it to a smooth surface of about 2 mm (0.08 in) in thickness.

CAUTION:

Take extra care not to cause damage to body paint.

3) Cleaning body surface

- (1) Thoroughly remove chips, dirt and dust from body surface.
- (2) Clean body wall surface and upper surface of layer of adhesive with a solvent such as alcohol or white gasoline.

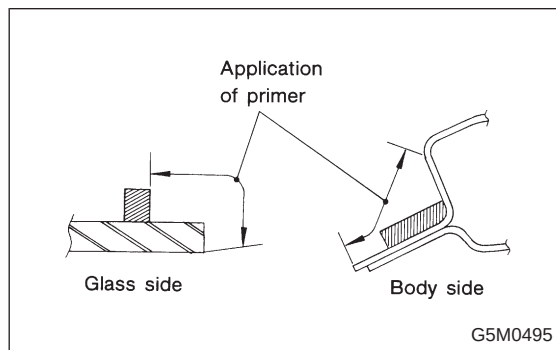


4) Positioning glass

- (1) Mount glass on body.
- (2) Adjust position of glass so that gap between body and glass is uniform on all sides.
- (3) Put matching pin on body and glass in several places.

5) Cleaning glass

- (1) Dismount glass from body.
- (2) Clean surface of glass to be adhered with alcohol or white gasoline.

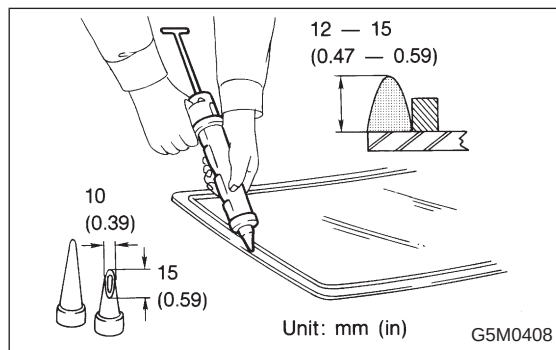


6) Application of primer

- (1) Using a sponge, apply primer to part of glass to be adhered.
- (2) Apply primer to part of body to be adhered.

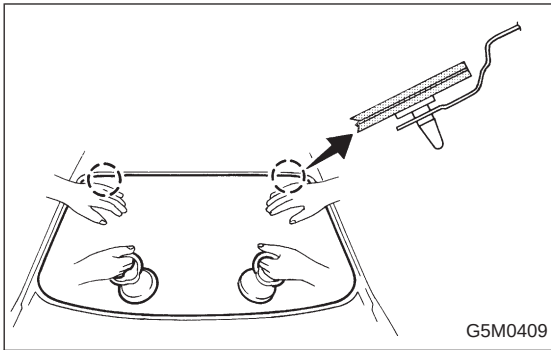
CAUTION:

- Primer is hard to wipe off of body paint, instrument panel, inner trim, etc. So put masking around these areas for protection.
- After application, let 1st primer dry spontaneously for about 10 minutes.
- Do not touch primer-coated surface under any circumstances.



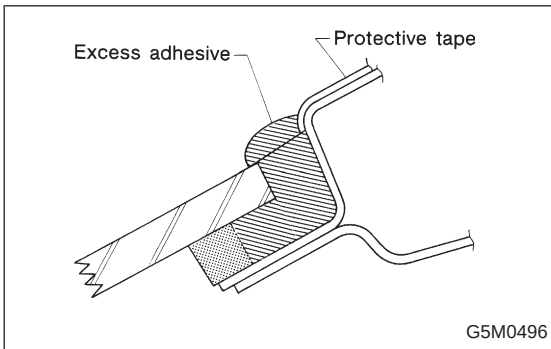
7) Application of adhesive

- (1) Cut nozzle tip of cartridge as shown in figure.
- (2) Open cartridge and put it into a gun with nozzle attached.
- (3) Apply adhesive uniformly to all sides of adhesion surface while operating gun along glass end face.



8) Installation of glass

- (1) Hold glass with rubber suction cups.
- (2) Mount glass on body with matching pin aligned.
- (3) Stick them fast by pressing all sides lightly.

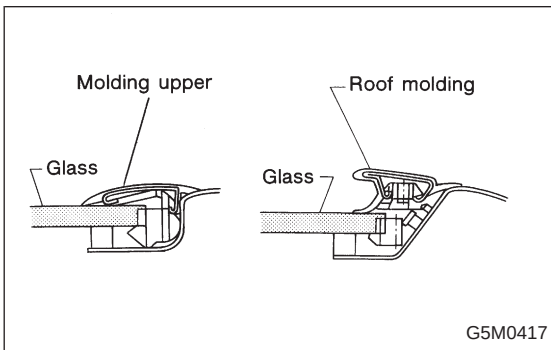


9) Installation of molding

- (1) Remove adhesive overflowing from outside of glass until it becomes level with outer height of glass. Then, add adhesive to portions that need it, and clean with alcohol or white gasoline.
- (2) Firstly, press-fit front window molding upper and lastly, roof molding.

CAUTION:

Do not open and close door after moldings have been installed. When opening and closing door for unavoidable reason, lower door glass and gently move door.



10) Water leakage test

Test for water leakage about one hour after installation.

CAUTION:

- Move vehicle very gently.
- Do not squirt strong hose stream on vehicle.

11) Spontaneous drying

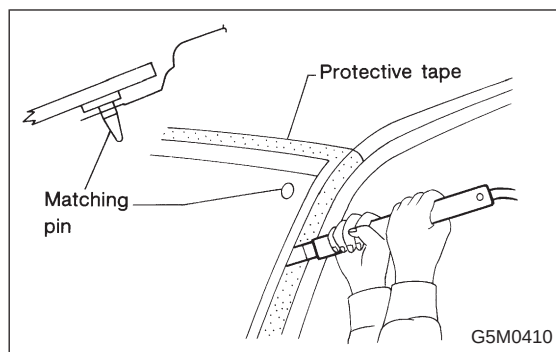
After completing all operations, leave vehicle alone for 24 hours.

CAUTION:

When delivering vehicle to user, tell him that vehicle should not be subjected to heavy shocks for at least three days.

12) Install cowl panel and wiper arm.

14. Rear Window Glass (Sedan)



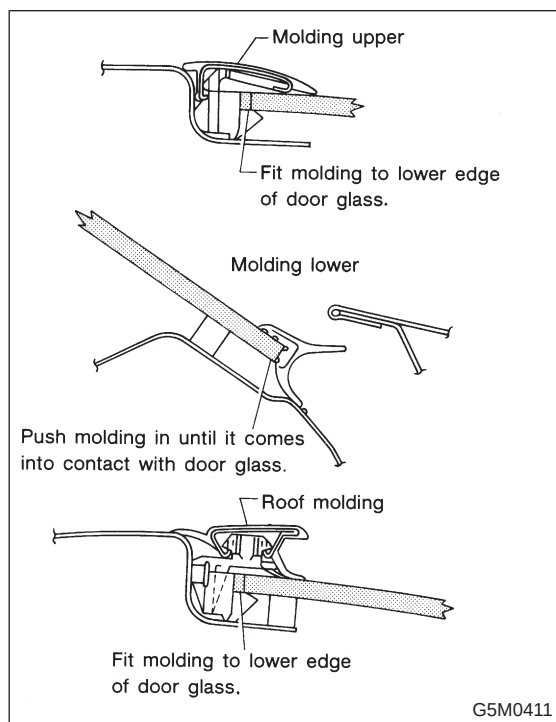
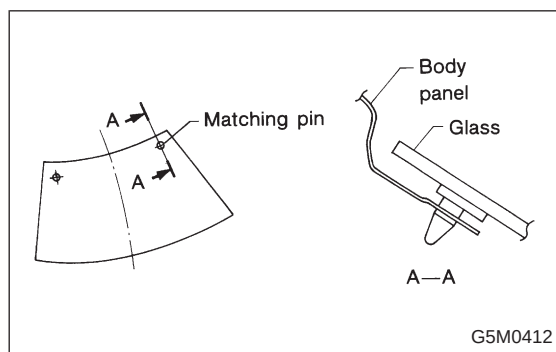
14. Rear Window Glass (Sedan and Coupe)

A: REMOVAL

- 1) Remove roof molding.
- 2) Remove rear window molding upper and lower.
- 3) Disconnect connector from rear defogger terminal.
- 4) Remove glass in same manner as in windshield.

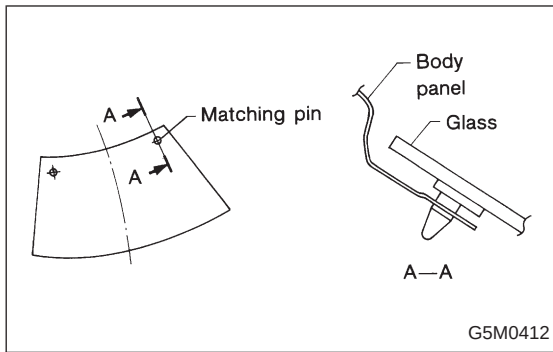
NOTE:

A matching pin is cemented to the corners of glass on compartment side. Use a piano wire when cutting each pin.



B: INSTALLATION

- 1) Install glass in same manner as in windshield.
- 2) Firstly, press-fit molding upper, then lower and lastly, roof molding.
- 3) After installation, test for water leakage after about one hour, and leave vehicle alone for 24 hours.
- 4) Make rear defogger connections.



15. Rear Window Glass (Wagon)

NOTE:

It is impossible to remove the molding from the glass. If molding is broken, replace rear glass.

A: REMOVAL

- 1) Remove rear wiper and rear gate trimming.
- 2) Disconnect connector from rear defogger terminal.
- 3) Remove high mount stop light.
- 4) Remove glass in same manner as for windshield.

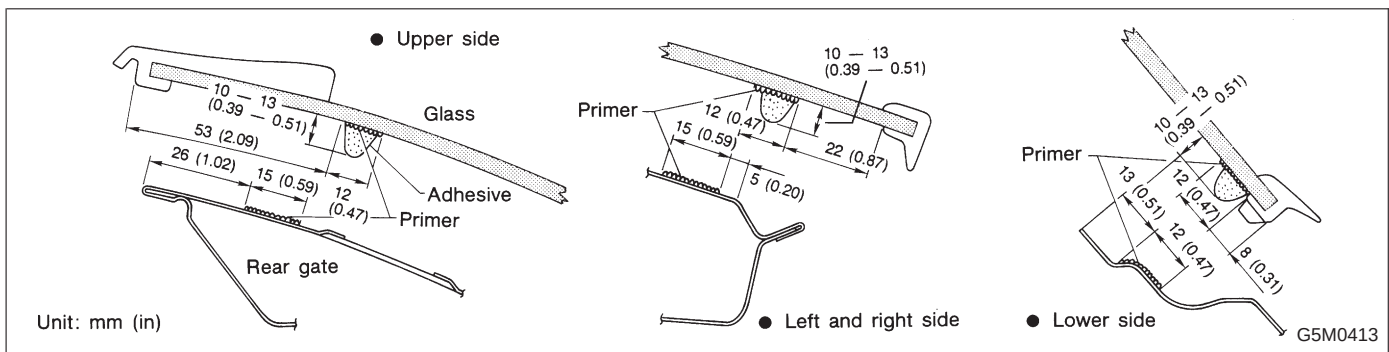
CAUTION:

Be careful not to damage molding re-installing the old rear window glass using a piano wire.

NOTE:

A matching pin is cemented to corners of glass on compartment side. Use a piano wire when cutting each pin.

B: INSTALLATION

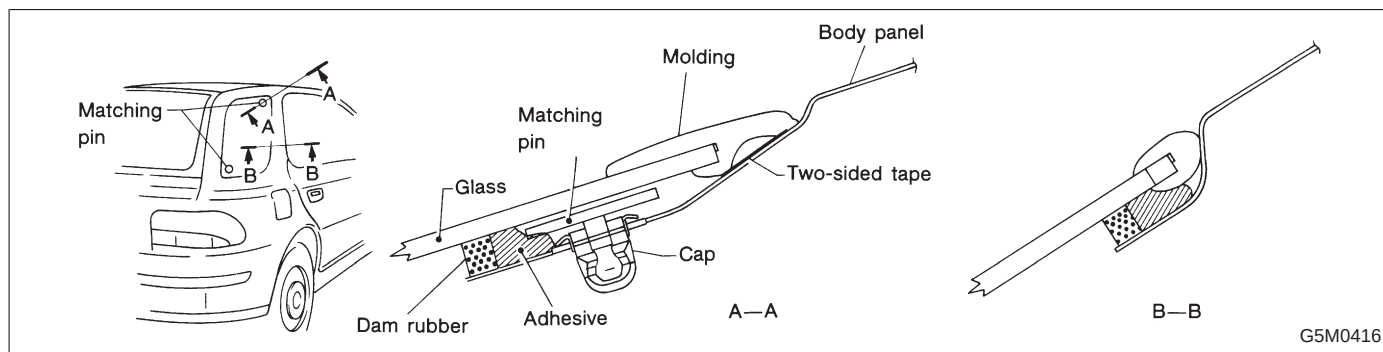


- 1) Install rear gate trimming.
- 2) Install glass in same manner as windshield.
- 3) About one hour after installation, test for water leakage. Leave vehicle for 24 hours before using it.
- 4) Connect rear defogger connections.
- 5) Install high mount stop light and rear wiper.

16. Rear Quarter Glass

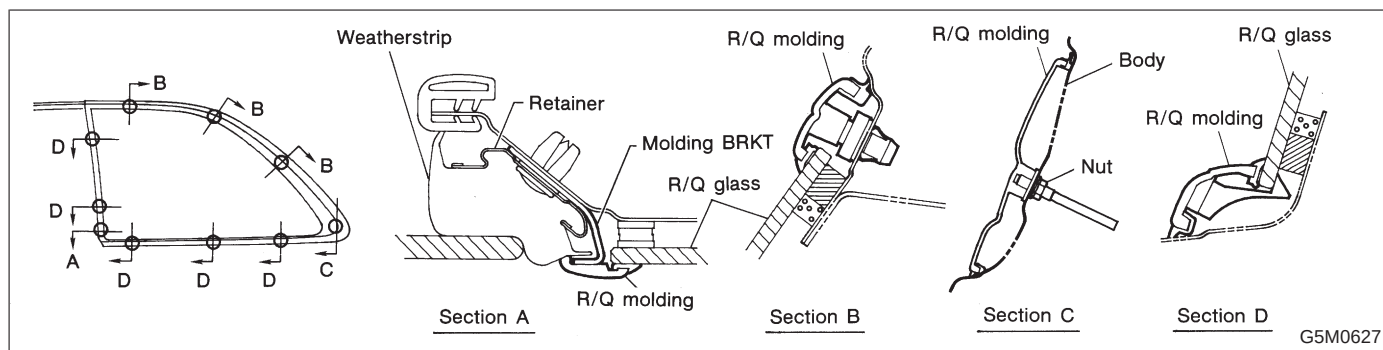
A: REMOVAL

1. WAGON MODEL

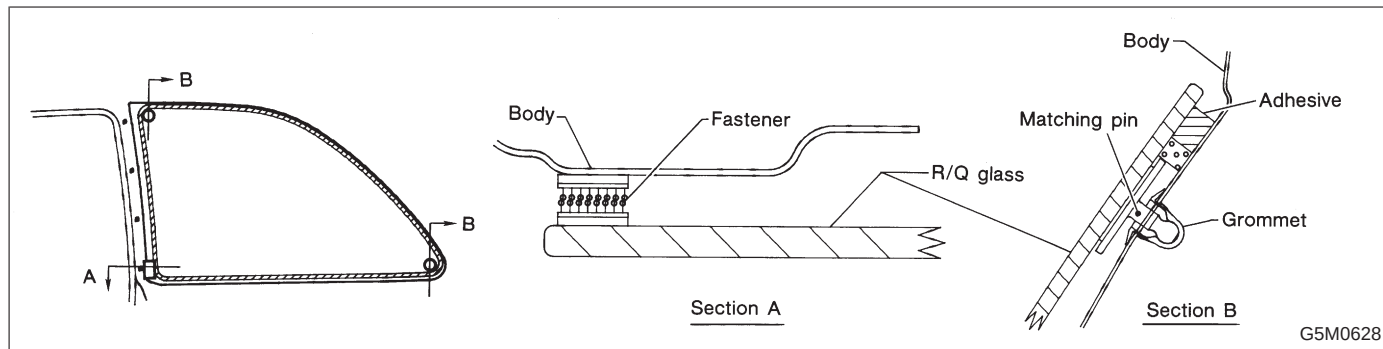


- 1) Remove rear quarter molding on corner.
- 2) Remove glass in same manner as in windshield.

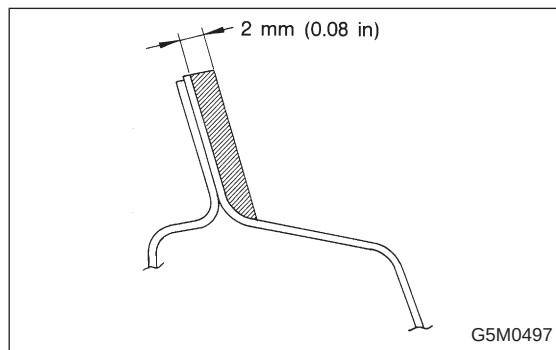
2. COUPE MODEL



- 1) Remove rear quarter molding.



- 2) Remove glass in same manner as in windshield.



B: INSTALLATION

1. WAGON MODEL

- 1) Finish surface of adhesive layer on body. Using a putty knife, etc., cut layer of adhesive stick firmly to body and finish it into a smooth surface of about 2 mm (0.08 in) in thickness.

CAUTION:

Be careful not to damage body finish.

2) Cleaning of body surface

- (1) Remove chips, dirt and dust from body surface.
- (2) Clean body wall surface and upper surface of adhesive layer with a solvent such as alcohol or white gasoline.

3) Cleaning glass

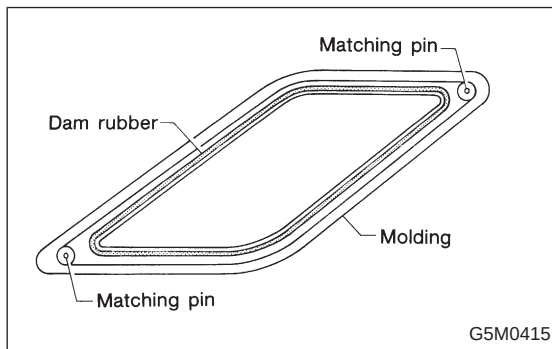
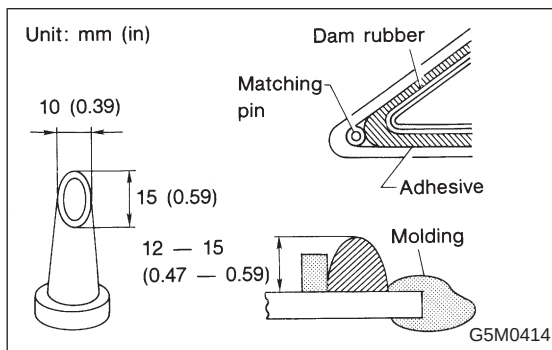
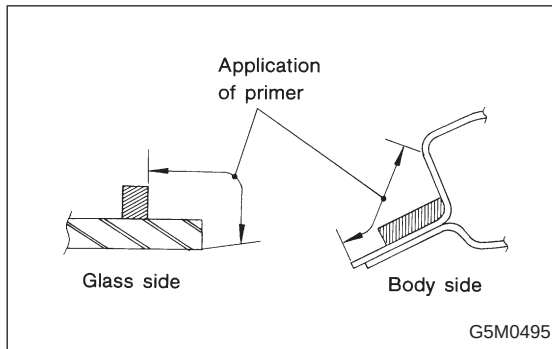
- (1) Remove dirt and dust from surface of glass to be adhered.
- (2) Clean surface of glass to be adhered with alcohol or white gasoline.

4) Application of primer

- (1) Using a sponge, apply primer to surface of glass to be adhered.
- (2) Apply primer to surface of body to be adhered.

CAUTION:

- If primer has dropped on body finish, it is hard to wipe it off. So protect with masking.
- Primer must not project from black frame of glass.
- After applying primer, let it dry spontaneously for about 10 minutes.



5) Application of adhesive

- (1) Cut nozzle tip as shown in figure.
- (2) Open cartridge and put it into a gun with nozzle attached.
- (3) Apply adhesive uniformly to all sides of adhesion surface while operating gun along glass end face.

6) Installation of glass.

- (1) Hold glass with rubber suction cups.
- (2) Mount glass on body with matching pin aligned.
- (3) Stick them fast by pressing all sides lightly.

7) Water leakage test.

After installing glass, test for water leakage after about one hour.

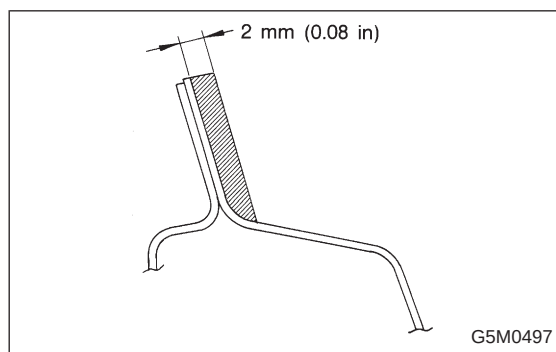
CAUTION:

- Move vehicle slowly.
- When opening and closing door, lower door glass and move door gently.
- Do not squirt strong hose stream on vehicle.

8) Spontaneous drying.
After completing all operations, leave vehicle alone for 24 hours.

CAUTION:

When delivering vehicle to user, tell him that vehicle should not be subjected to heavy shocks for at least three days.



2. COUPE MODEL

1) Finish surface of adhesive layer on body.
Using a putty knife, etc., cut layer of adhesive stick firmly to body and finish it into a smooth surface of about 2 mm (0.08 in) in thickness.

CAUTION:

Be careful not to damage body finish.

2) Cleaning of body surface

- (1) Remove chips, dirt and dust from body surface.
- (2) Clean body wall surface and upper surface of adhesive layer with a solvent such as alcohol or white gasoline.

3) Cleaning glass

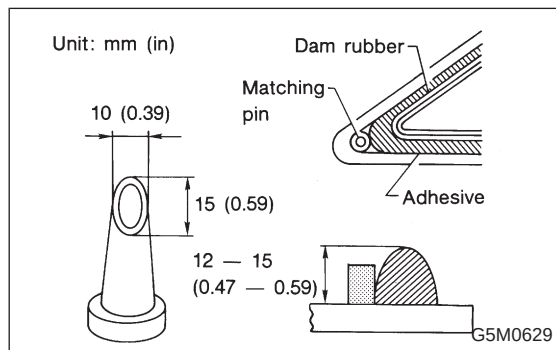
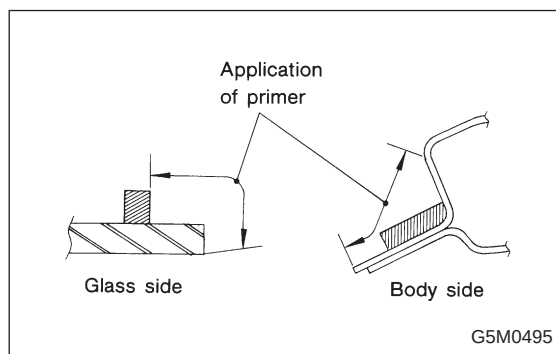
- (1) Remove dirt and dust from surface of glass to be adhered.
- (2) Clean surface of glass to be adhered with alcohol or white gasoline.

4) Application of primer

- (1) Using a sponge, apply primer to surface of glass to be adhered.
- (2) Apply primer to surface of body to be adhered.

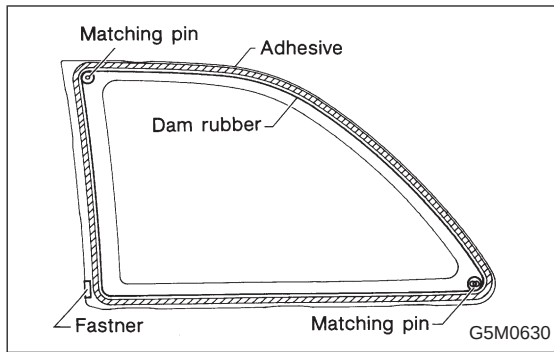
CAUTION:

- If primer has dropped on body finish, it is hard to wipe it off. So protect with masking.
- Primer must not project from black frame of glass.
- After applying primer, let it dry spontaneously for about 10 minutes.



5) Application of adhesive

- (1) Cut nozzle tip as shown in figure.
- (2) Open cartridge and put it into a gun with nozzle attached.
- (3) Apply adhesive uniformly to all sides of adhesion surface while operating gun along glass end face.



6) Installation of glass

- (1) Hold glass with rubber suction cups.
- (2) Mount glass on body with matching pin aligned.
- (3) Stick them fast by pressing all sides lightly.

7) Water leakage test

After installing glass, test for water leakage after about one hour.

CAUTION:

- Move vehicle slowly.
- When opening and closing door, lower door glass and move door gently.
- Do not squirt strong hose stream on vehicle.

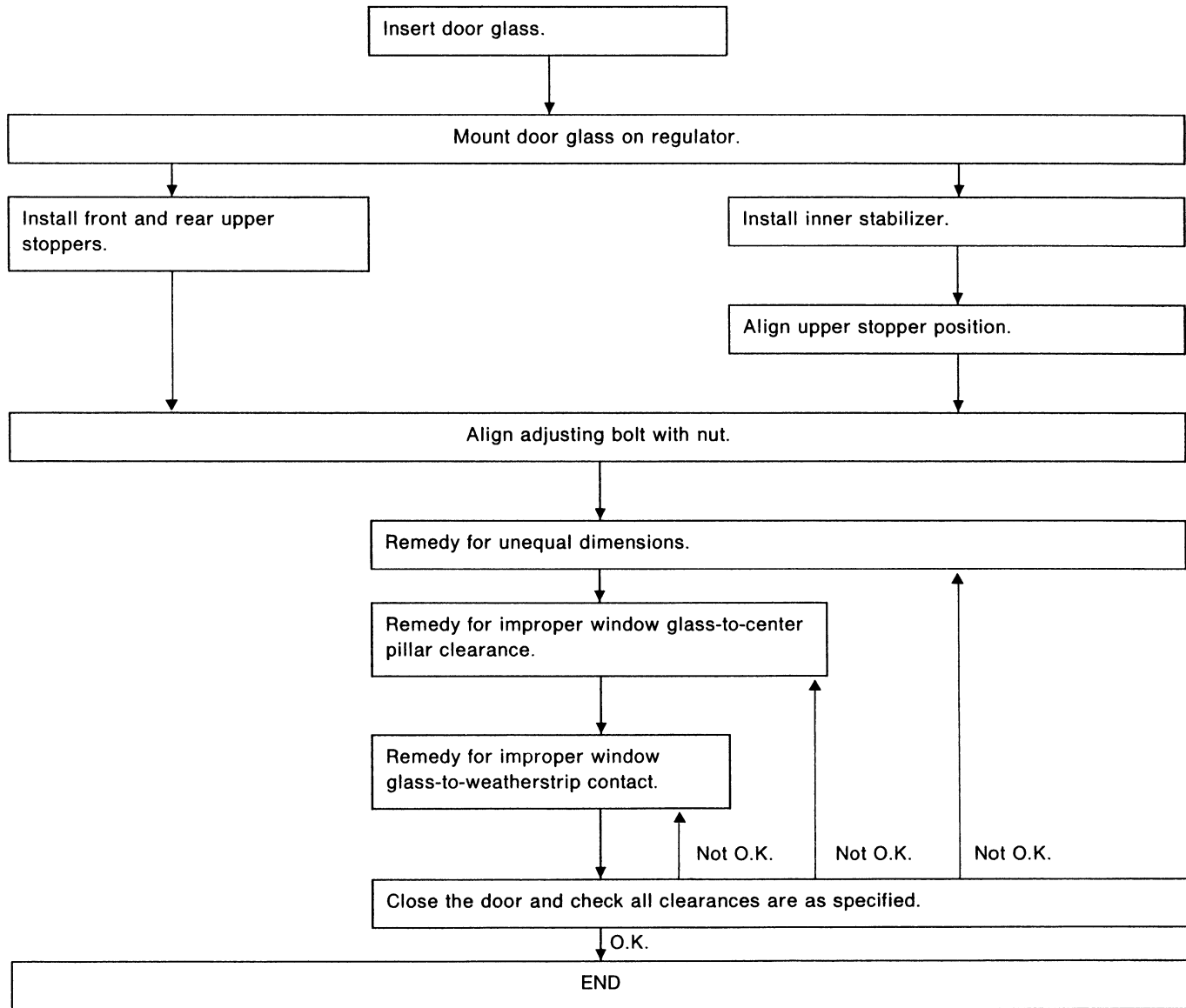
8) Spontaneous drying

After completing all operations, leave vehicle alone for 24 hours.

CAUTION:

When delivering vehicle to user, tell him that vehicle should not be subjected to heavy shocks for at least three days.

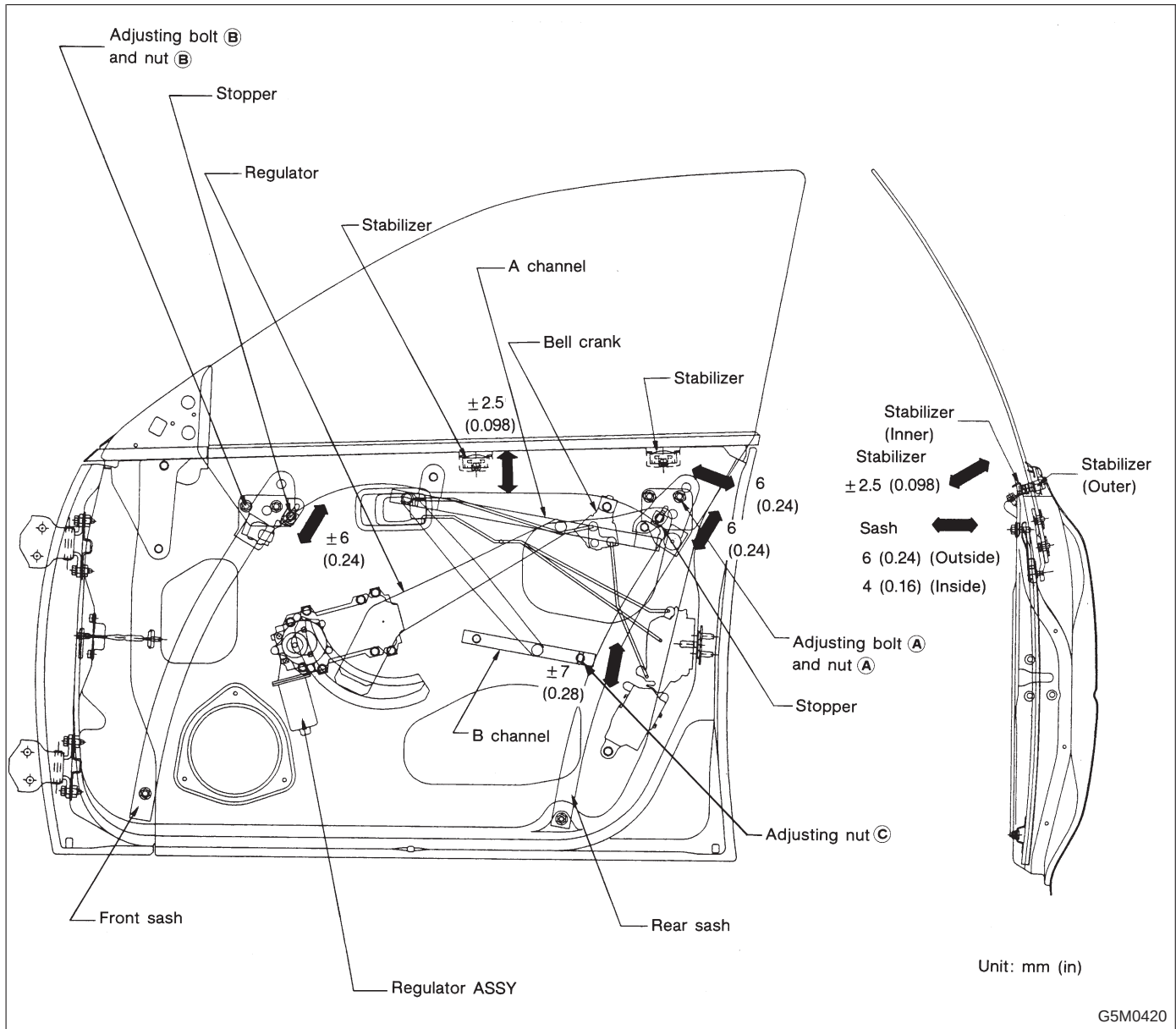
17. Procedure Chart for Adjusting Door Glass



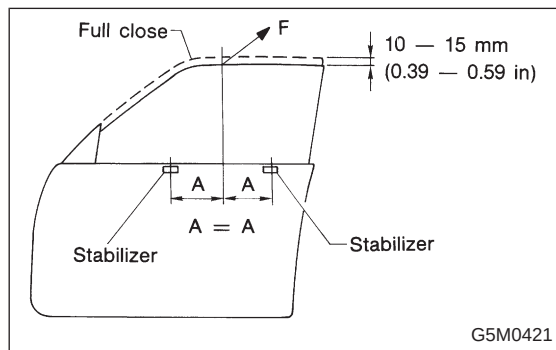
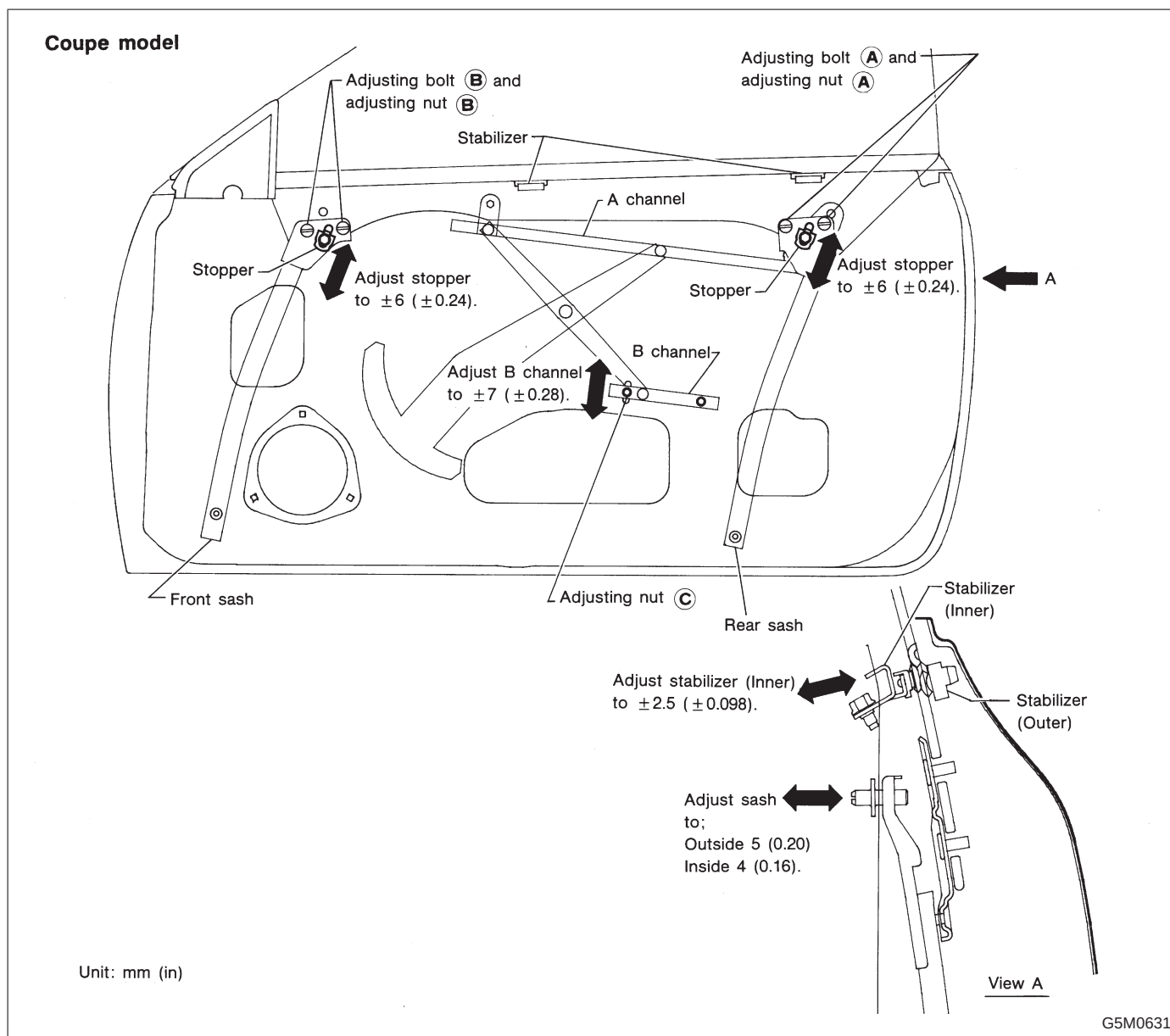
18. Front Door Glass Adjustment

A: ADJUSTMENT

1. SEDAN AND WAGON MODEL



2. COUPE MODEL



3. DOOR GLASS FIT ADJUSTMENT

Before adjusting door glass alignment, ensure adjusting bolts for stabilizers, upper stoppers and sashes are loose and glass is raised so that it is in contact with upper and side weatherstrip.

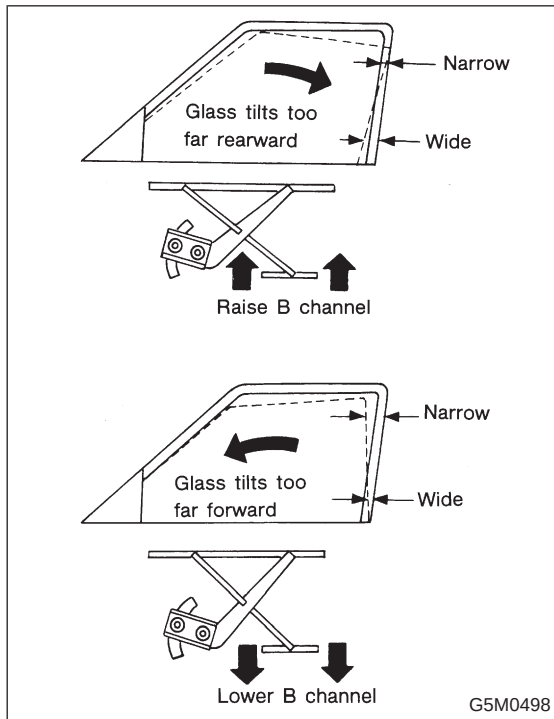
- 1) Temporarily tighten one of the two rear sash adjusting bolts, at midpoint of oblong hole on inner panel.
- 2) Temporarily tighten regulator B channel at a position slightly lower than midpoint of oblong hole on inner panel.

3) Lower door glass 10 to 15 mm (0.39 to 0.59 in) from fully closed position. While applying outward pressure (load) to upper edge of glass above midpoint of two outer stabilizers, press inner stabilizer until it just touches the glass, then secure it.

Load: F

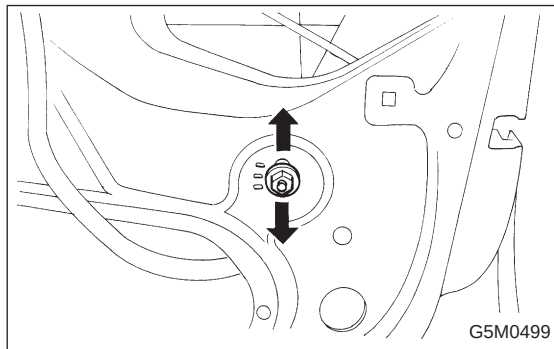
Front door glass 39 — 49 N (4 — 5 kg, 9 — 11 lb)

Rear door glass 39 — 49 N (4 — 5 kg, 9 — 11 lb)



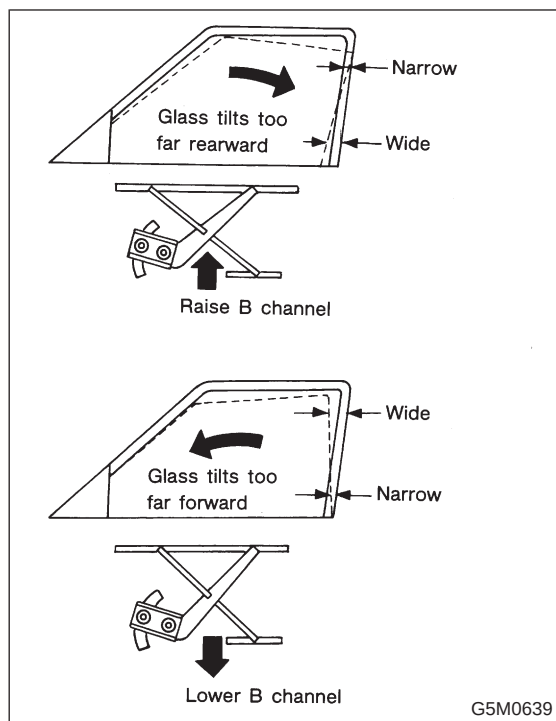
4. REMEDY FOR UNEQUAL DIMENSIONS, BETWEEN UPPER, LOWER AND CENTER PILLAR SIDES (SEDAN AND WAGON MODEL)

- 1) Close front door and raise door glass.
- 2) Make sure of unequal dimensions.



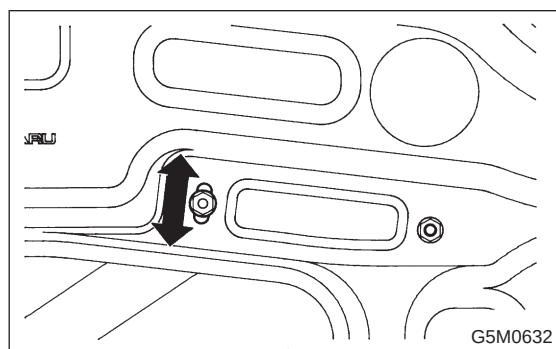
3) If glass tilts to far rearward, loosen adjusting nut ③ and adjust glass to be parallel with center pillar, then after adjustment, tighten adjusting nut ③.

18. Front Door Glass Adjustment



5. REMEDY FOR UNEQUAL DIMENSIONS, BETWEEN UPPER, LOWER AND CENTER PILLAR SIDES (COUPE MODEL)

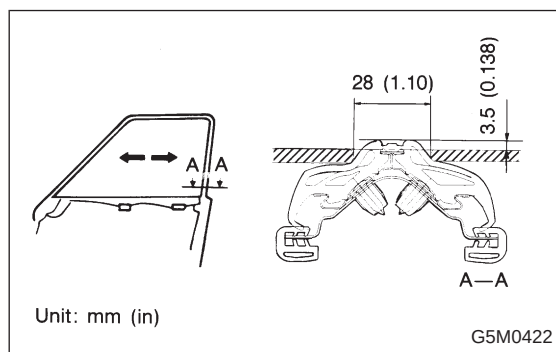
- 1) Close front door and raise door glass.
- 2) Make sure of unequal dimensions.



- 3) If glass tilts to far rearward, loosen adjusting nut ③ and adjust glass to be parallel with center pillar, then after adjustment, tighten adjusting nut ③.

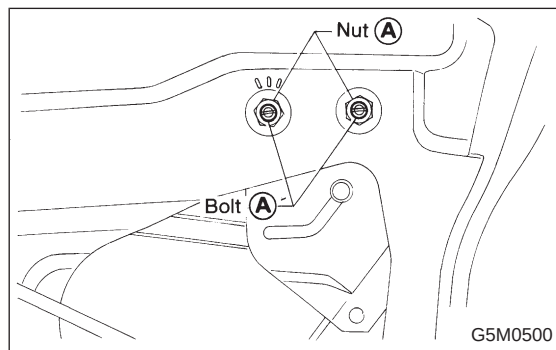
Tightening torque:

$7.4 \pm 2.0 \text{ N} \cdot \text{m}$ ($0.75 \pm 0.2 \text{ kg} \cdot \text{m}$, $5.4 \pm 1.4 \text{ ft} \cdot \text{lb}$)

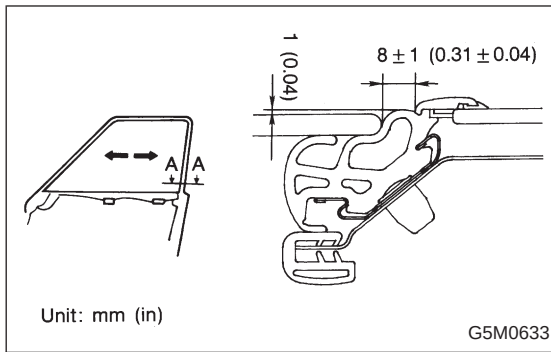


6. REMEDY FOR IMPROPER GLASS TO CENTER PILLAR CLEARANCE (SEDAN AND WAGON MODEL)

- 1) Close front door and raise door glass.
- 2) Make sure of improper clearance.

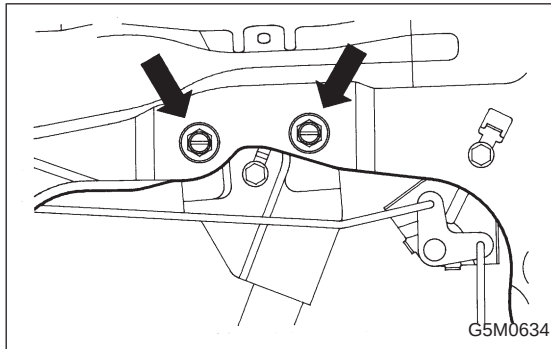


- 3) If clearance is improper, loosen adjusting nut ①, bolt ② and adjust glass to center pillar.

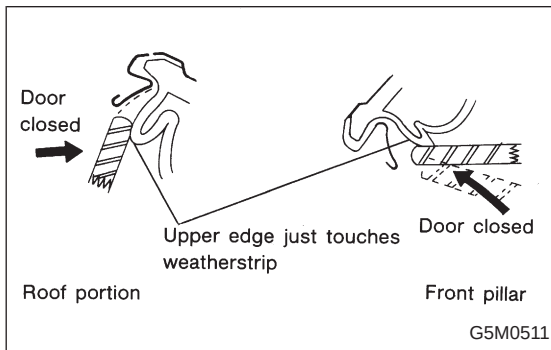


7. REMEDY FOR IMPROPER GLASS TO CENTER PILLAR CLEARANCE (COUPE MODEL)

- 1) Close front door and raise door glass.
- 2) Make sure of improper clearance.



- 3) If clearance is improper, loosen adjusting nut (A), bolt (A) and adjust glass to center pillar.

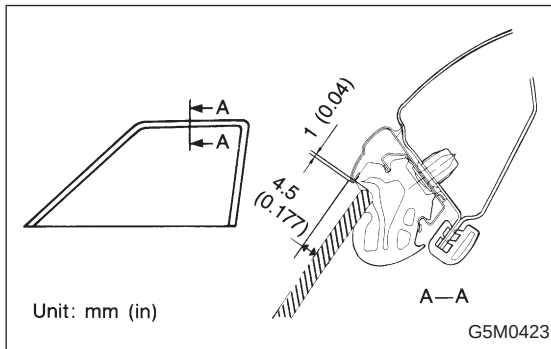


8. REMEDY FOR IMPROPER UPPER STOP POINT OF DOOR GLASS

- 1) Loosen front and rear sash stoppers.
- 2) Increase the upward travel of window glass up to the position where upper edge just touches weatherstrip surface with door closed.
- 3) After adjustment, temporarily tighten stoppers.

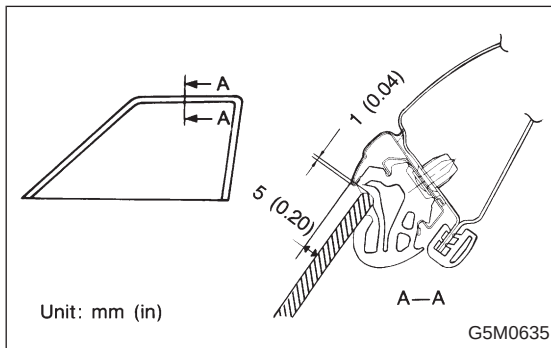
NOTE:

Make sure that each glass stopper is touched.



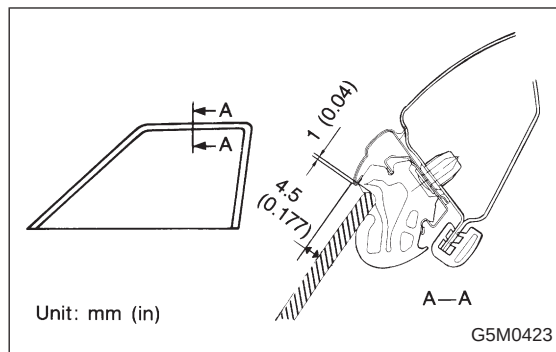
9. REMEDY FOR INCORRECT CONTACT OF DOOR GLASS TO WEATHERSTRIP (SEDAN AND WAGON MODEL)

- 1) Close front door and raise door glass.
- 2) If clearance is below specifications, loosen bolt (A) and bolt (B).
- 3) If clearance is over specifications, tighten bolt (A) and bolt (B).



10. REMEDY FOR INCORRECT CONTACT OF DOOR GLASS TO WEATHERSTRIP (COUPE MODEL)

- 1) Close front door and raise door glass.
- 2) If clearance is below specifications, loosen bolt (A) and bolt (B).
- 3) If clearance is over specifications, tighten bolt (A) and bolt (B).



11. FIT ADJUSTMENT (SEDAN AND WAGON MODEL)

Door glass fit is adjusted by displacing the glass front edge with a stabilizer.

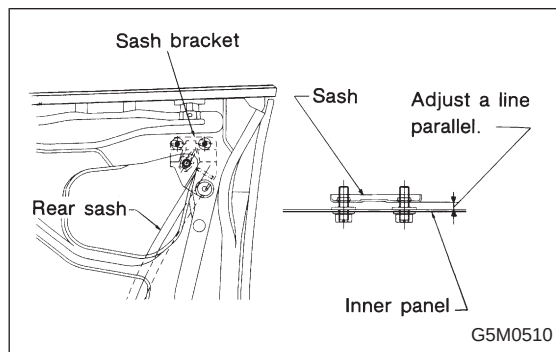
NOTE:

Before adjusting glass fit, visually check to determine relative adjusting positions of retainer and molding (on roof side) and glass surface.

1) Alternately adjust two rear sash adjusting bolts (A) until dimensions (indicated in figure) are obtained.

CAUTION:

Do not loosen two adjusting nuts (A) at the same time, as this moves sash fore and aft, creating unequal glass-to-sash clearance. During adjustment, loosen only one nut and keep the other tightened.



NOTE:

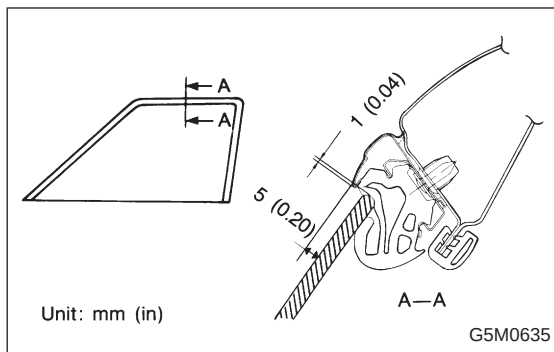
Always adjust two rear sash adjusting bolts (A) by the same amount. Do not adjust the adjusting bolts with sash bracket inclined toward inner panel, as this increases effort required to operate regulator.

2) Adjust front sash fit using rear sash adjustment procedure outlined above as a guide. Two adjusting bolts must be adjusted by the same amount.

NOTE:

Front and rear sash adjustment procedures are basically the same; however, the amount of adjustment is not always the same due to alignment dispersion of individual doors. Adjust front and rear sash fit, as equally as possible. Otherwise, effort required to operate regulator may increase.

3) After adjusting front sash-to-glass fit, secure front sash.



12. FIT ADJUSTMENT (COUPE MODEL)

Door glass fit is adjusted by displacing the glass front edge with a stabilizer.

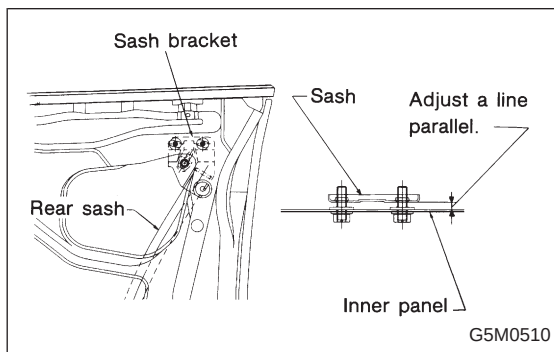
NOTE:

Before adjusting glass fit, visually check to determine relative adjusting positions of retainer and molding (on roof side) and glass surface.

1) Alternately adjust two rear sash adjusting bolts (A) until dimensions (indicated in figure) are obtained.

CAUTION:

Do not loosen two adjusting nuts (A) at the same time, as this moves sash fore and aft, creating unequal glass-to-sash clearance. During adjustment, loosen only one nut and keep the other tightened.



NOTE:

Always adjust two rear sash adjusting bolts (A) by the same amount. Do not adjust the adjusting bolts with sash bracket inclined toward inner panel, as this increases effort required to operate regulator.

2) Adjust front sash fit using rear sash adjustment procedure outlined above as a guide. Two adjusting bolts must be adjusted by the same amount.

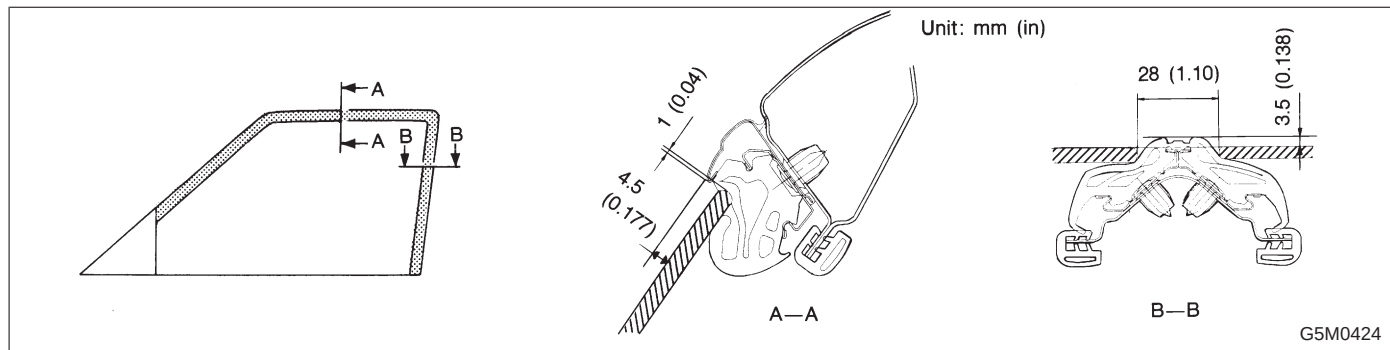
NOTE:

- Front and rear sash adjustment procedures are basically the same; however, the amount of adjustment is not always the same due to alignment dispersion of individual doors.
- Adjust front and rear sash fit, as equally as possible. Otherwise, effort required to operate regulator may increase.

3) After adjusting front sash-to-glass fit, secure front sash.

B: INSPECTION**1. SEDAN AND WAGON MODEL**

1) Close front door and make sure of all clearances.



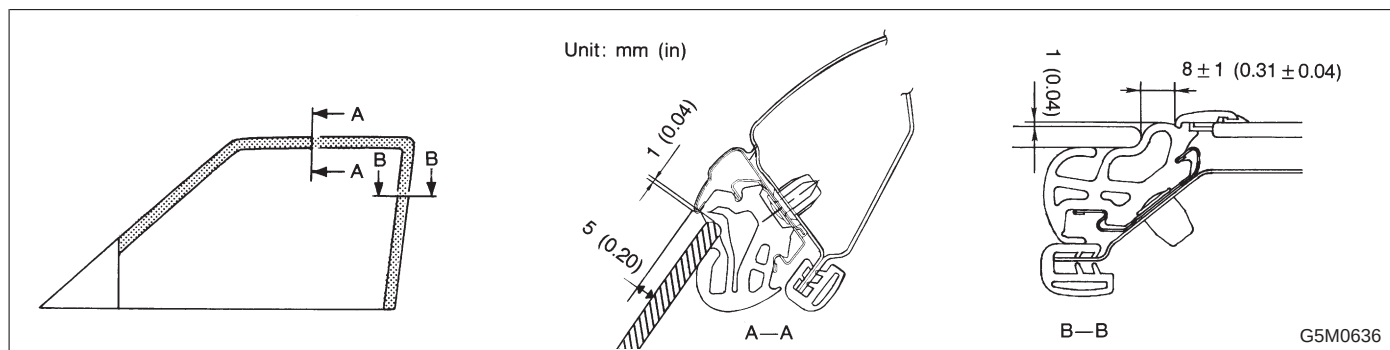
2) If any clearance is not correct, adjust affected parts. Recheck all clearances.

CAUTION:

- Repeatedly adjust parts until all clearances are correct.
- After clearance adjustment, make sure that all adjusting bolts and nuts are tightened.

2. COUPE MODEL

1) Close front door and make sure of all clearances.



2) If any clearance is not correct, adjust affected parts. Recheck all clearances.

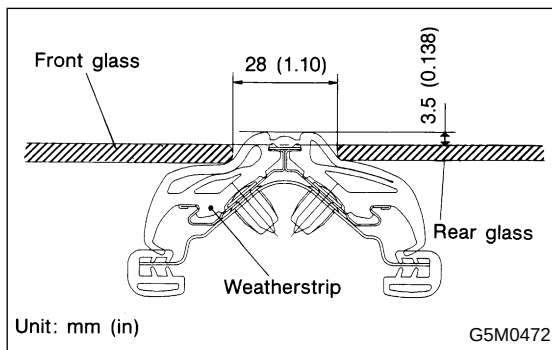
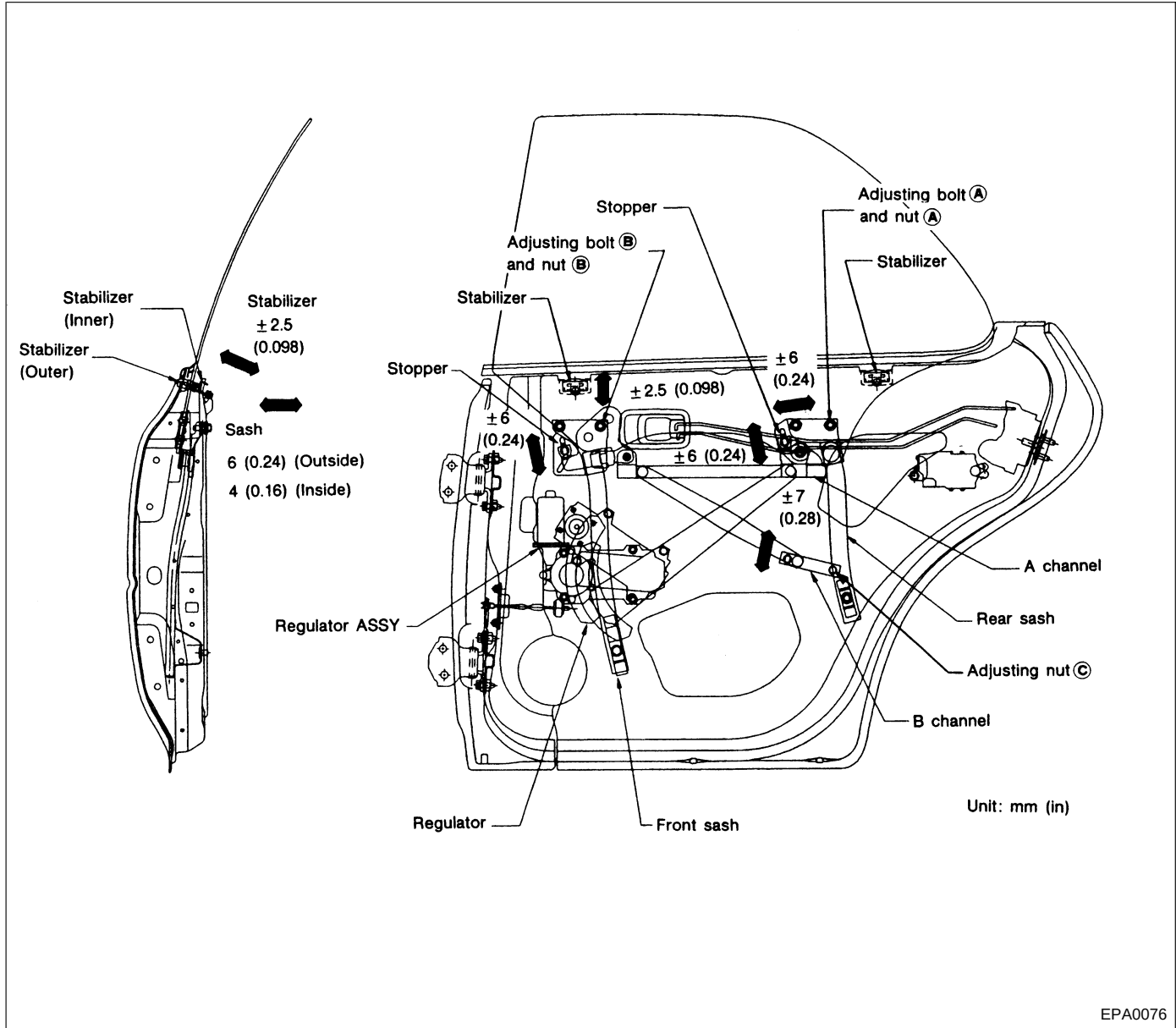
CAUTION:

- Repeatedly adjust parts until all clearances are correct.
- After clearance adjustment, make sure that all adjusting bolts and nuts are tightened.

19. Rear Door Glass Adjustment

A: ADJUSTMENT

Alignment of rear door glass is basically the same as for the front door glass. Due to slight difference in adjustment dimensions for fore-aft, up-down, and in-out alignments, key points for rear door adjustment are described below.



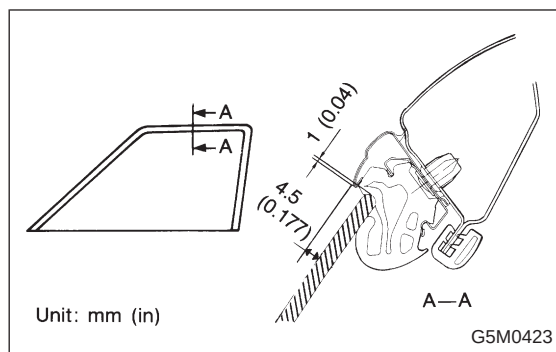
1. FORE-AFT ADJUSTMENT

1) Door glass alignment must be adjusted so that glass-to-center pillar fit is equal at all points. Always use dimensions (indicated in figure) as a guide during adjustment.

NOTE:

If dimensions are smaller than those indicated, glass will be caught in weatherstrip and may not raise to the fully closed position.

2) After making fore-aft adjustment, raise and lower glass to ensure it is free from any binding.

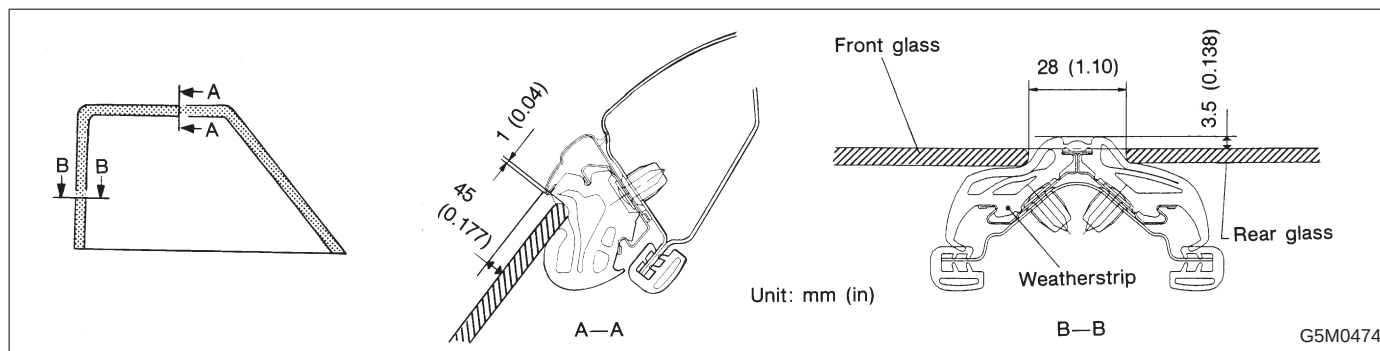


2. FIT ADJUSTMENT

Increasing contact pressure causes rear door glass to be caught in center pillar upper and lower weatherstrip; this will cause premature weatherstrip wear. For this reason, always use dimensions indicated below as a guide during glass fit adjustment.

B: INSPECTION

- 1) Close rear door and make sure of all clearances.

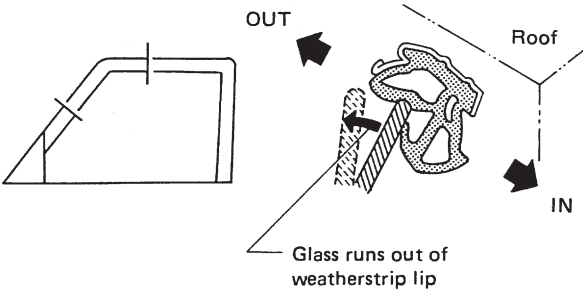
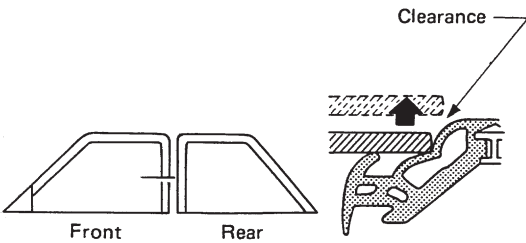
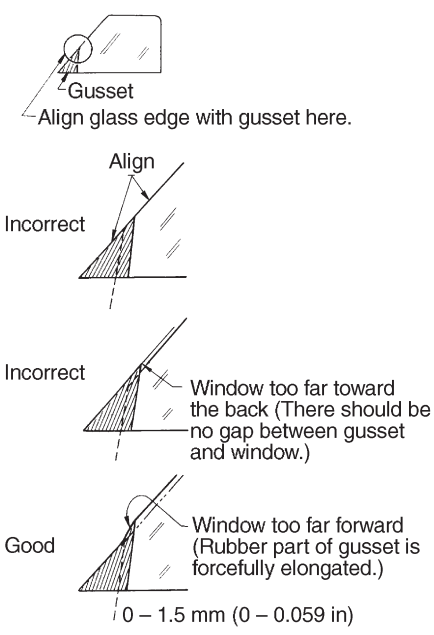


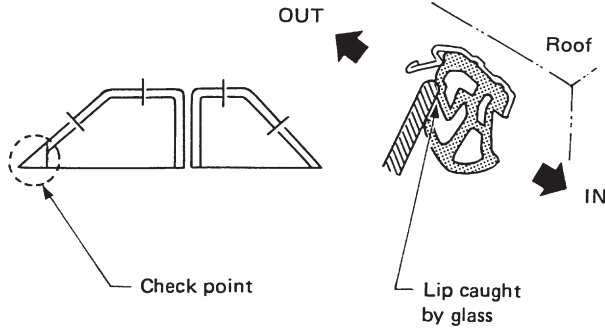
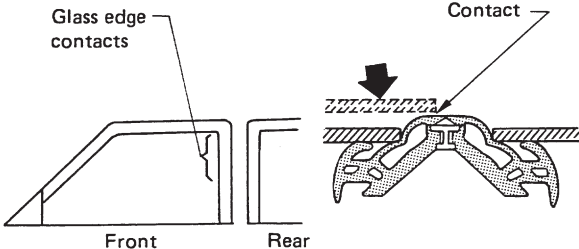
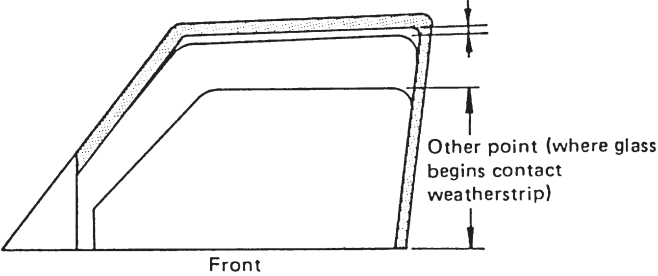
- 2) If any clearance is not correct, adjust affected parts. Re-check that all clearances are correct.

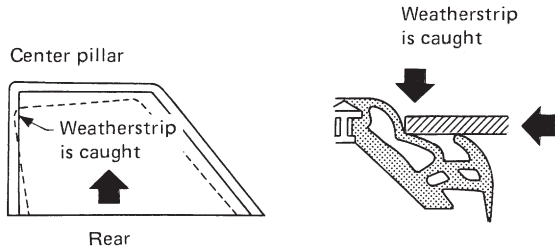
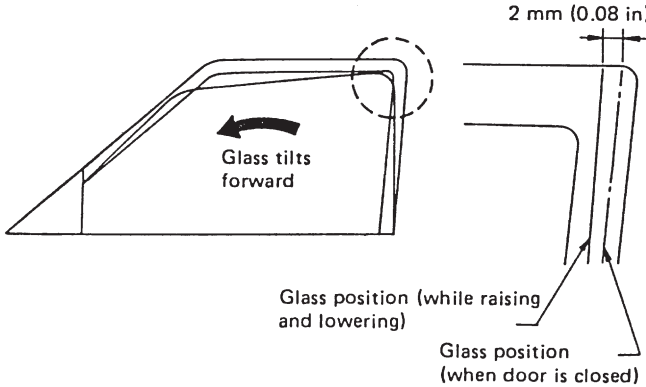
CAUTION:

- Repeatedly adjust parts until all clearances are correct.
- After clearance adjustment, make sure that all adjusting bolts and nuts are tightened.

1. Door Glass

	Condition	Apparent cause/Correction
Glass in fully closed position	1) Glass runs out of weatherstrip lip when considerable hand pressure is applied to it from inside.  G5M0502 (This condition may cause wind/booming noise during high-speed operation.)	Insufficient upward travel of glass Increase upward travel of glass.
	2) Clearance exists between glass and weatherstrip when light hand pressure is applied to it at center and rear pillar locations.  G5M0503 (This condition may cause wind noise and/or water leakage.)	- Insufficient glass-to-door weatherstrip contact Check stabilizer and glass for proper contact. Increase contact using upper sash adjustment bolt. - Improper adjustment of striker in "in-out" direction Close door and check for alignment of striker with car body.
	3) Adjust door glass so that it is aligned with door rearview mirror gusset.  H5M0672A	- Window is not properly adjusted in up-down/fore-aft direction. Adjust window. If necessary, move "B" channel for regulator to eliminate window "tilt". - Gusset is not properly adjusted in fore-aft direction. Adjust gusset after loosening all bolts and nuts with tightening it.

	Condition	Apparent cause/Correction
Door in fully closed/ open position	1) Glass rides over weatherstrip lip when door is closed.  G5M0505 (This condition increases wind/booming noise, leakage and/or effort required to close door.)	Improper up-down and in-out glass alignments Adjust glass for up-down and in-out alignments (incl. rear sash, upper stopper adjustment, etc.). If necessary, correct glass tilt by moving regulator "B" channel.
	2) Edge of glass contacts retainer when door is fully closed.  G5M0506	Improper glass-to-center pillar weatherstrip or excessive glass contact to weatherstrip Excessive adjusting in contact to weatherstrip. Causes rear edge of glass to tilt inboard closer to center pillar. Adjust rear sash adjustment bolt to reduce glass contact to weatherstrip.
Raise or lower window glass	1) Considerable effort or time is required to operate regulator. Standard operating effort: - Entire up-down travel except for point 5 mm (0.20 in) below fully closed position: 29.4 N (3.0 kg, 6.6 lb) - Point 5 mm (0.20 in) below fully closed position: 45.0 N (4.5 kg, 10.12 lb) Point 5 mm (0.20 in) below fully closed position  G5M0507	- Sliding resistance increased due to high stabilizer-to-glass contact pressure Reduce contact by mounting inner stabilizer to inside of the car. - High glass-to-windshield contact pressure Reduce contact using upper sash adjustment bolt. - Unequal contact adjustment stroke between front and rear sashes Set to equal stroke. - Tilt of rear sash adjustment bolt mounting bracket Correct tilt of bracket so it is parallel to inner panel.

	Condition	Apparent cause/Correction
Raise or lower window glass	2) Center pillar weatherstrip is caught by rear window glass when glass is raised.  G5M0508	Improper fore-aft or in-out alignment of window glass Lower regulator "B" channel to tilt window glass back.
	3) Glass tilts forward by more than 2 mm (0.08 in).  G5M0509 (Excessive tilt of glass forward is due to excessive glass "contact" which causes reaction of center pillar weatherstrip.) Glass can be tilted forward due to increase in reaction of shoulder weatherstrip or free play between sash and roller. Taking these symptoms into account, glass should be aligned.	- Excessive glass contact pressure or improper in-out alignment - Lower regulator "B" channel to tilt glass rearward. - Reduce contact pressure using upper sash adjustment bolt.

2. Door Lock System

No.	Trouble	Possible cause	Remedy
1	Door cannot be opened by outer handle. (Door can be opened by inner handle.)	Disconnect outer handle rod.	Connect firmly.
2	Door cannot be opened by inner handle. (Door can be opened by outer handle.)	a. Joint of upper rod is disconnected. b. Rear door child lock lever is set to lock side.	Connect firmly. Functionally normal.
3	Door does not open when outer or inner handle is operated with inner lock knob set to unlock position.	a. Joint of lower rod is disconnected. b. Lock is not released due to improper adjustment of lower rod.	Connect firmly. Remove rod from latch. Adjust rod so that lock knob is set in "lock" position is locked.
4	Door opens even when inner lock knob is set to lock position. (Keyless locking is impossible.)	a. Lower rod joint is separated. b. Door is not locked due to improperly adjusted lower rod.	Same as a in No. 3. Same as a in No. 3.
5	Child lock lever will not come up.	a. Inner handle fails to return completely. b. Joint of upper rod is disconnected.	Refer to No. 6.
6	Inner handle stops halfway.	Contact of upper rod with inner handle mounting case.	Eliminate contact by bending upper rod properly.
7	Door cannot be locked or unlocked by key.	Joint of key lock rod is disconnected.	Connect firmly.
8	Auto door-lock switch does not act when inner lock knob is pushed.	Auto door-lock switch does not act due to improperly adjusted lower rod.	Same as a in No. 3.

3. Power Window

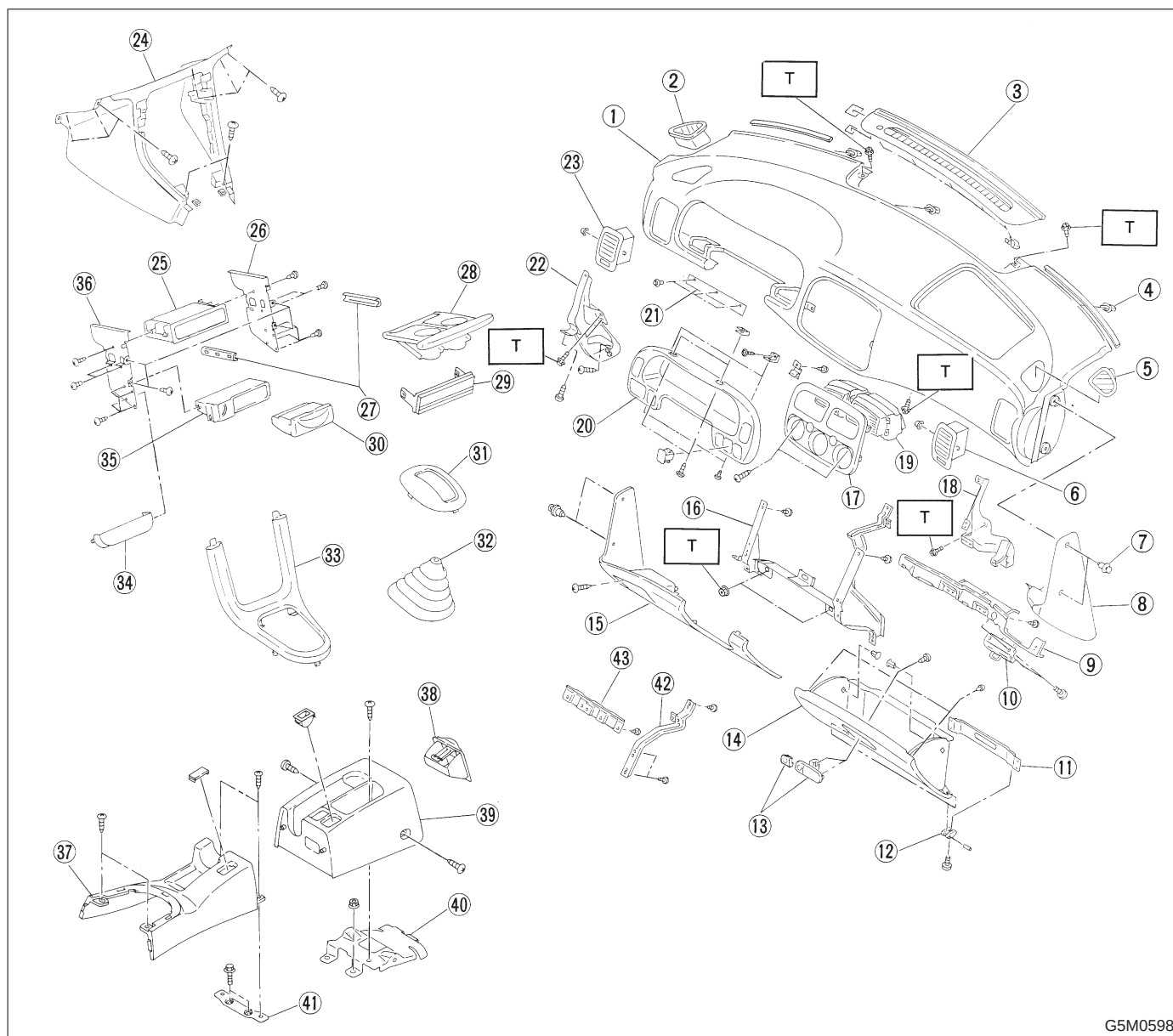
Symptom	Battery	Fuse in fuse box	Circuit breaker and relay	Main switch	Sub switch of each passenger side	Motor of driver side	Motor of each passenger side	Regulator assembly of each window	Power supply line of main switch	Ground line	Harness and connector
All windows does not move.	①	②	③	④					⑤	⑥	⑦
The window of driver side does not move.				①		②			③		④
The window of driver side does not move "AUTO" up-down.				①		②			③		④
The window of each passenger side does not move.				①	②		③	④			⑤
				①	②		③	④			⑤
				①	②		③	④			⑤

○: Figures in a circle refer to diagnostic procedures.

INSTRUMENT PANEL **5-4**

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W SERVICE PROCEDURE	3
1. Instrument Panel AIRBAG	3

1. Instrument Panel



G5M0598

- | | | |
|----------------------|-----------------------------|------------------------|
| ① Pad & frame | ①⑦ Panel CTR (A) | ③③ Console cover |
| ② Grille SD def. (D) | ①⑧ Reinf. (P) | ③④ Panel (Airbag) |
| ③ Front def. grille | ①⑨ Grille CTR def. | ③⑤ Housing (Ash tray) |
| ④ Grommet | ②① Meter visor | ③⑥ BRKT (Radio) LH |
| ⑤ Grille SD def. (P) | ②② Cover | ③⑦ Center console |
| ⑥ Grille vent (P) | ②③ Reinf. (D) | ③⑧ Ash tray |
| ⑦ Clip | ②④ Grille vent (D) | ③⑨ Rear console box |
| ⑧ SD panel (P) | ②⑤ Instrument panel console | ④① Rear console BRKT |
| ⑨ Reinf. airbag CTR | ②⑥ Pocket CTR | ④② Center console BRKT |
| ⑩ Striker | ②⑦ BRKT (Radio) RH | ④③ Reinf. airbag B |
| ⑪ Frame pocket | ②⑧ Rail (Cup holder) | ④④ Reinf. airbag UPPER |
| ⑫ Hinge | ②⑨ Cup holder | |
| ⑬ Lock ASSY | ②⑩ Panel (Radio) | |
| ⑭ Pocket ASSY | ③① Ash tray | |
| ⑮ Lower cover ASSY | ③② Panel (AT) ASSY | |
| ⑯ Reinf. CTR | ③③ Shift boot | |

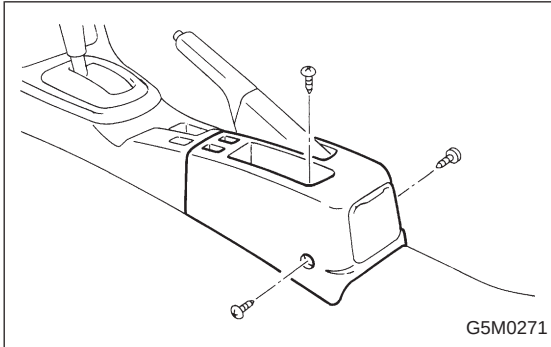
Tightening torque: N·m (kg·cm, in·lb)
T: 6.9±1.0 (70±10, 60.8±8.7)

1. Instrument Panel **AIRBAG**

Airbag system wiring harness is routed near combination meter.

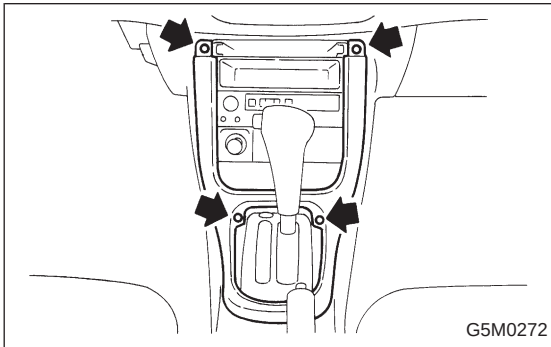
CAUTION:

- All Airbag system wiring harness and connectors are colored yellow. Do not use electrical test equipment on these circuits.
- Be careful not to damage Airbag system wiring harness when servicing the combination meter.

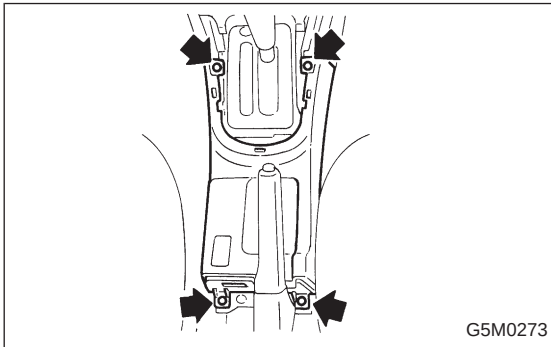


A: REMOVAL

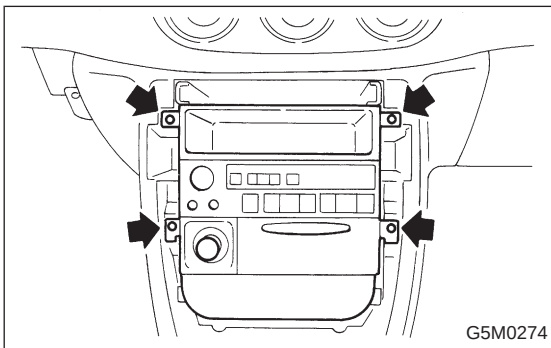
- 1) Disconnect GND cable from battery.
- 2) Remove rear console box.



- 3) Pull cup holder.
- 4) Turn over shift lever boot of front end (MT model). Remove select lever cover (AT model).
- 5) Remove console cover.



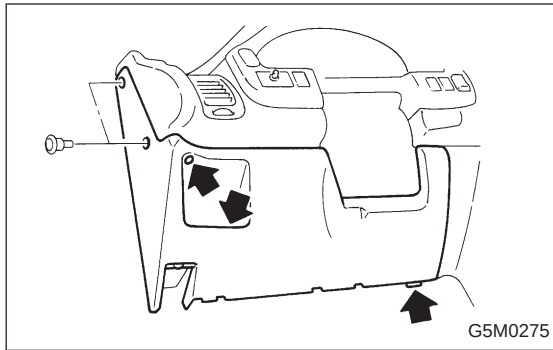
- 6) Remove center console.



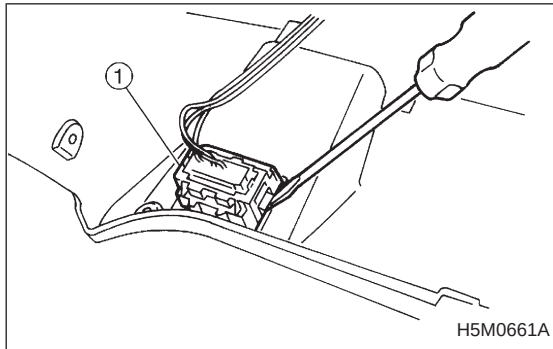
- 7) Remove audio assembly and then disconnect radio antenna feeder and connectors.

CAUTION:

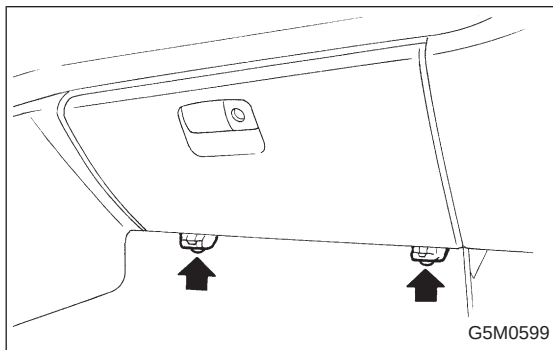
Be sure to hold socket section and not harness when disconnecting.



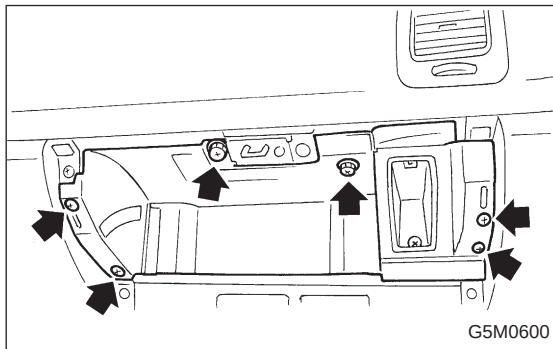
8) Remove lower cover and then disconnect seat belt timer connector.



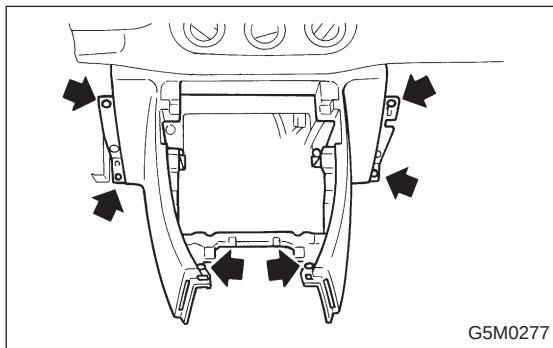
9) Disconnect data link connector ① from lower cover.



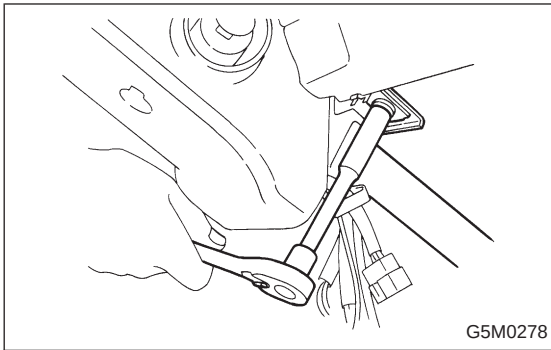
10) Remove glove box.



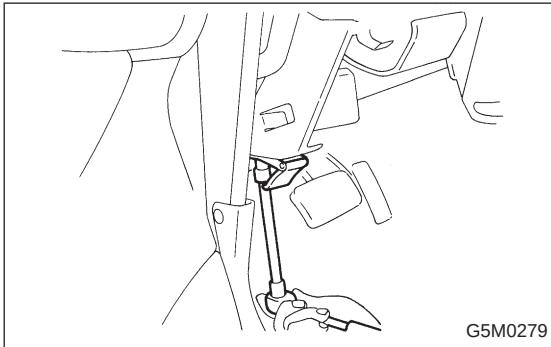
11) Remove pocket back panel.



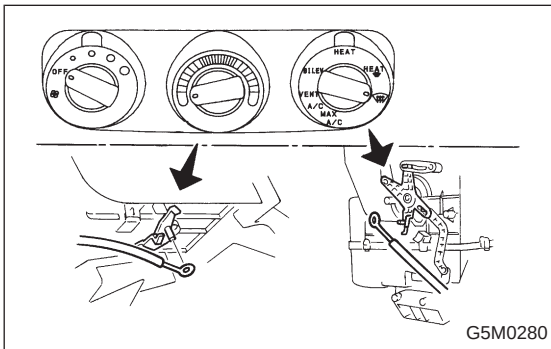
12) Remove instrument panel console.



13) Remove two bolts and lower steering column.



14) Remove hood opener lever.

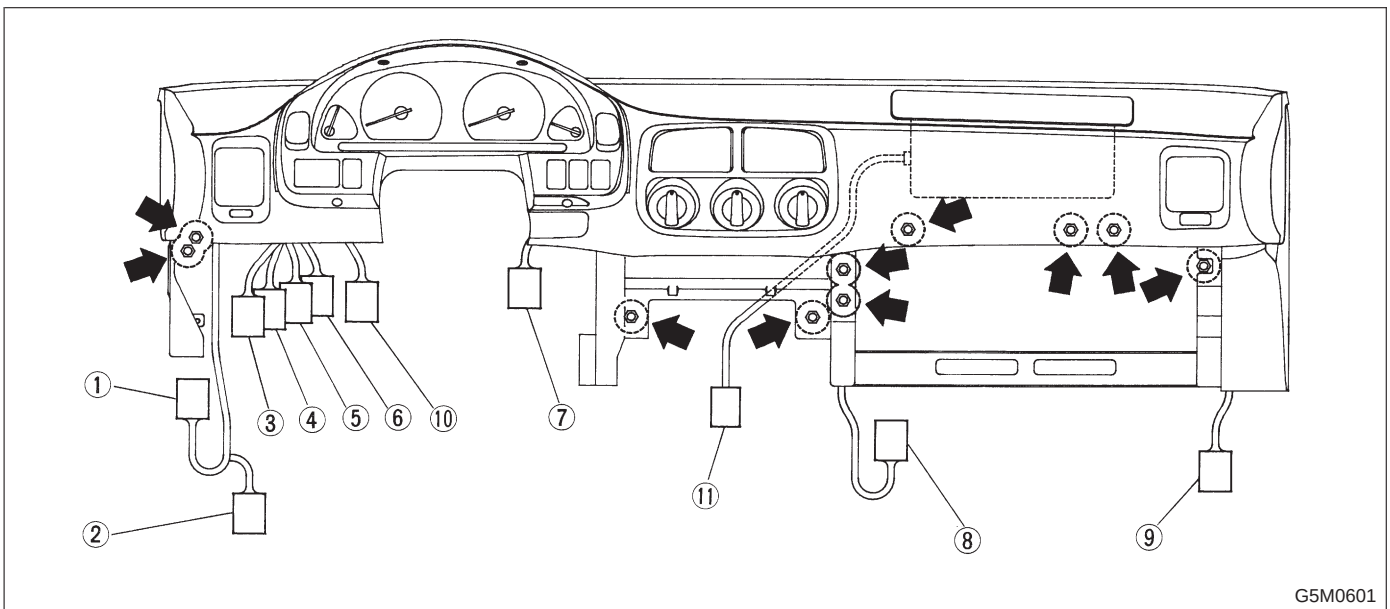


15) Set temperature control switch to Max. COLD, and mode selector switch to defroster position.

16) Disconnect both temperature control cable and mode selector cable from link.

NOTE:

Do not move switch and link when installing.



17) Disconnect harness connectors. (①: 15P/Gray, ②: 5P/Natural, ③: 20P/White, ④: 20P/Blue, ⑤: 12P/Black, ⑥: 8P/Natural, ⑦: 1P/Blue, ⑧: 6P/Black, ⑨: 20P/Natural, ⑩: 8P/Natural & Black, ⑪: Airbag connector (AB10)/Yellow <Ref. to 5-5 [M2-6]>.

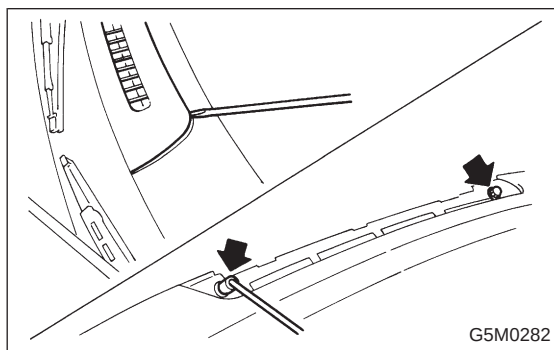
CAUTION:

- Be sure to hold socket section and not harness when disconnecting.
- When disconnecting airbag connector (AB10), <refer to 5-5 [M2-6]>

NOTE:

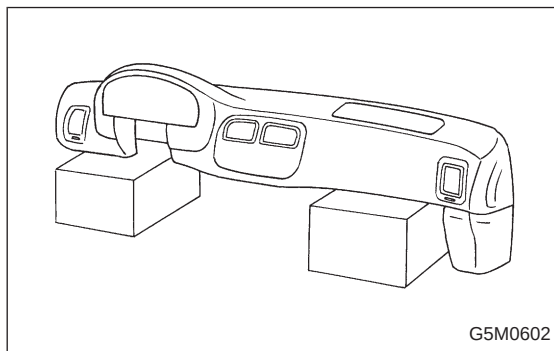
Put matching mark, if necessary, for easy re-assembly.

18) Remove the ten bolts and nuts.

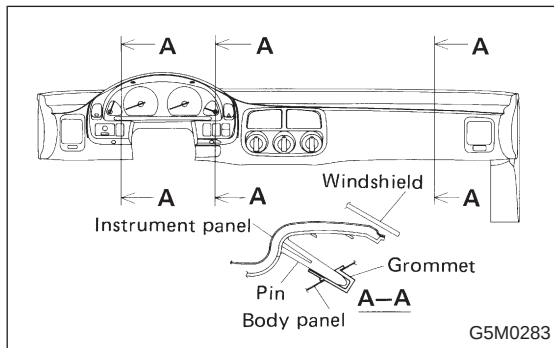


19) Remove front defroster grille and two bolts.

20) Remove instrument panel carefully from the body and then disconnect speedometer cable from back of combination meter.

**CAUTION:**

When storing removed instrument panel with passenger airbag module, place it standing up on the floor.

**B: INSTALLATION**

1) Installation is in the reverse order of removal.

Observe the following:

When setting instrument panel into position, push three pins into grommet on body panel

CAUTION:

- Be careful not to snag the harness.
- Make sure to connect harness connectors.

SEATS, SEAT BELTS, AND INTERIOR

5-3

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7. Inner Trim	9
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10. Floor Mat AIRBAG	21

PRECAUTION FOR SUPPLEMENTAL RESTRAINT SYSTEM “AIRBAG”

The Supplemental Restraint System “Airbag” helps to reduce the risk or severity of injury to the driver in a frontal collision.

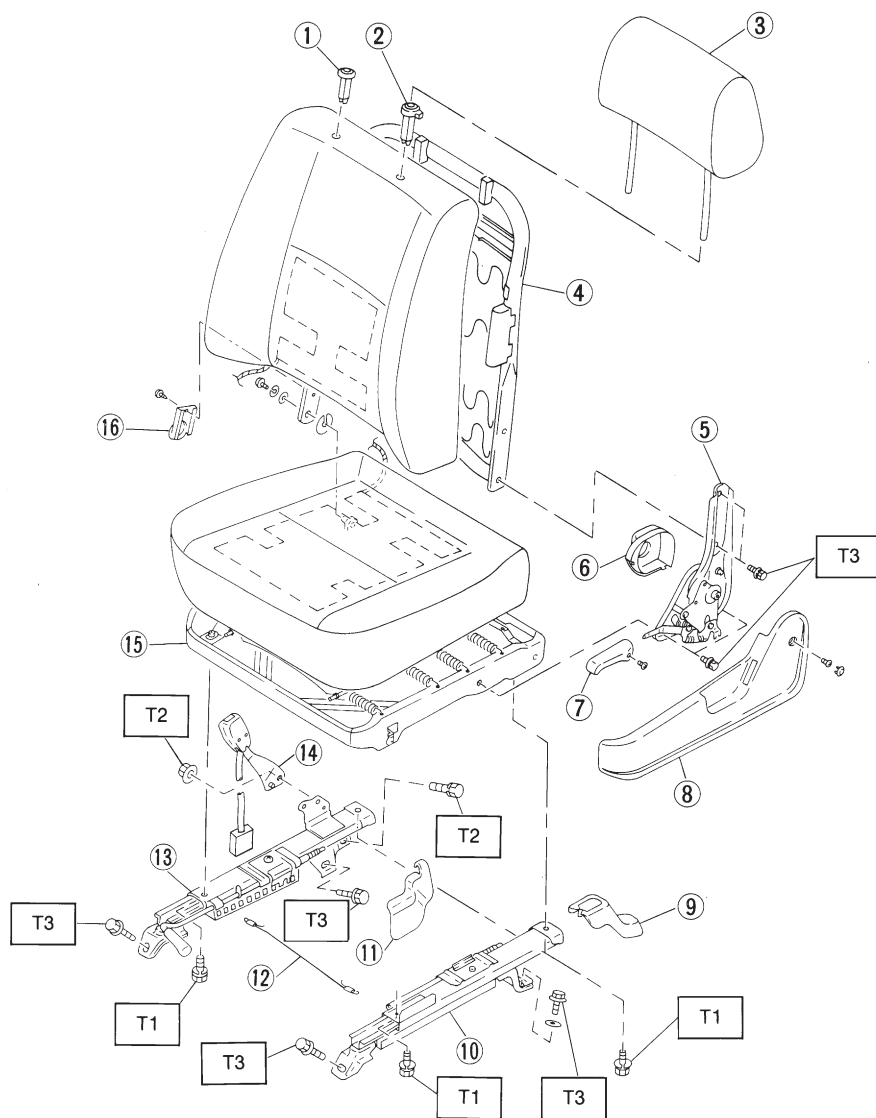
The Supplemental Restraint System consists of an airbag module (located in the center of the steering wheel), sensors, a control module, warning light, wiring harness and roll connector.

Information necessary to service the safety is included in the “5-5. SUPPLEMENTAL RESTRAINT SYSTEM” of this Service Manual.

WARNING:

- To avoid rendering the Airbag system inoperative, which could lead to personal injury or death in the event of a severe frontal collision, all maintenance must be performed by an authorized SUBARU dealer.
- Improper maintenance, including incorrect removal and installation of the Airbag system, can lead to personal injury caused by unintentional activation of the Airbag system.
- All Airbag system electrical wiring harnesses and connectors are covered with yellow outer insulation. Do not use electrical test equipment on any circuit related to the Supplemental Restraint System “Airbag”.

1. Front Seat



G5M0334

- ① Headrest free bushing
- ② Headrest lock bushing
- ③ Pad and cover ASSY
- ④ Front backrest frame ASSY
- ⑤ Reclining hinge ASSY
- ⑥ Hinge spring cover
- ⑦ Reclining lever

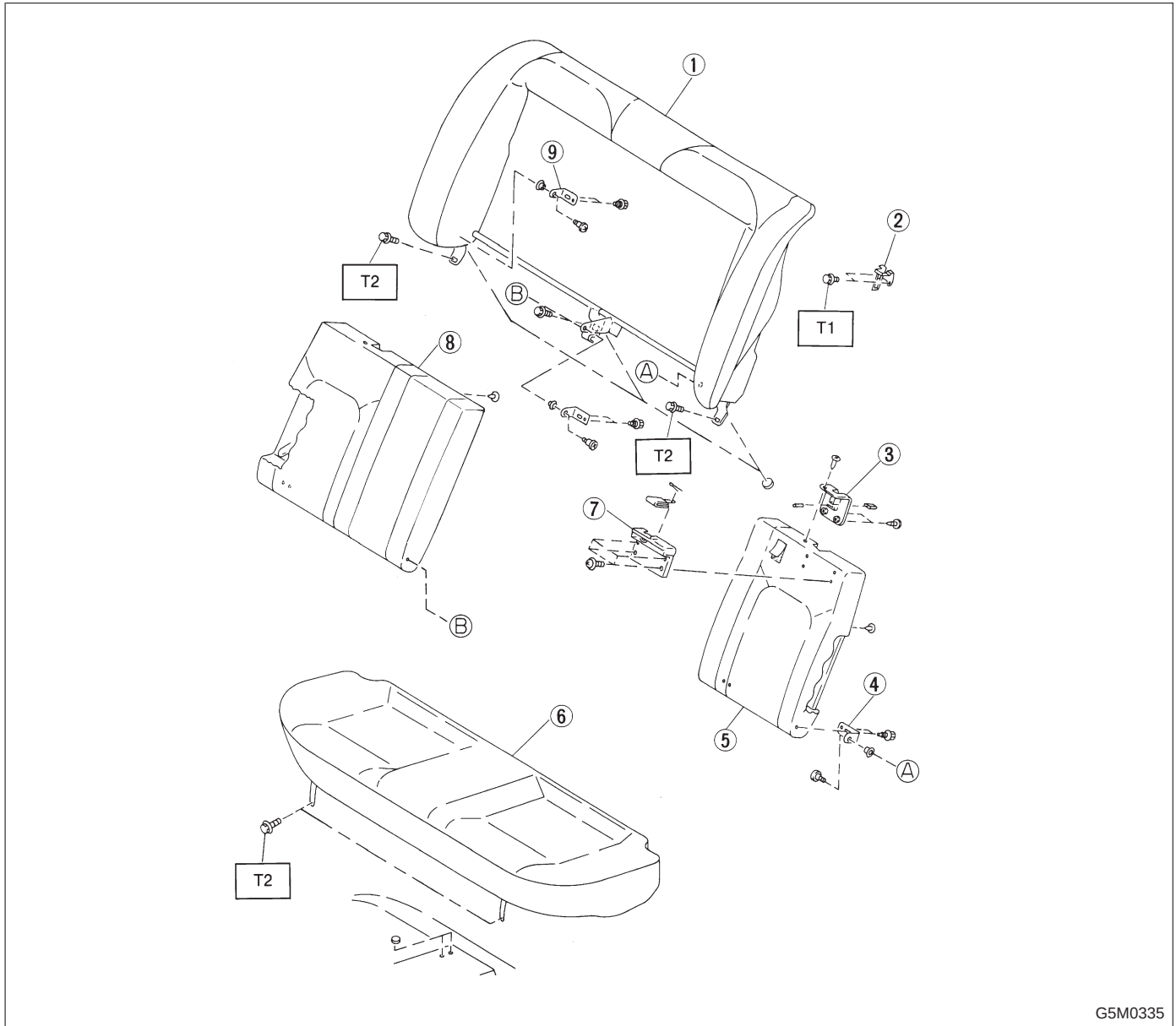
- ⑧ Hinge cover
- ⑨ Cover (Bolt) (outer)
- ⑩ Outer slide rail ASSY
- ⑪ Cover (Bolt) (inner)
- ⑫ Connect wire
- ⑬ Inner slide rail ASSY
- ⑭ Inner belt ASSY

- ⑮ Front cushion frame ASSY
- ⑯ Protector

Tightening torque: N·m (kg·m, ft·lb)
T1: 18 — 27 (1.8 — 2.8, 13 — 20)
T2: 23 — 36 (2.3 — 3.7, 17 — 27)
T3: 42 — 62 (4.3 — 6.3, 31 — 46)

2. Rear Seat (Sedan and Coupe)

1. FOLD-DOWN TYPE



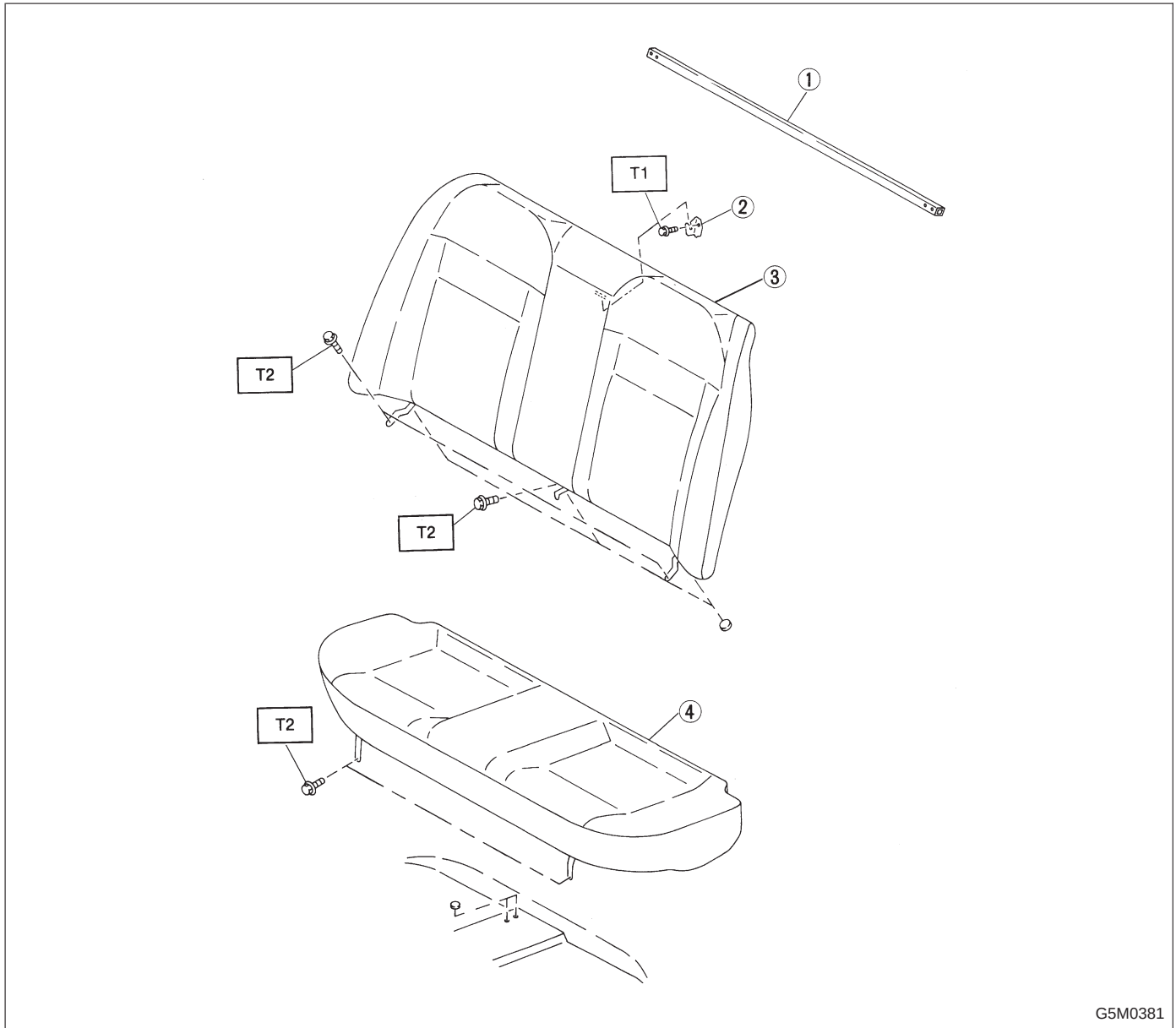
G5M0335

- ① Backrest
- ② Striker
- ③ Lock cover
- ④ Bracket (LH)
- ⑤ Backrest (LH)

- ⑥ Cushion
- ⑦ Lock ASSY
- ⑧ Backrest (RH)
- ⑨ Bracket (RH)

Tightening torque: N·m (kg-m, ft-lb)
T1: 7 — 13 (0.7 — 1.3, 5.1 — 9.4)
T2: 18 — 31 (1.8 — 3.2, 13 — 23)

2. FIXED TYPE

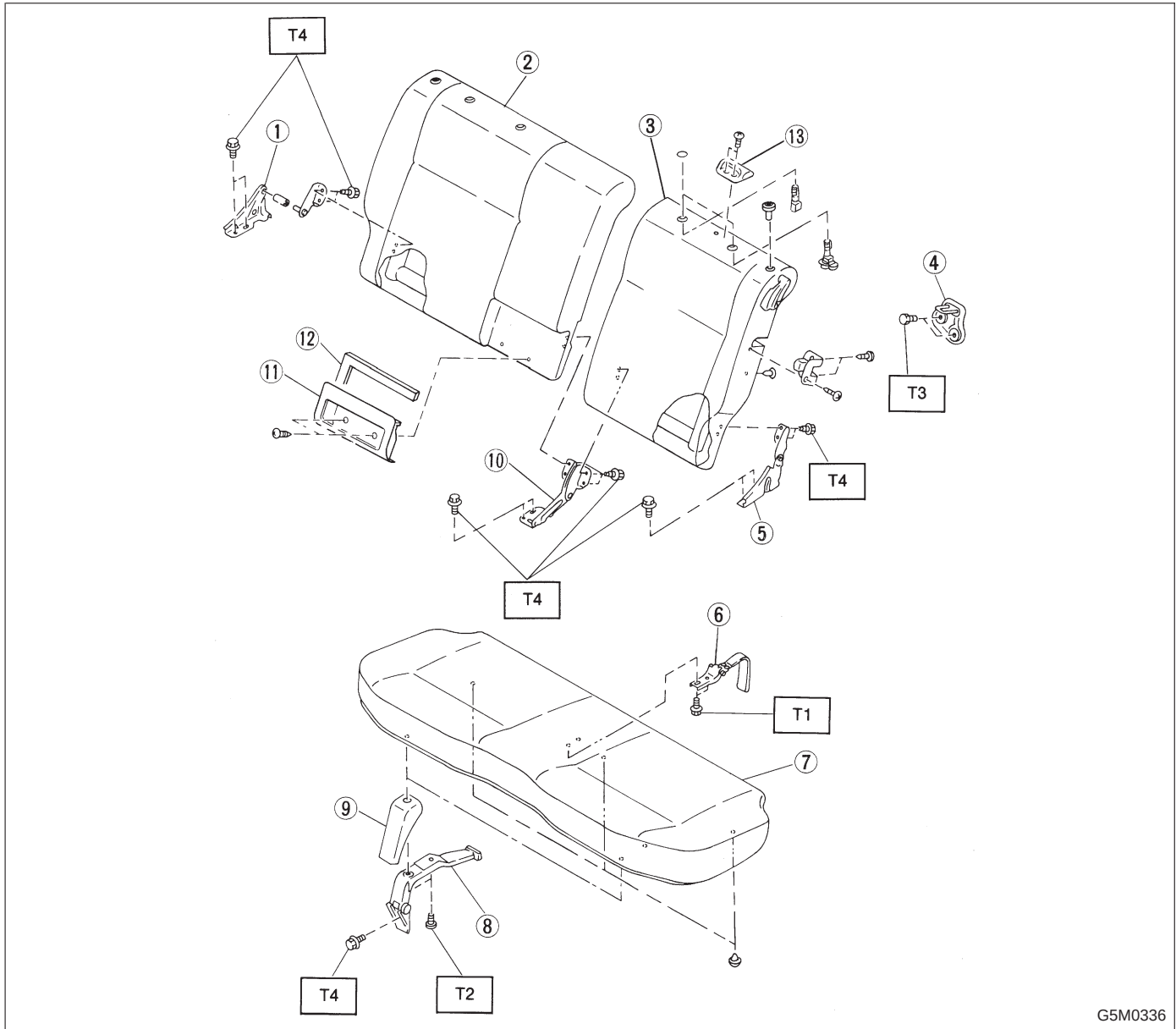


G5M0381

- ① Rear seat reinforcement
- ② Hook
- ③ Backrest
- ④ Rear cushion

Tightening torque: N·m (kg·m, ft·lb)
T1: 7 — 13 (0.7 — 1.3, 5.1 — 9.4)
T2: 18 — 31 (1.8 — 3.2, 13 — 23)

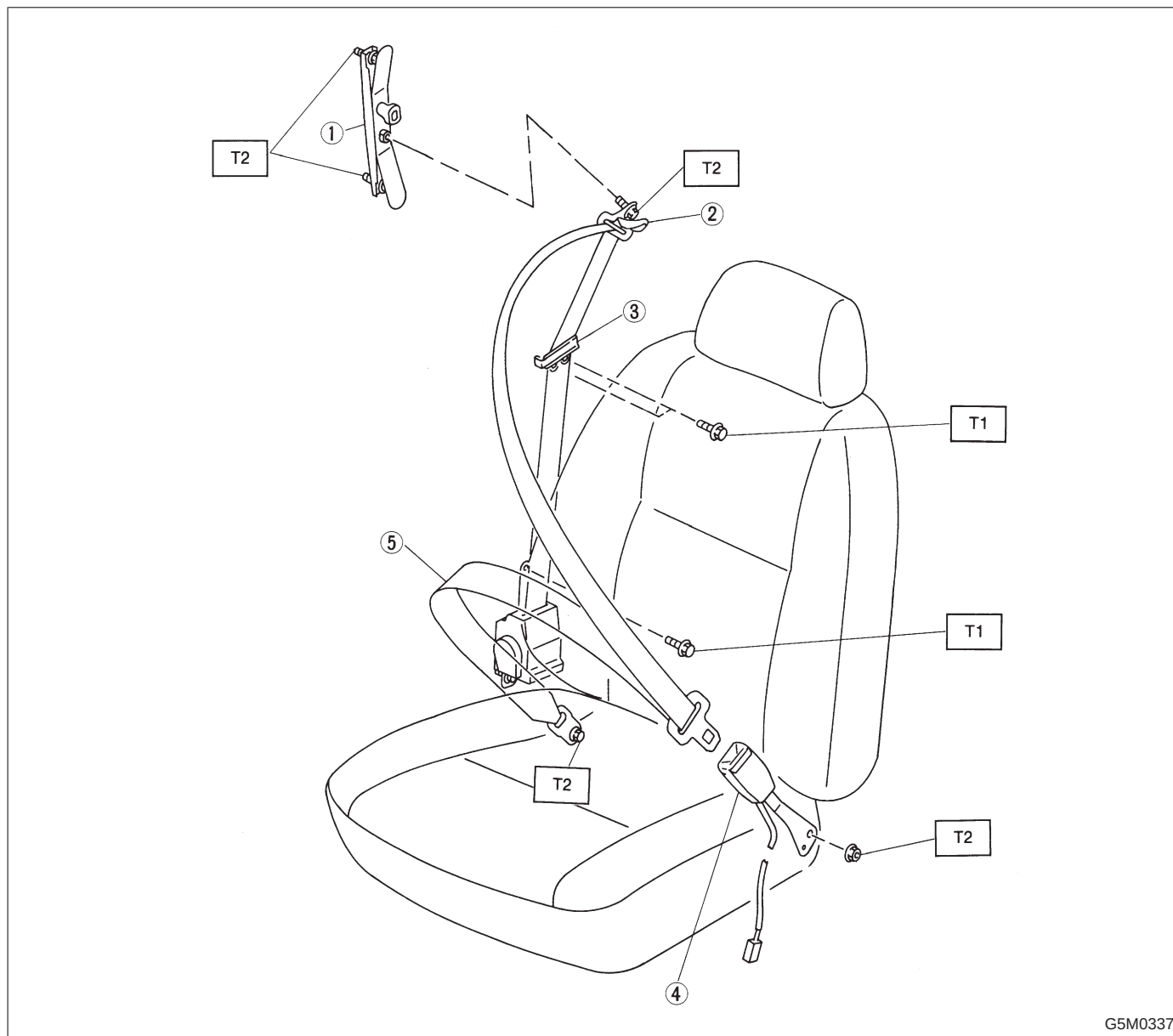
3. Rear Seat (Wagon)



- | | |
|----------------------|-------------------------|
| ① Hinge bracket (RH) | ⑧ Hinge |
| ② Backrest (RH) | ⑨ Hinge cover |
| ③ Backrest (LH) | ⑩ Backrest center hinge |
| ④ Striker | ⑪ Belt pocket |
| ⑤ Hinge bracket (LH) | ⑫ Pad ASSY pocket |
| ⑥ Lock hinge | ⑬ Hook |
| ⑦ Rear cushion | |

Tightening torque: N·m (kg·m, ft·lb)
T1: 1 — 3 (0.1 — 0.3, 0.7 — 2.2)
T2: 4.4 — 7.4
(0.45 — 0.75, 3.3 — 5.4)
T3: 7 — 13 (0.7 — 1.3, 5.1 — 9.4)
T4: 18 — 31 (1.8 — 3.2, 13 — 23)

4. Front Seat Belts

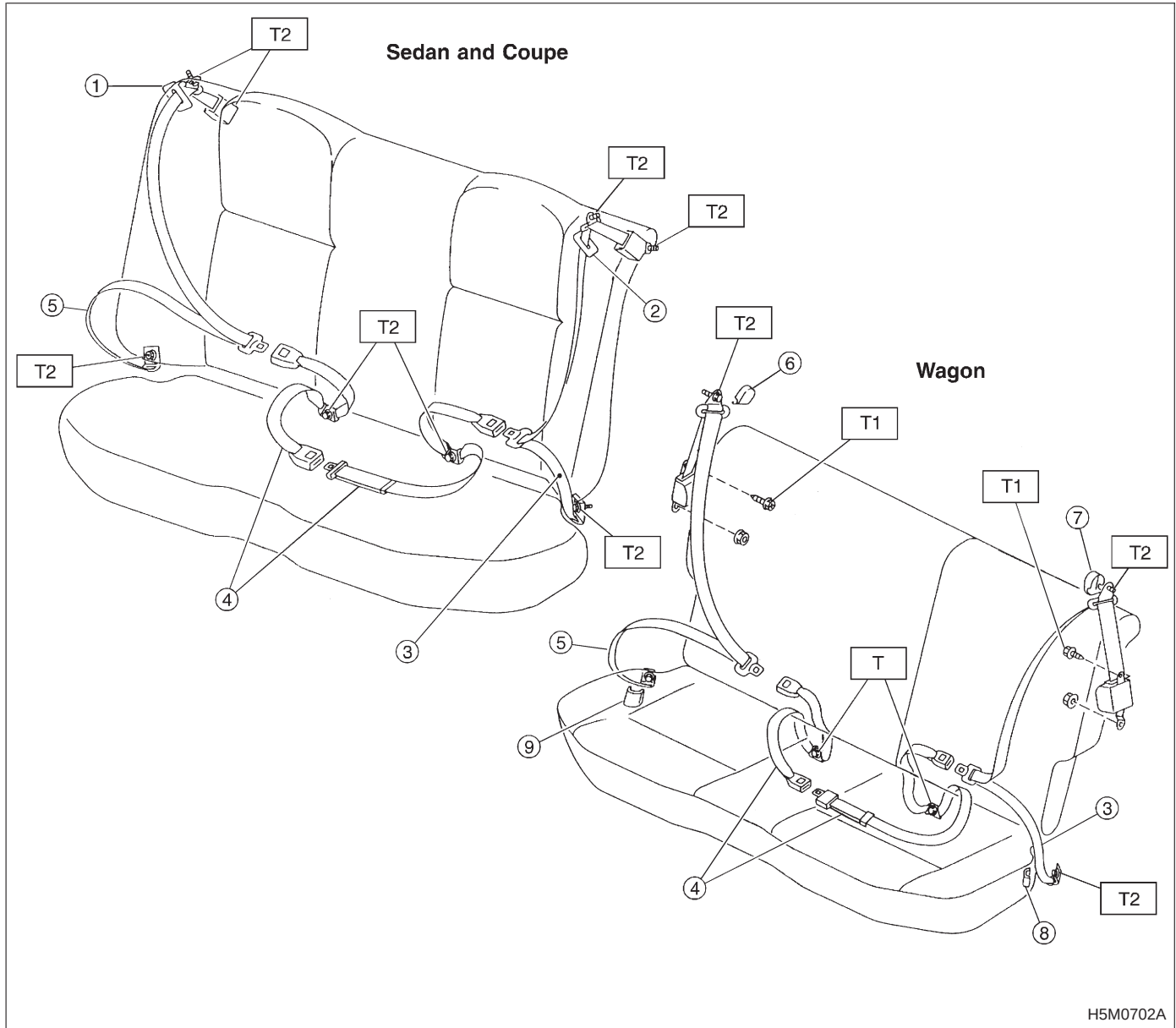


G5M0337

- ① Adjuster anchor ASSY
- ② Through cover
- ③ Webbing guide
- ④ Inner belt ASSY
- ⑤ Outer belt ASSY

Tightening torque: N·m (kg·m, ft·lb)
T1: 10 — 16 (1.0 — 1.6, 7 — 12)
T2: 23 — 49 (2.3 — 5.0, 17 — 36)

5. Rear Seat Belts

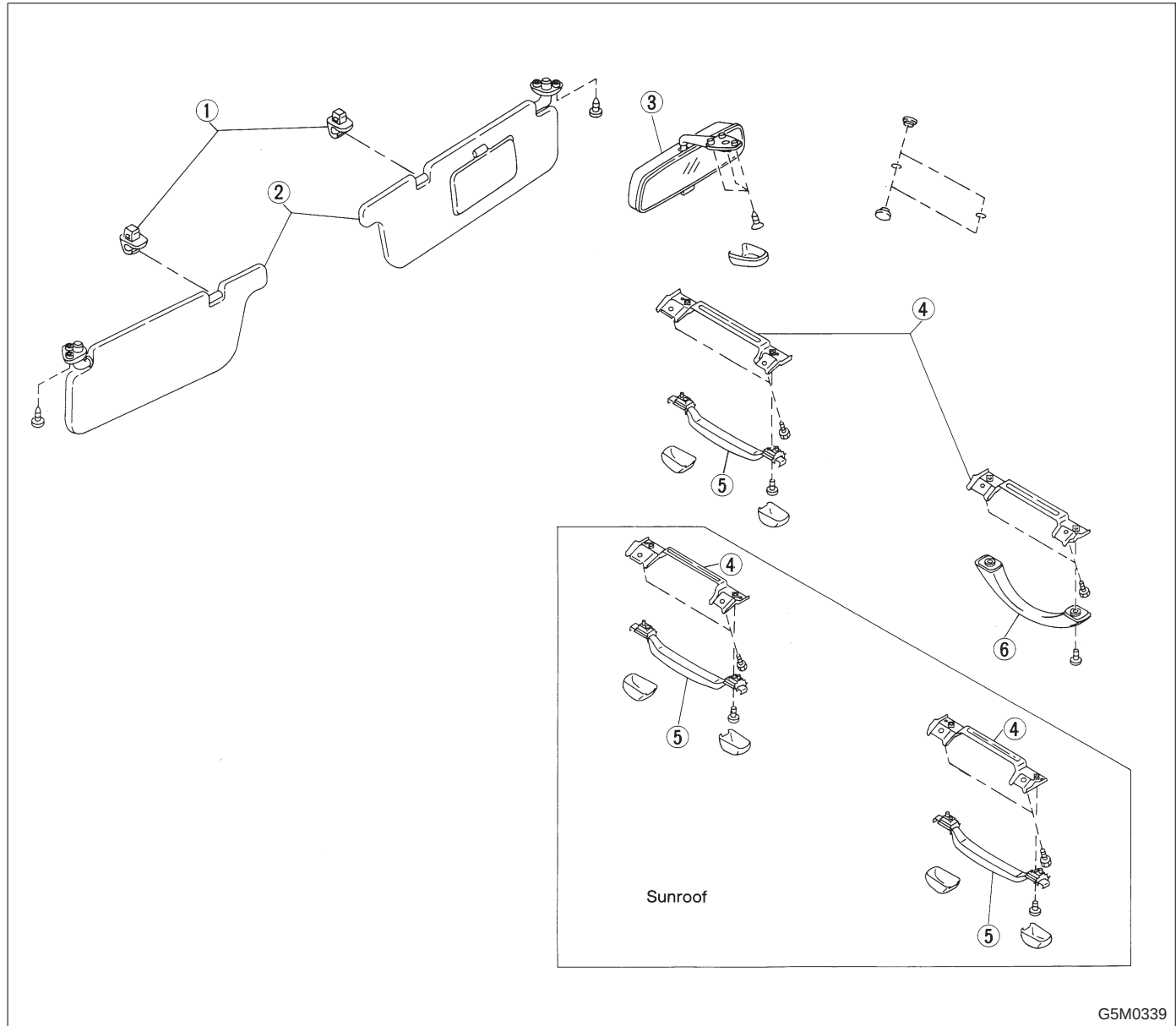


- ① Webbing cover (RH)
- ② Webbing cover (LH)
- ③ Outer seat belt (LH)
- ④ Center seat belt
- ⑤ Outer seat belt (RH)

- ⑥ Through cap (RH)
- ⑦ Through cap (LH)
- ⑧ Lap anchor cover (LH)
- ⑨ Lap anchor cover (RH)

Tightening torque: N·m (kg·m, ft·lb)
T1: 10 — 16 (1.0 — 1.6, 7 — 12)
T2: 23 — 49 (2.3 — 5.0, 17 — 36)

6. Inner Accessories

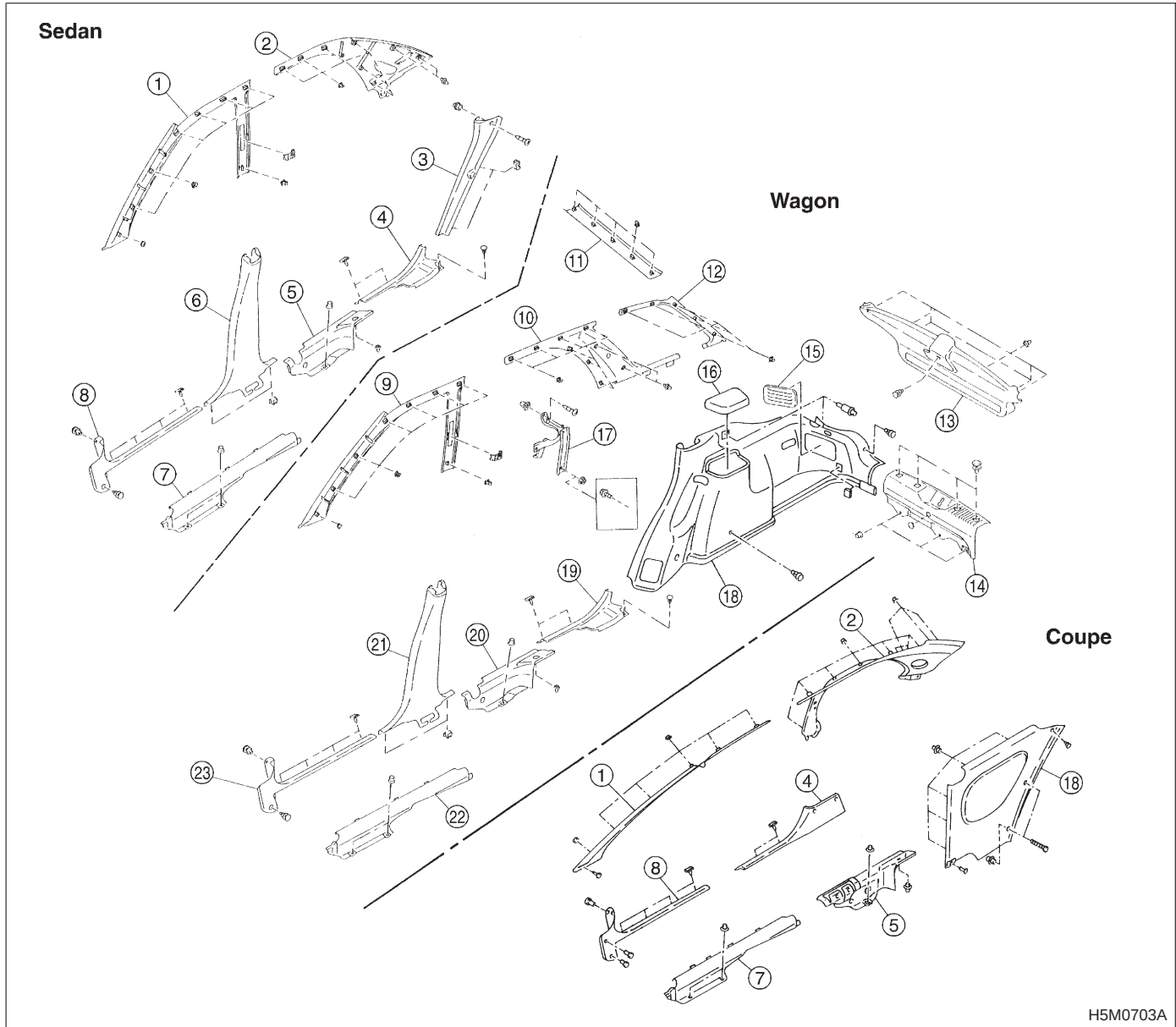


G5M0339

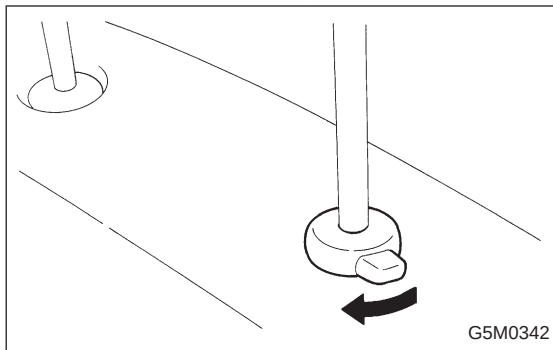
- ① Hook
- ② Sun visor
- ③ Rearview mirror

- ④ Assist rail bracket
- ⑤ Assist grip (retractable)
- ⑥ Assist grip (fixed)

7. Inner Trim



- | | | |
|-------------------------------|---------------------------------|-------------------------------|
| ① Front pillar upper trim | ⑨ Front pillar upper trim | ⑰ Trim bracket |
| ② Rear pillar upper trim | ⑩ Rear quarter upper front trim | ⑱ Rear quarter trim |
| ③ Rear pillar lower trim | ⑪ Rear rail trim | ⑲ Side sill rear upper cover |
| ④ Side sill rear upper cover | ⑫ Rear quarter upper rear trim | ⑳ Side sill rear lower cover |
| ⑤ Side sill rear lower cover | ⑬ Rear gate trim | ㉑ Center pillar lower trim |
| ⑥ Center pillar lower trim | ⑭ Rear skirt trim | ㉒ Side sill front lower cover |
| ⑦ Side sill front lower cover | ⑮ Lamp cover | ㉓ Front pillar lower trim |
| ⑧ Front pillar lower trim | ⑯ Speaker cover | |

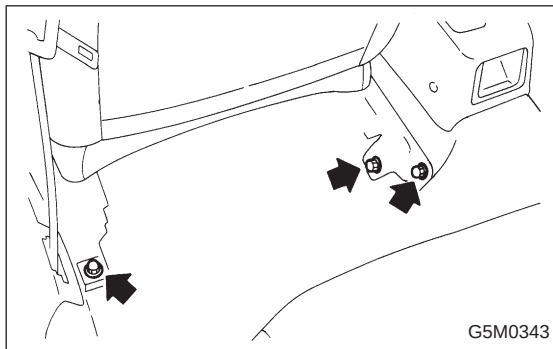


1. Front Seat

A: REMOVAL

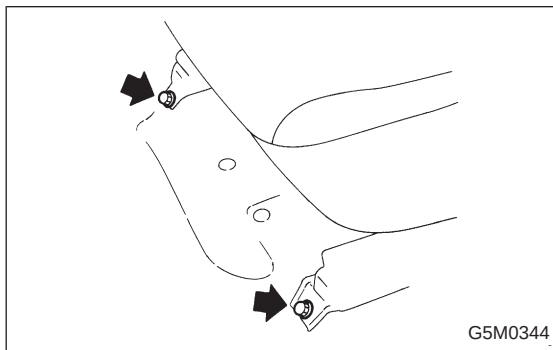
1) While operating knob (located on top of backrest), lift headrest out with hand placed between backrest and headrest.

2) Pull reclining lever back to fold backrest all the way forward. While pulling slide adjuster lever, move seat all the way forward.



3) Remove bolt cover at rear end of slide rail.

4) Remove bolts securing seat rear.



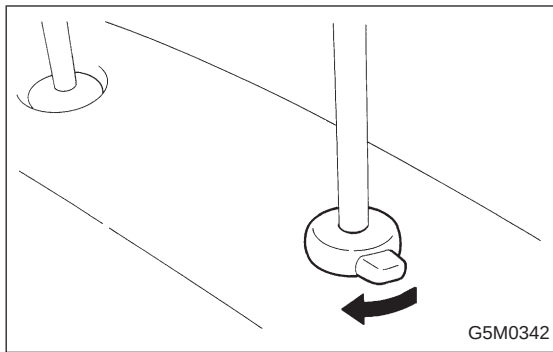
5) While pulling slide adjuster lever, slide seat all the way back.

6) Remove bolts securing front of seat, and remove seat belt from belt guide.

7) Remove front seat from vehicle, then install headrest.

CAUTION:

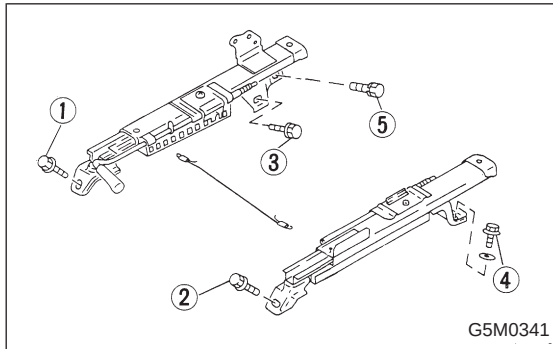
Be careful not to scratch seat when removing it from vehicle.



B: INSTALLATION

1) While operating knob (located on top of backrest), lift headrest out by placing your hand between backrest and headrest.

2) Pull reclining lever back to fold backrest all the way forward. Pull slide adjuster lever and move lower slide rail all the way backward.



3) Position seat in compartment and align the holes on the seat with the holes on the car body side.

4) Secure the front of seat using inward and outward bolts ① and ② in that order.

5) While pulling slide adjuster lever, move seat all the way forward.

6) Secure the rear of seat using inward and outward bolts ③ and ④.

7) Install bolt ⑤.

CAUTION:

Check that all lock plate pawls are completely and equally inserted into the holes in the slide rail brackets.

8) After installation, ensure that all mechanisms operate properly and lock.

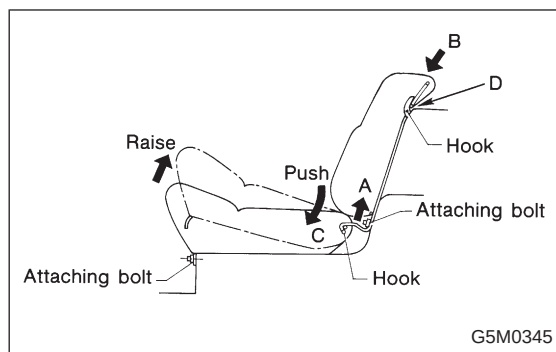
9) If any mechanism does not function properly, loosen bolts ③, ④ and ⑤, slide seat as required, insert all lock plate pawls into holes in slide rail brackets, and tighten bolts ③, ④ and ⑤ in that order.

10) Install bolt cover on rear end of slide rail.

11) Install headrest on backrest.

NOTE:

Tighten bolts in the designated order.

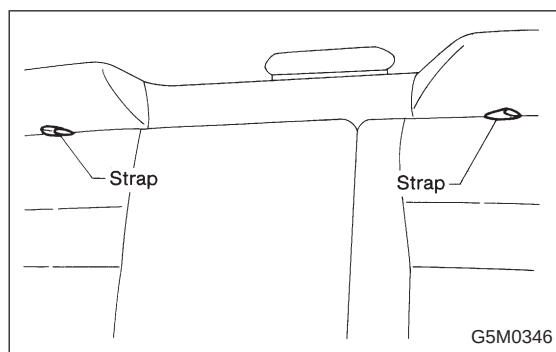


2. Rear Seat (Sedan and Coupe)

A: REMOVAL

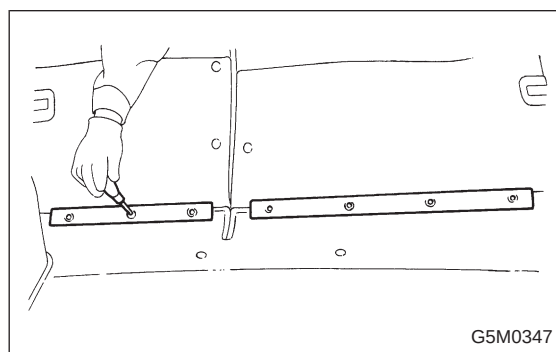
1) Remove bolts securing hinges (located at front of cushion) to body.

2) Slightly raise front of cushion while pushing down on cushion in the direction of "C". With cushion held in that position, move it forward until it is unhooked.



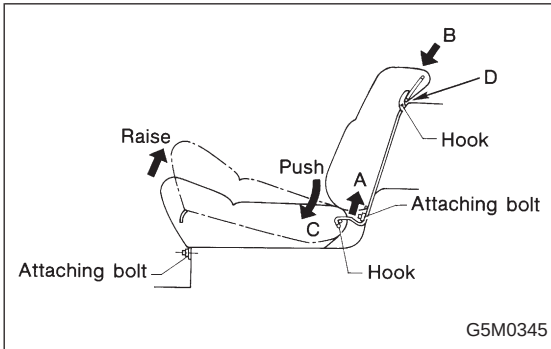
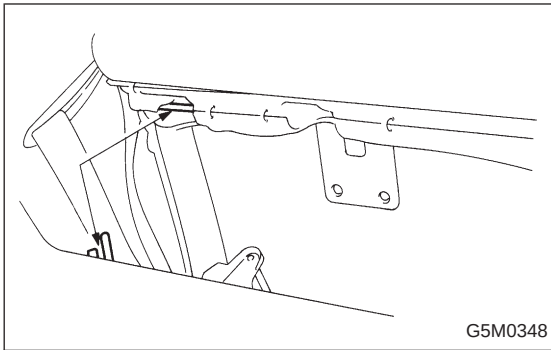
3) Remove bolts securing lower portion of backrest to body.

4) Pull strap (located in center of fold-down backrest) to release lock, and fold backrest onto cushion. (Fold-Down type)



5) Remove screws (located at overlapped portions of trunk compartment mat) and mat (on rear of backrest), and remove edges. (Fold-Down type)

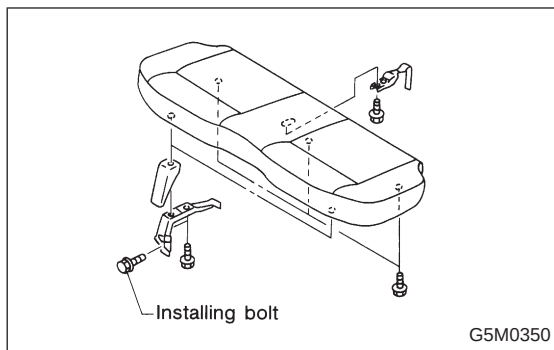
6) Lift rear seat backrest in direction "A" until it is released from upper hooks.

**B: INSTALLATION**

- 1) Before installing backrest, ensure that trim panel, insulator and seat belt are properly installed.
- 2) Transfer outer seat belt webbing to front of backrest and fold backrest forward. Attach seat belt webbing to upper hooks (2 places), and move pillow in the direction of "B" until backrest is aligned with lower mounting holes in body.
- 3) Engage backrest's folding mechanism with striker.
- 4) Secure lower center and both sides of backrest to body with bolts.
- 5) Slightly raise front section of cushion while pushing down on cushion in the direction of "C". With cushion held in that position, attach rear section of cushion to hooks at lower frame location.
- 6) Secure front of cushion to body with bolts.
- 7) Fold backrest onto cushion and overlap trunk mat and mat (on backrest). While pushing down on edges of the mats, tighten with screws.

CAUTION:

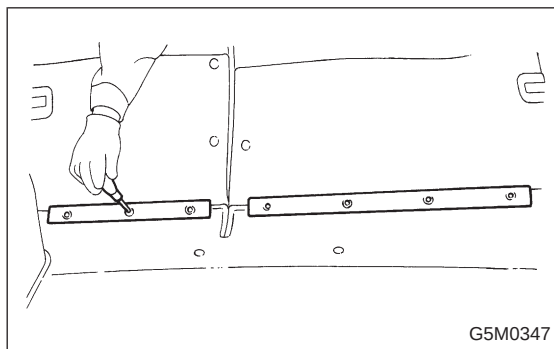
- Before installing seat, ensure that seat belt is placed on cushion.
- Observe instructions when storing seat belt in belt pocket in backrest.
- Before removing or installing backrest, remove seat belt from belt pocket.
- Confirm that winding of three-point type seat belt can operate regularly.



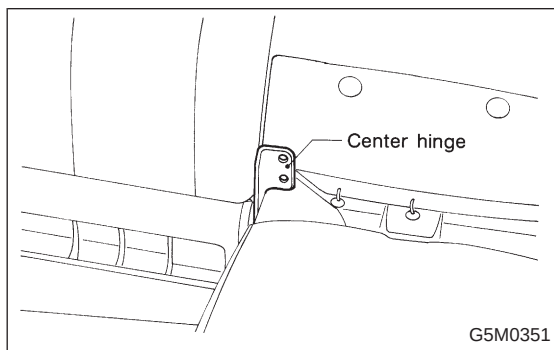
3. Rear Seat (Wagon)

A: REMOVAL

- 1) Remove bolts securing hinges (located at front of seat) to body.
- 2) Pull strap (located in middle rear portion of cushion) to release lock. Lift cushion out and away from body.
- 3) Pull knobs (located at each side of backrest's upper portion) up to release lock, and fold backrest all the way forward.

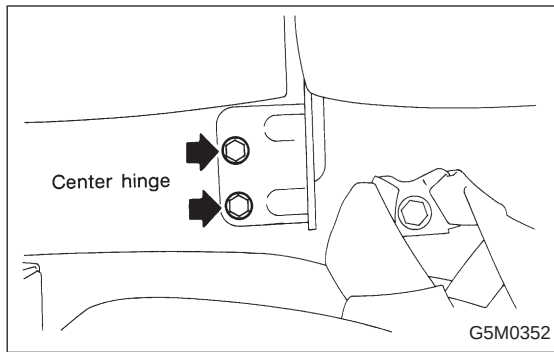


- 4) Remove screws which secure overlapped portions of luggage compartment mat and mat directly behind backrest.
- 5) Roll up mat (located at rear of left backrest) and remove the bolt which secures center hinge to backrest.

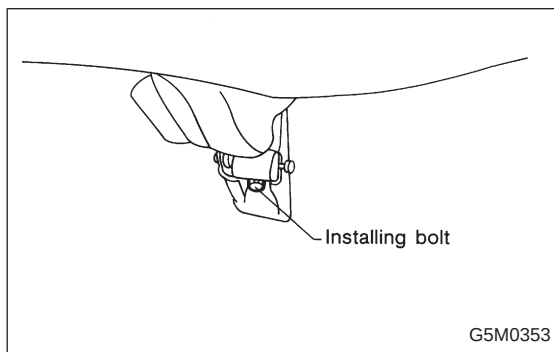


- 6) Tilt left backrest forward until striker engages with lock, and remove the bolt which secures side hinge to body.
- 7) Pull knob up until left backrest lock is released. Slide backrest forward and away from body.
- 8) Remove the bolt which secures center hinge of right backrest to body.

- 9) Pull knob up until right backrest lock is released. While tilting backrest forward, remove hinge pin from hole in bracket, and remove backrest and away from body.

**B: INSTALLATION**

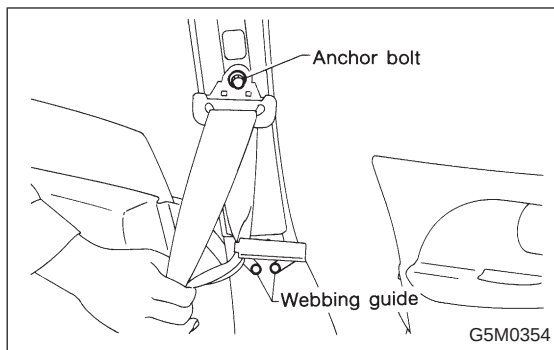
- 1) Install hinge bracket to body.
- 2) Insert right backrest hinge pin into hole in bracket. Tilt backrest backward until striker engages with lock.
- 3) Secure right backrest center hinge to body using a bolt.
- 4) Temporarily install left backrest side hinge to body using a bolt, and fold backrest forward to the floor.
- 5) Roll up mat (located at rear of left backrest), and install center hinge using a bolt.
- 6) Tilt left backrest until striker engages with lock, and tighten bolt [refer to step 4)].



- 7) Install hinges to front of cushion and tighten with bolts. Check that lock properly engages.
- 8) Fold backrest onto cushion and overlap trunk mat and mat at rear of backrest. While pushing down on edges of these mats, tighten screws.

CAUTION:

- Do not allow center seat belt to get under cushion when folding cushion.
- Ensure that side seat belt tongue is free from cushion and trim panel.
- Before folding cushion, store seat belt in belt pocket located in backrest.
- Lift front of cushion to ensure that cushion is properly locked.
- Before removing or installing backrest, pull seat belt out of backrest belt pocket.

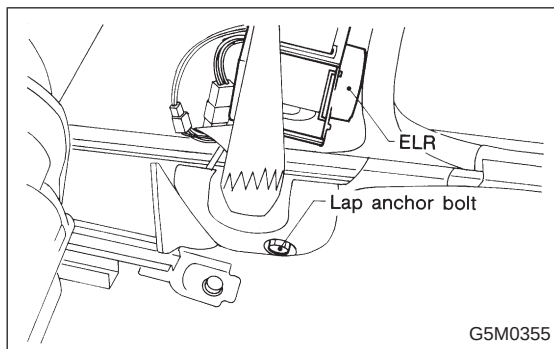


4. Front Seat Belt

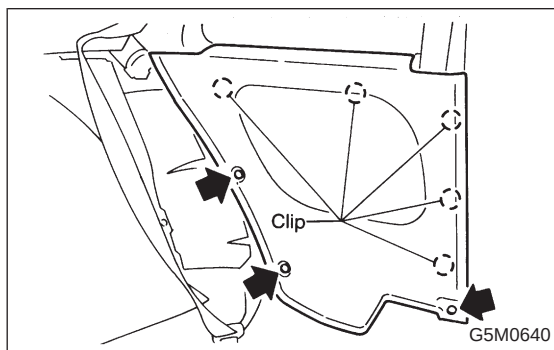
A: REMOVAL

1. OUTER BELT (SEDAN AND WAGON MODEL)

- 1) Remove through-anchor cover cap.
- 2) Remove shoulder anchor bolt.
- 3) Remove webbing guide.

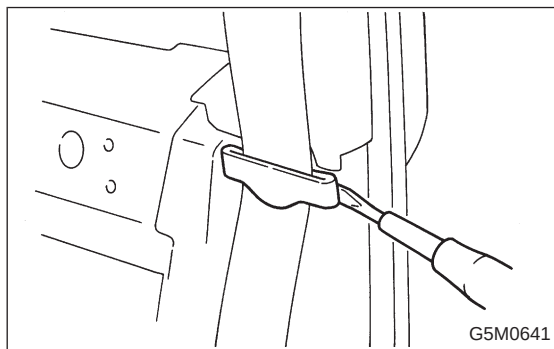


- 4) Remove center lower pillar trim panel.
- 5) Remove front cover side plate.
- 6) Roll up floor mat at the bottom of center pillar.
- 7) Remove lap anchor bolt.
- 8) Remove belt retractor and outer belt.

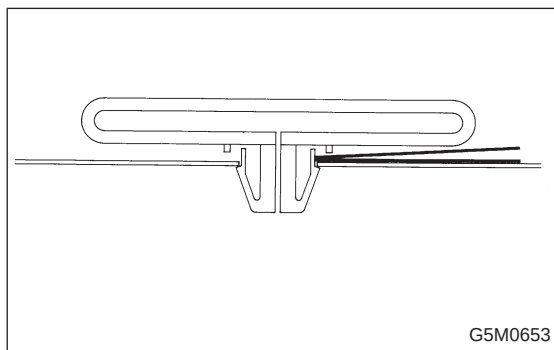


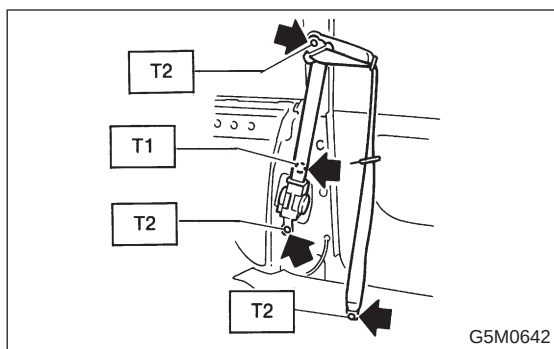
2. OUTER BELT (COUPE MODEL)

- 1) Remove rear seat cushion and back rest.
<Ref. to 5-3 [W2A0].>
- 2) Remove rear quarter trim.



- 3) Remove webbing guide.



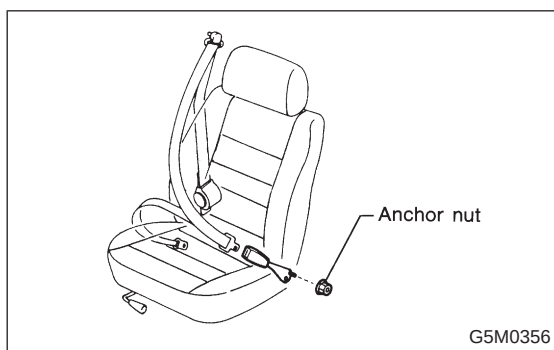


- 4) Remove anchor cover cap.
- 5) Remove four bolts and then belt retractor and outer belt.

Tightening torque:

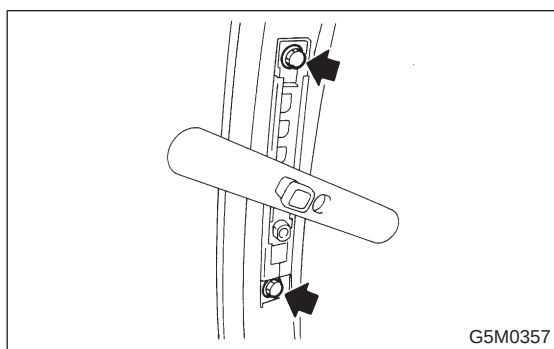
T1: 13 ± 3 N·m (1.3 ± 0.3 kg-m, 9.4 ± 2.2 ft-lb)

T2: 35 ± 13 N·m (3.6 ± 1.3 kg-m, 26 ± 9 ft-lb)



3. INNER BELT

- 1) Remove anchor nut.



4. ADJUSTABLE SHOULDER ANCHOR

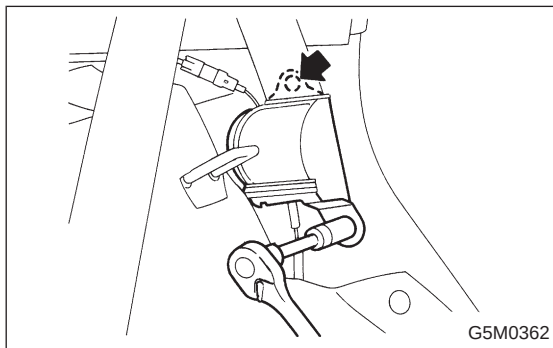
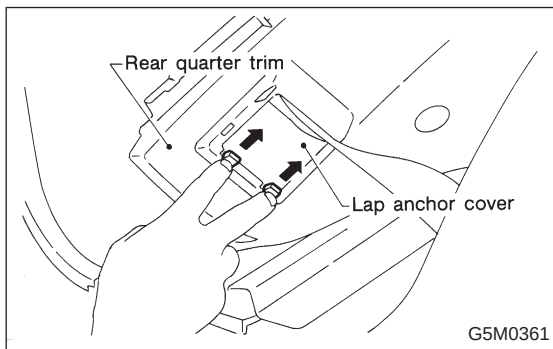
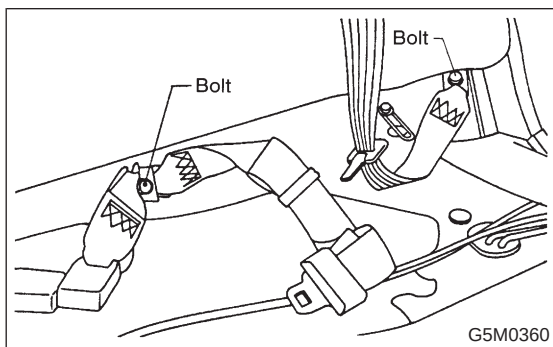
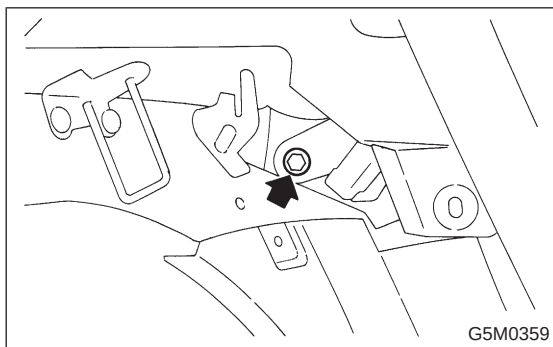
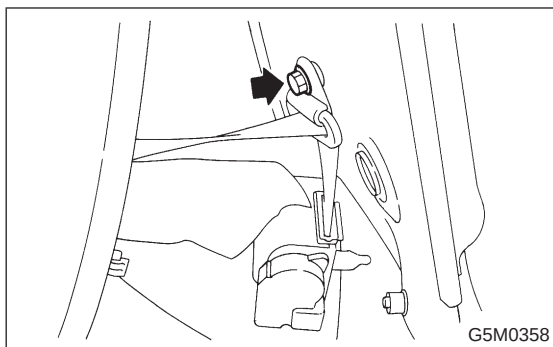
- 1) Remove shoulder anchor bolt.
- 2) Remove lower center pillar trim.
- 3) Remove front and front pillar trim panel.
- 4) Remove adjustable shoulder anchor assembly.

B: INSTALLATION

Installation is in the reverse order of removal.

CAUTION:

- The left and right ELR's are not mutually interchangeable because different sensors are used.
- Be careful not to twist belts during installation.



5. Rear Seat Belt

A: REMOVAL

1. SEDAN MODEL

- 1) Remove rear cushion from body.
- 2) Remove rear backrest from body.
- 3) Remove screw from lower side of rear quarter trim, and lift up lower side of rear quarter trim.
- 4) Remove trim panel rear bracket upper.
- 5) Remove rear quarter trim.
- 6) Remove outer anchor bolts.
- 7) Remove rear bolt from ELR.
- 8) Remove belt from outlet in rear quarter along slit.

- 9) Remove inner bolts which secure outer seat.
- 10) Remove washer from bolt, then remove bolt, belt assembly, and anchor plate bracket.
- 11) Remove inner bolts (2 places) from center seat.
- 12) Remove washer from bolt, and remove bolt, belt assembly and anchor plate bracket.

2. WAGON MODEL

- 1) Raise rear cushion.
- 2) Remove rear backrest from body.
- Remove shoulder anchor cover and anchor bolt.
- 3) Remove lower portion of rear quarter trim.
- 4) Remove lap anchor cover and bolt.

- 5) Remove 7/16-20 UNF nuts which secure ELR and remove ELR.

CAUTION:

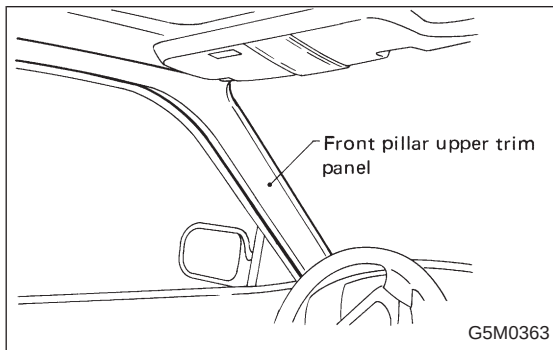
Remove outer seat belt and center seat belt in similar manner used to remove those from Sedan.

B: INSTALLATION

Installation is in the reverse order of removal. Ensure that seat belt is properly reeled on and off after installation of ELR.

CAUTION:

- Be extremely careful not to confuse center seat anchor plate with outer seat anchor plate during installation.
- Ensure that seat belts are free from twisting after installation.
- Ensure that tongues, buckles and belts are properly placed on seat.

**6. Front Pillar Upper Trim Panel****A: REMOVAL**

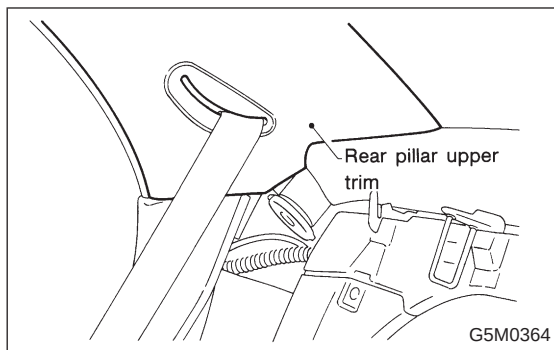
- 1) Remove center pillar lower trim panel.
- 2) Remove seat belt anchor bolts.
- 3) Pry pawls off body flange of front pillar upper trim panel using screwdriver.
- 4) Remove clips which hold front pillar upper trim panel, and lift trim panel out by moving it toward the compartment.

B: INSTALLATION

Installation is in the reverse order of removal.

CAUTION:

Be sure to securely hook pawls of front pillar upper trim panel on body flange.



7. Rear Pillar Upper Trim Panel (Sedan and Coupe)

A: REMOVAL

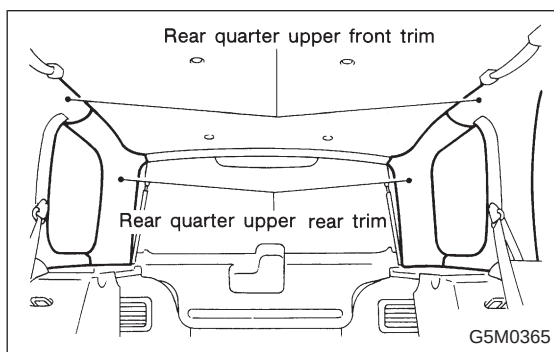
- 1) Remove rear seat cushion and backrest.
- 2) Remove tapping screw from rear pillar lower trim panel, and remove trim panel by sliding it forward.
- 3) Remove front pillar upper trim end.
- 4) Pry the pawl off front end using screwdriver.
- 5) Remove clips which hold rear pillar upper trim, and remove trim panel by sliding it forward.

B: INSTALLATION

Installation is in the reverse order of removal.

CAUTION:

Be sure to securely hook pawls of rear pillar upper trim panel on body flange.



8. Rear Quarter Pillar Upper Trim Panel (Wagon)

A: REMOVAL

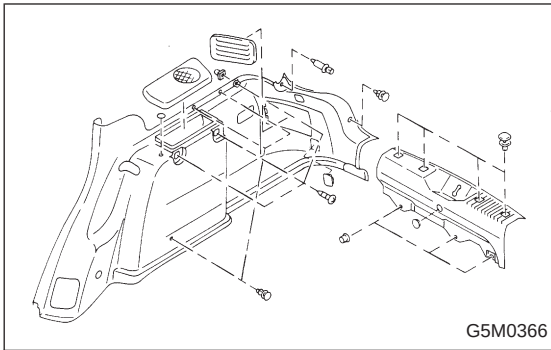
- 1) Set rear seat cushion up.
- 2) Remove rear seat backrest.
- 3) Remove rear quarter lower trim.
- 4) Remove rear rail trim.
- 5) Remove rear quarter upper front trim.
- 6) Remove rear quarter upper rear trim.

B: INSTALLATION

Installation is in the reverse order of removal.

CAUTION:

Be sure to securely hook pawls of rear quarter pillar trim panel on body flange.



9. Rear Quarter Trim Panel (Wagon)

A: REMOVAL

- 1) Set rear seat cushion up.
- 2) Remove rear seat backrest.
- 3) Remove sideshelf and rear skirt trim.
- 4) Remove clip and screw of rear quarter lower trim.
- 5) Remove rear quarter lower trim.

B: INSTALLATION

Installation is in the reverse order of removal.

CAUTION:

Be careful not to ride trim panel over harness, insulators, etc.

10. Floor Mat **AIRBAG**

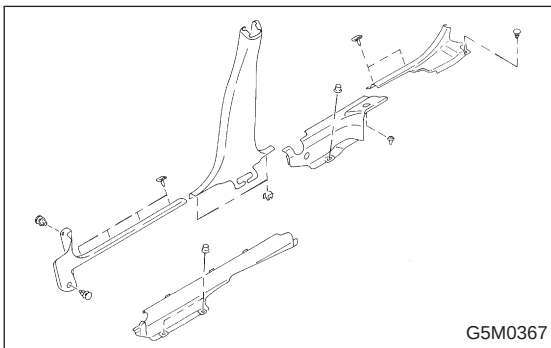
Supplemental Restraint System "Airbag"

Airbag system wiring harness is routed near floor mat.

CAUTION:

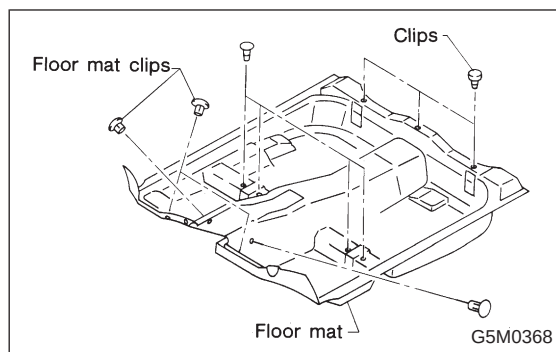
- All Airbag system wiring harness and connectors are colored yellow. Do not use electrical test equipment on these circuit.
- Be careful not to damage Airbag system wiring harness when servicing floor mat.

The following procedure is applicable to all models.



A: REMOVAL

- 1) Remove front seats.
- 2) Remove rear seat cushion.
- 3) Remove center tray, indicator cover, cover assembly, and console box, depending on the specifications.
- 4) Remove front pillar lower trim panel.
- 5) Remove center pillar lower trim panel.
- 6) Remove three clips under rear seat cushion.
- 7) Remove rear cover side plate and rear pillar lower trim.
- 8) Pull out edge in the groove of side sill cover.



- 9) Remove four clips under front seat.
- 10) Remove four clips in toe board area.

NOTE:

When pulling out edge, do not pull mat alone; pull mat together with edge.

Pry off two steel clips on side sill front cover and one on side sill rear cover using screwdriver.

- 11) Remove mat hook.
- 12) Remove mat from toe board area.
- 13) Remove mat from heater unit.
- 14) Roll mat, and take it out of opened rear door.

B: INSTALLATION

Installation is in the reverse order of removal.

- 1) Secure mat firmly with hook and velcro tape.
- 2) Insert mat edge firmly into the groove of side sill cover.

SUPPLEMENTAL RESTRAINT SYSTEM

5-5

	Page
S SPECIFICATIONS AND SERVICE DATA	2
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C COMPONENT PARTS	4
1. SRS Airbag	4
W SERVICE PROCEDURE	5
1. Precaution	5
2. Airbag Module.....	10
3. Main Harness	11
4. Airbag Control Module	12
5. Combination Switch	14

1. Inspection and Replacement Standards

1. VEHICLES WHICH BECOME INVOLVED IN A COLLISION

If the vehicle equipped with an SRS airbag system is damaged in a collision, the airbag system parts must be checked and replaced in accordance with the following standards:

After faulty parts are replaced, the warning light operation must be checked.

- When the ignition switch is turned ON, it lights up for 8 seconds and then it goes out for at least 30 seconds.
- The trouble code stored in memory must be erased after the check.

2. AIRBAG MODULE (DRIVER AND PASSENGER)

Inspection standard:

- The vehicle damaged in a collision (regardless of whether or not airbag is deployed).
- The designated trouble code is output during self-diagnosis. (Refer to "Troubleshooting" Section.)

Replacement standard:

- Airbag is deployed.
- The pad surface is scratched or cracked.
- Harness and/or connector is deformed or cracked, their circuits are broken, lead wire is exposed, etc.
- Mounting bracket is cracked or deformed.
- The module surface is fouled with foreign matter (grease, oil, water, cleaning solvent, etc.)
- Airbag module dropped to the floor/ground.
- Airbag module determined as faulty during self-diagnosis.

3. MAIN HARNESS

Inspection standard:

- A vehicle damaged in a collision (regardless of whether or not airbag is deployed).
- The designated trouble code is output during self-diagnosis. (Refer to "Troubleshooting" Section.)

Replacement standard:

- Harness circuit is broken, lead wire is exposed, corrugated tube is cracked, etc.
- Connector is scratched or cracked.
- The designated trouble code is output during self-diagnosis.

4. AIRBAG CONTROL MODULE

Inspection standard:

- A vehicle damaged in a collision (regardless of whether or not airbag is deployed).
- The designated trouble code is output during self-diagnosis. (Refer to "Troubleshooting" Section.)

Replacement standard:

- Control module is cracked or deformed.
- Mounting bracket is cracked or deformed.
- Connector is scratched or cracked.
- Control module dropped to the floor/ground.
- Control module determined as faulty during troubleshooting.
- Airbag is deployed.

5. COMBINATION SWITCH

Inspection standard:

- A vehicle damaged in a collision (regardless of whether or not airbag is deployed).
- The designated trouble code is output during self-diagnosis. (Refer to "Troubleshooting" Section.)

Replacement standard:

- Combination switch or steering roll connector is deformed or cracked.

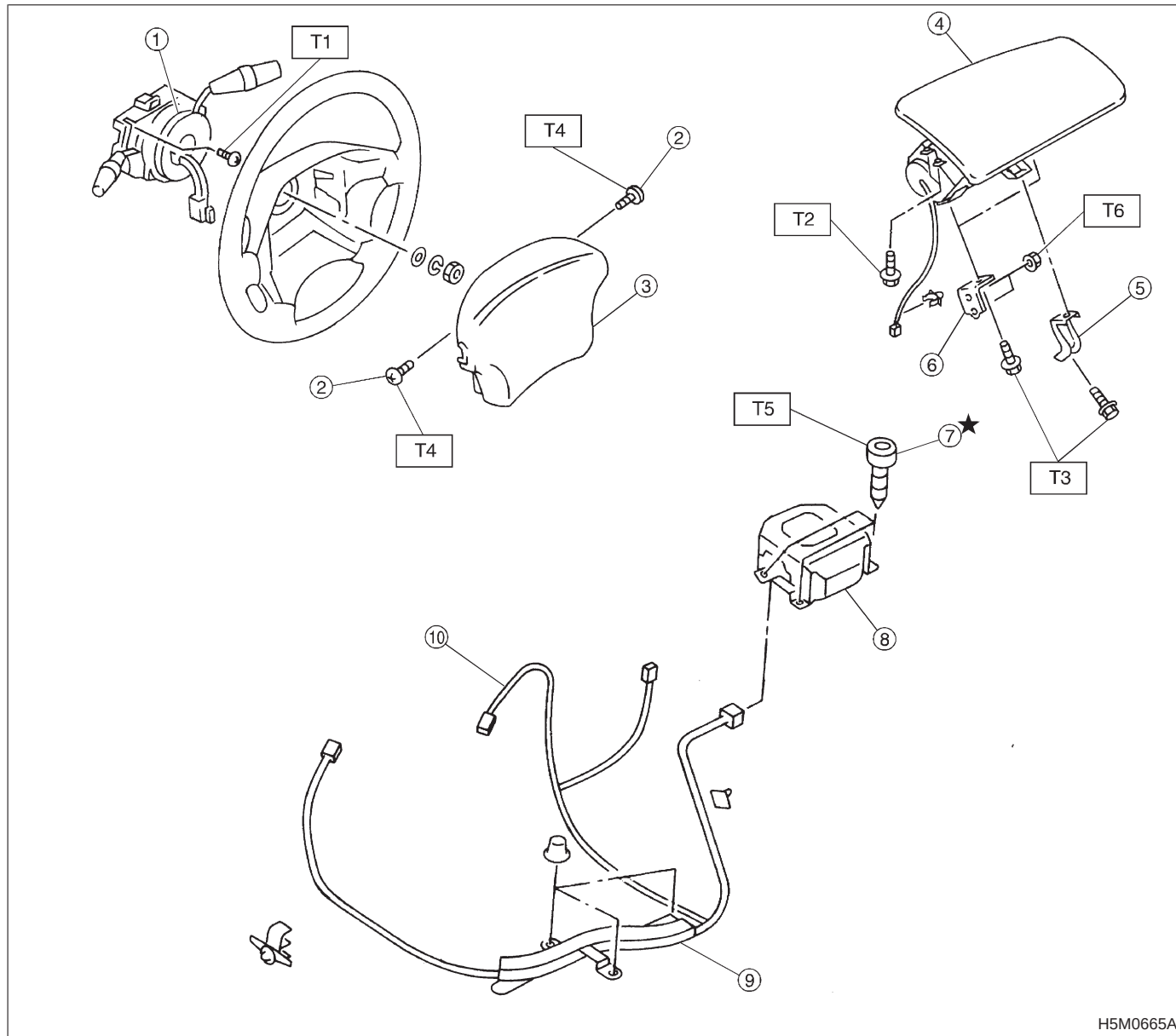
6. STEERING WHEEL

<Ref. to 4-3 [W2C2].>

7. STEERING COLUMN ASSEMBLY

<Ref. to 4-3 [W2C2].>

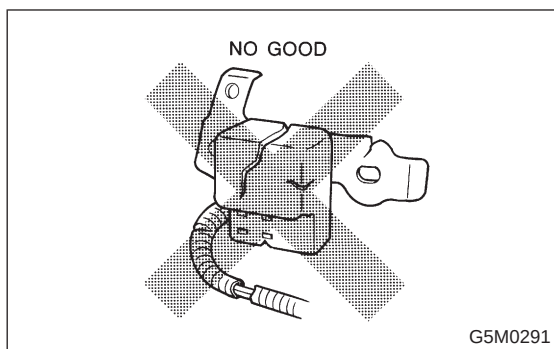
1. SRS Airbag



H5M0665A

- ① Combination switch ASSY with roll connector
- ② TORX® bolt
- ③ Airbag module ASSY (Driver)
- ④ Airbag module ASSY (Passenger)
- ⑤ BRKT A
- ⑥ BRKT B
- ⑦ TORX® bolt
- ⑧ Airbag control module
- ⑨ Protector LH
- ⑩ Airbag main harness

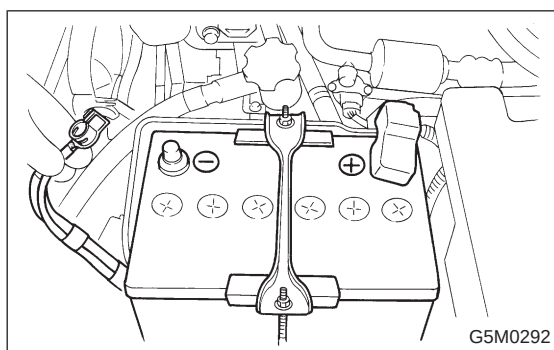
Tightening torque: N·m (kg·cm, in·lb)**T1: 2.5±0.5 (25±5, 21.7±4.3)****T2: 4.4±1.5 (45±15, 39±13)****T3: 7.4±0.2 (75±2, 65.1±1.7)****T4: 9.8±2.0 (100±20, 87±17)****T5: 9.81±2.45 (100.0±25.0, 86.8±21.7)****T6: 17.7±4.9 (180±50, 156±43)**



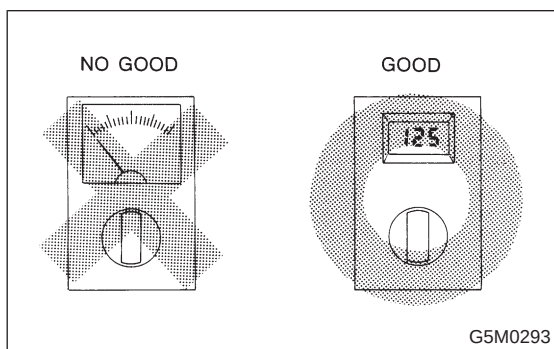
1. Precaution

1. GENERAL CAUTIONS

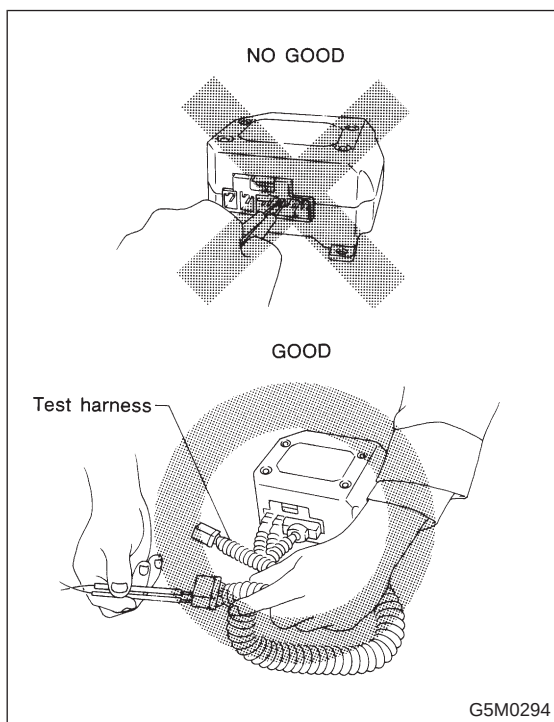
1) If any of the airbag system parts such as sensors, airbag module, control module and harness are damaged or deformed, replace with new genuine parts.

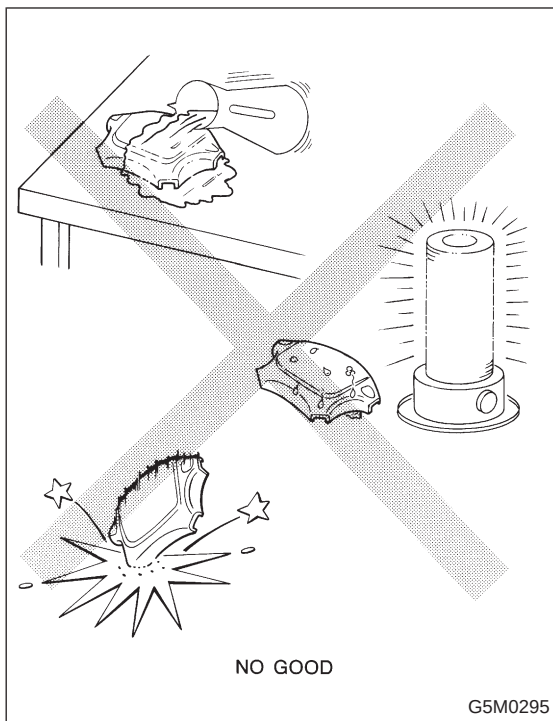


2) When servicing, be sure to turn the ignition switch off, disconnect the negative (-) battery terminal then the positive (+) terminal in advance, and wait for more than 20 seconds before starting.

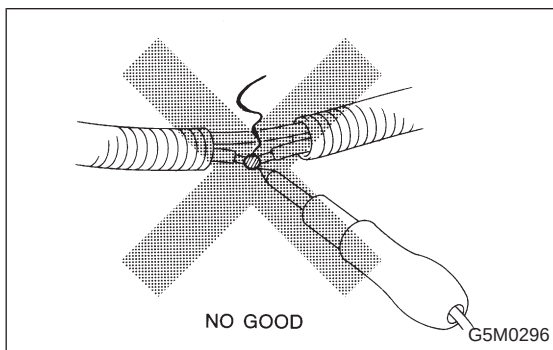


3) When checking the system, be sure to use a digital circuit tester. Use of an analog circuit tester may cause the airbag to activate erroneously. Do not directly apply the tester probe to any connector terminal of the airbag. When checking, use a test harness.

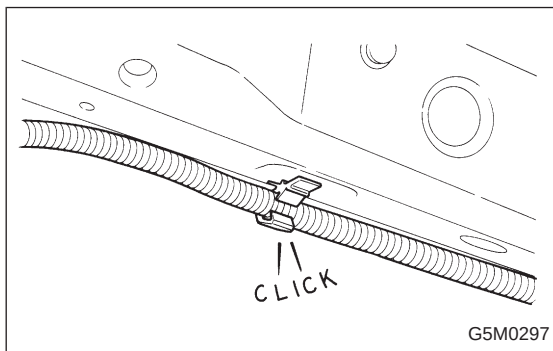




4) Do not drop the airbag modulator parts, subject it to high temperatures over 90°C (194°F), or apply oil, grease, or water to it; otherwise, the internal parts may be damaged and its reliability greatly lowered.

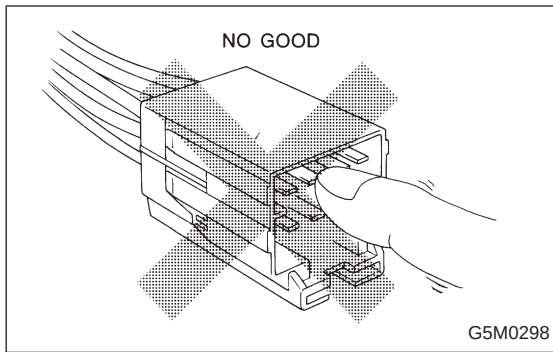


5) If any damage or open is found on the SRS airbag system wire harness, do not attempt to repair using soldering, etc. Be sure to replace the faulty harness with a new genuine part.

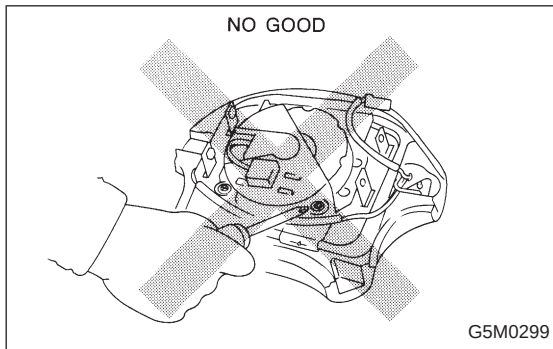


6) Install the wire harness securely with the specified clips so as to avoid interference or jamming with other parts.

7) Before connecting the airbag system to ground, make sure that the grounding terminal is free from paint and contamination.

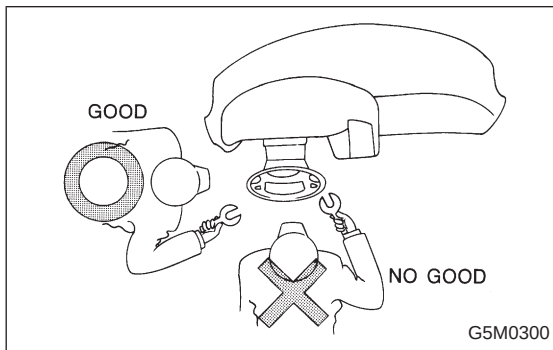


8) Do not allow water or oil to come in contact with the connector terminals. Do not touch the connector terminals.

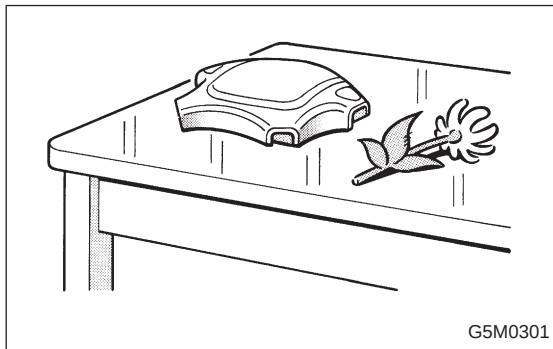


2. AIRBAG MODULE

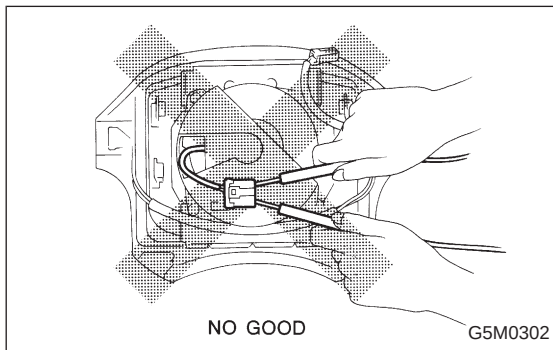
1) The airbag module (driver side and passenger side) must not be disassembled. The airbag module cannot be used again once inflated.



2) When removing and installing the airbag module (driver side and passenger side), the operator should stand, as much as possible, on the side of the airbag module.



3) After removal, the airbag module (driver side and passenger side) should be kept away from heat and light sources, and stored on a clean, flat surface to prevent from any damage to its lower structure.



4) Do not check airbag module (driver side and passenger side) continuity with airbag removed from the vehicle body.

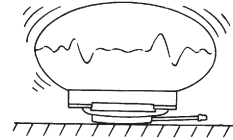
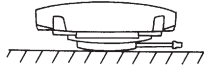
5) Replace airbag module (driver side and passenger side) with a new one, should any of the following conditions develop.

- Pad surface is scratched or cracked.
- Connector harness is damaged.
- Inflator side structure of module is cracked or deformed.
- Module is excessively stained with water, oil, etc.
- Module was accidentally dropped.

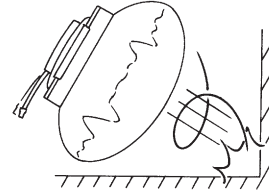
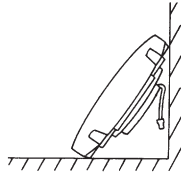
6) When storing a removed airbag module (driver side and passenger side), be sure to place it in parallel with floor with the pad facing up. Do not place it against a wall, or place anything on the pad; otherwise, a dangerous condition may be created if the module malfunctions.

Driver side

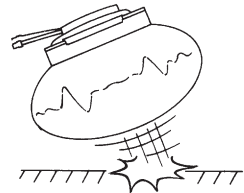
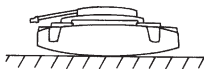
GOOD



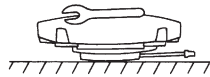
NO GOOD



NO GOOD

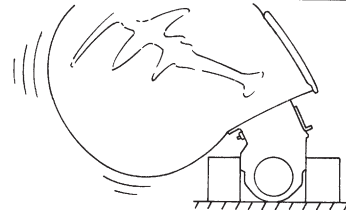
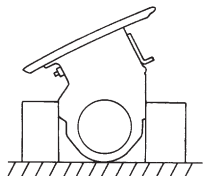


NO GOOD

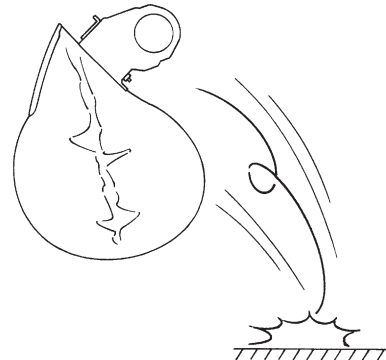
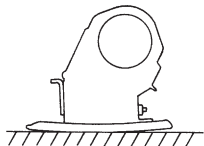


Passenger side

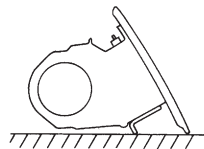
GOOD



NO GOOD



NO GOOD

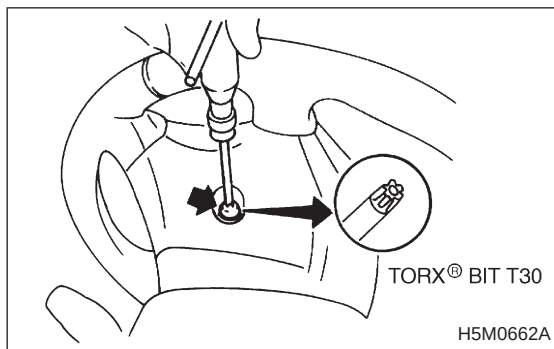


2. Airbag Module

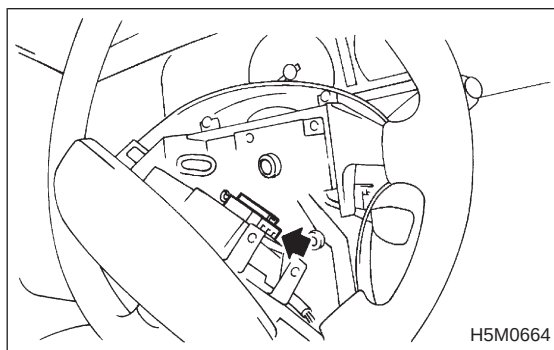
A: REMOVAL

1. DRIVER SIDE

- 1) Set front wheels in straight ahead position.
- 2) Turn ignition switch off.
- 3) Disconnect ground cable from battery and wait for at least 20 seconds before starting work.



- 4) Using TORX® BIT T30, remove two TORX® bolts.

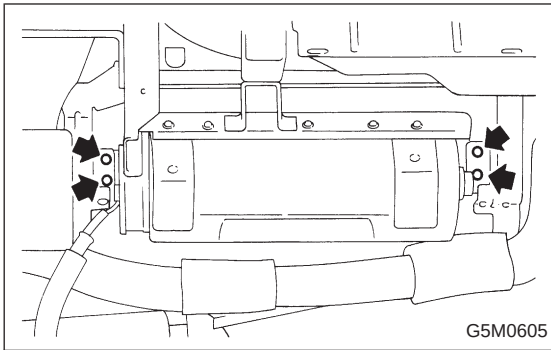


- 5) Disconnect airbag and horn connectors on back of airbag module. <Ref. to 5-5 [M2-6].>

- 6) Refer to "Precaution" for handling of a removed airbag module.

2. PASSENGER SIDE

- 1) Remove instrument panel. <Ref. to 5-4 [W1A0].>



- 2) Remove four bolts and then carefully remove airbag module.
- 3) Refer to "5-5 [W102]" for handling of a removed airbag module.

B: INSTALLATION

Installation is in reverse order of removal procedures. Observe the following: Make sure that ignition switch is off.

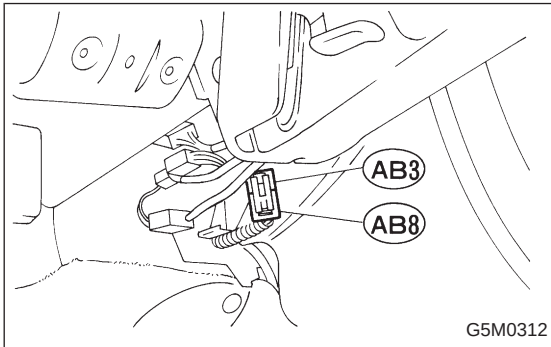
CAUTION:

Do not allow harness and connectors to interfere or get caught with other parts.

3. Main Harness

A: REMOVAL

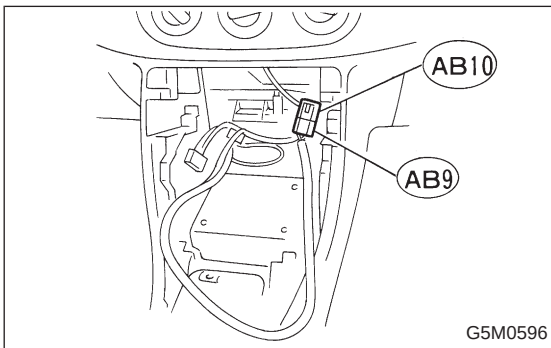
- 1) Turn ignition switch off.
- 2) Disconnect ground cable from battery and wait for at least 20 seconds before starting work.



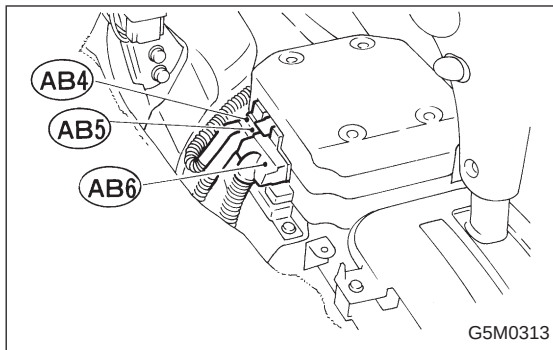
- 3) Remove lower cover. <Ref. to 5-4 [W1A0].> Disconnect airbag connector (AB3) and (AB8) below steering column.

CAUTION:

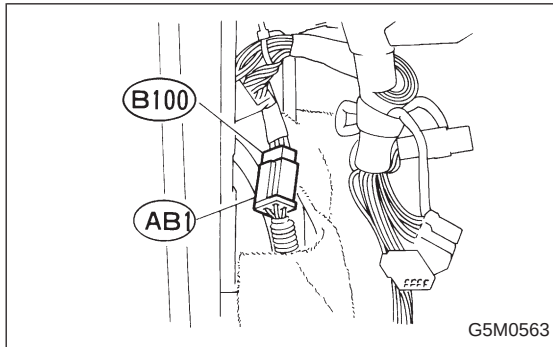
Do not reconnect airbag connector at steering column until main harness are securely re-installed.



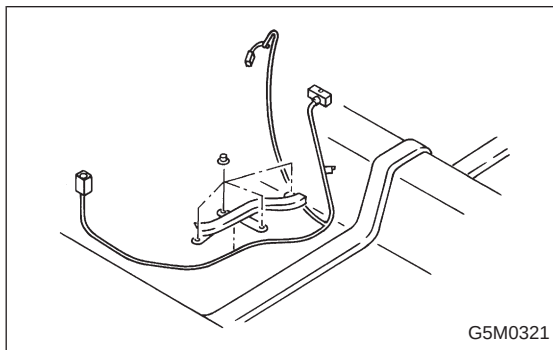
- 4) Disconnect airbag connector (AB9) and (AB10) <Ref. to 5-5 [T5F1].>



5) Remove instrument panel console. <Ref. to 5-4 [W1A0].> Disconnect 12-pin yellow connector (AB6) from airbag control unit. <Ref. to 5-5 [M2-6].>



6) Disconnect body harness connector (B39) from connector (AB1).



7) Roll up floor mat and side sill cover. (LH side). Remove main harness from clip and protector.

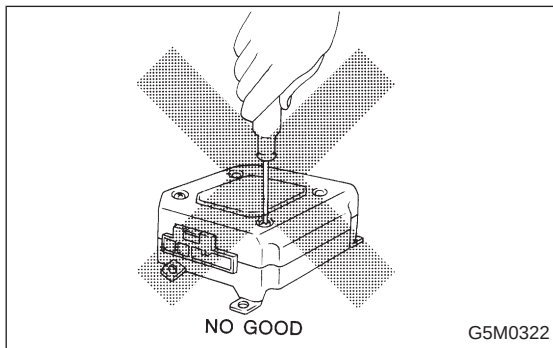
B: INSTALLATION

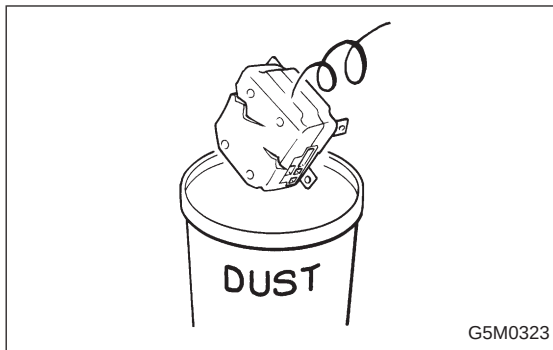
Installation is in reverse order of removal procedures.

4. Airbag Control Module

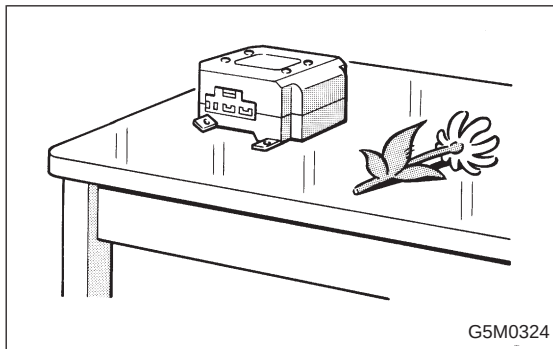
CAUTION:

- Do not disassemble the airbag control module.





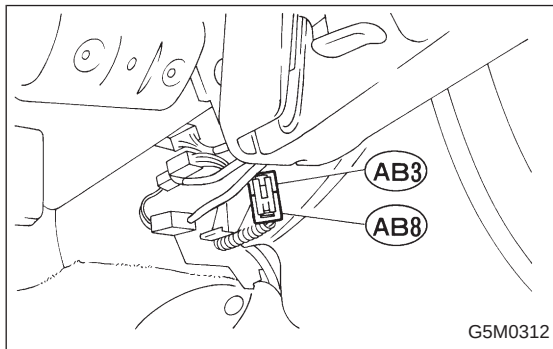
- If the airbag control module is deformed, or if water damage is suspected, replace the airbag control module with a new genuine part.



- After removal, keep the airbag control module on a dry, clean surface away from heat and light sources, and moisture and dust.

A: REMOVAL

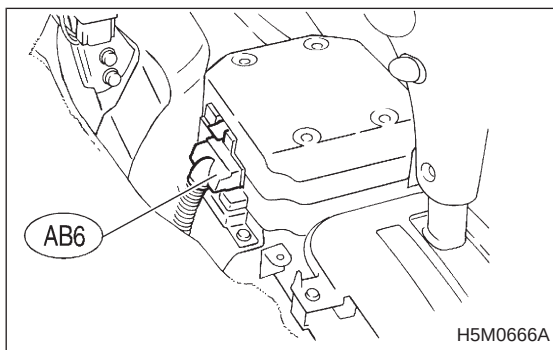
- 1) Turn ignition switch off.
- 2) Disconnect ground cable from battery and wait for at least 20 seconds before starting work.



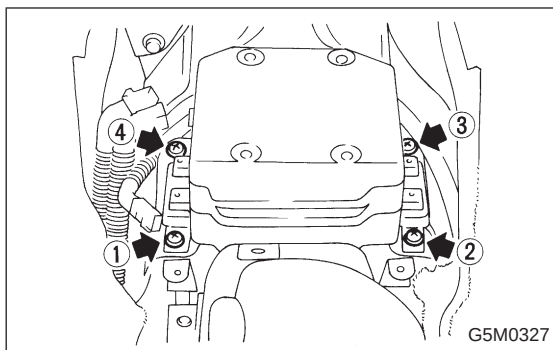
- 3) Remove lower cover. <Ref. to 5-4 [W1A0].>
Disconnect airbag connector (AB3) and (AB8) below steering column.

CAUTION:

Do not reconnect airbag connector at steering column until airbag control module is securely re-installed.



- 4) Remove instrument panel console. <Ref. to 5-4 [W1A0].>
- 5) Disconnect 12-pin yellow connector (AB6) from airbag control module. <Ref. to 5-5 [M2-6].>



6) Using TORX® BIT T30, remove four TORX® bolts in numerical sequence shown in figure. Discard the old TORX® bolts.

CAUTION:

Use new TORX® bolts during re-assembly.

B: INSTALLATION

Installation is in reverse order of removal procedures.

CAUTION:

Be sure to fully secure all airbag system connectors during re-assembly and confirm that all green double lock mechanisms are engaged.

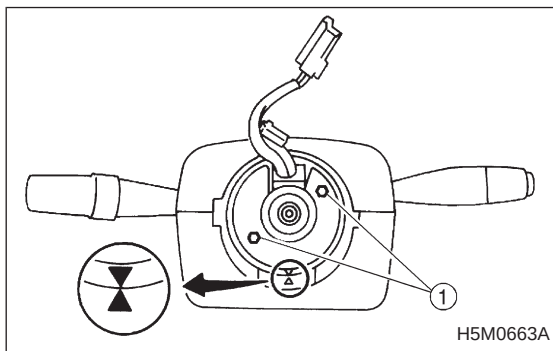
5. Combination Switch

1. CENTERING ROLL CONNECTOR

Before installing combination switch and steering wheel, make sure to center roll connector built into combination switch.

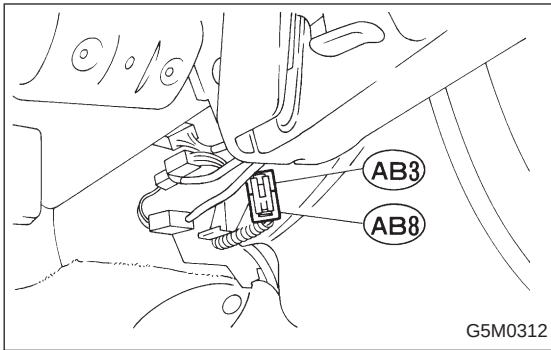
1) Make sure that front wheels are positioned straight ahead.
2) Install steering gearbox, steering shaft and combination switch properly. Turn roll connector pin ① **clockwise** until it stops.

3) Then, back off roll connector pin ① approximately 2.65 turns until “▲” marks aligned.



A: REMOVAL

1) Turn ignition switch off.
2) Disconnect ground cable from battery and wait for at least 20 seconds before starting work.

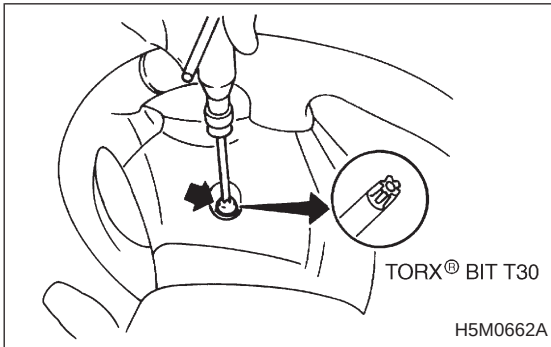


3) Remove lower cover. <Ref. to 5-4 [W1A0].> Disconnect airbag connector (AB3) and (AB8) below steering column.

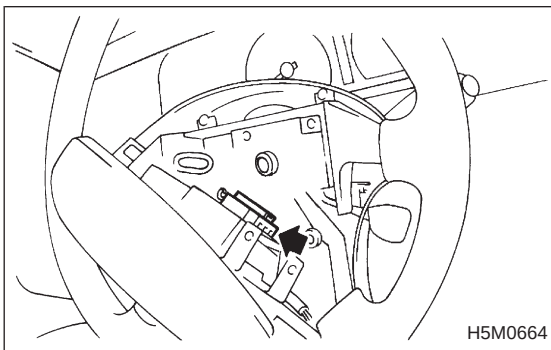
CAUTION:

Do not reconnect airbag connector at steering column until combination switch is securely re-installed.

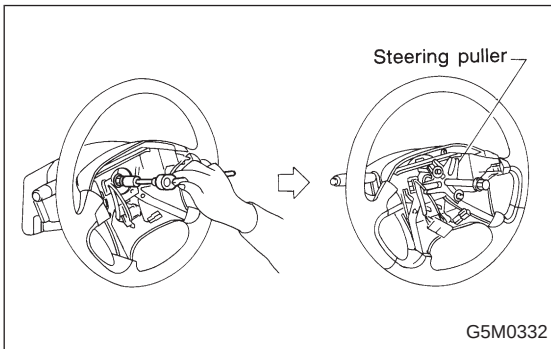
4) Disconnect combination switch connectors from body harness connector.



5) Set front wheels in straight ahead position. Using TORX® BIT T30, remove two TORX® bolts.



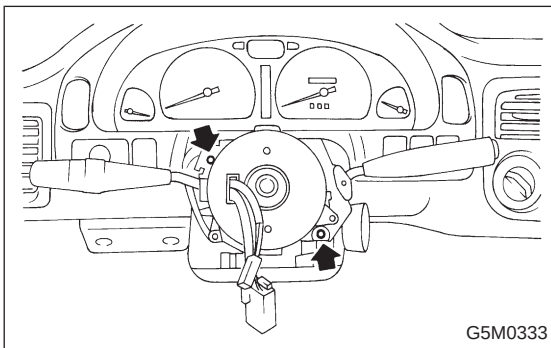
6) Disconnect airbag connector and horn connector on back of airbag module. Remove airbag module, and place it with pad side facing upward. <Ref. to 5-5 [W102].>



7) Using steering puller, remove steering wheel.

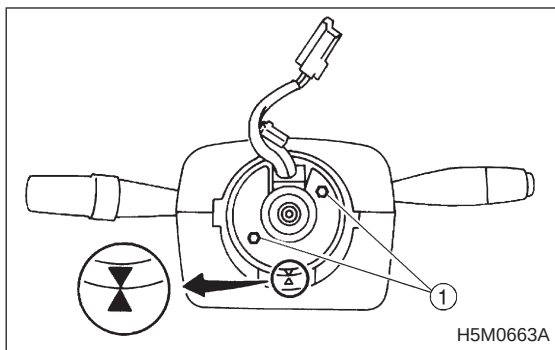
CAUTION:

Do not allow connector to interfere when removing steering wheel.



8) Remove steering column covers.

9) Removing two retaining screws, remove combination switch.

**B: INSTALLATION**

1) Before installing combination switch, check to ensure that combination switch is off and front wheels are set in the straight ahead position.

CAUTION:

Failure to do this might damage roll connector.

2) Install column cover and center roll connector. <Ref. to 5-5 [W501].>

3) Install steering wheel in neutral position. Carefully insert roll connector pin ① into hole on steering wheel.

NOTE:

If steering wheel angle requires fine adjustment, adjust tie-rod. <Ref. to 4-3 [W3F0].>

4) Install airbag module and lower cover in the reverse order of removal.