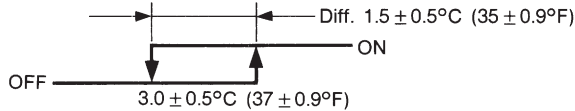


AIR CONDITIONING SYSTEM

4-7

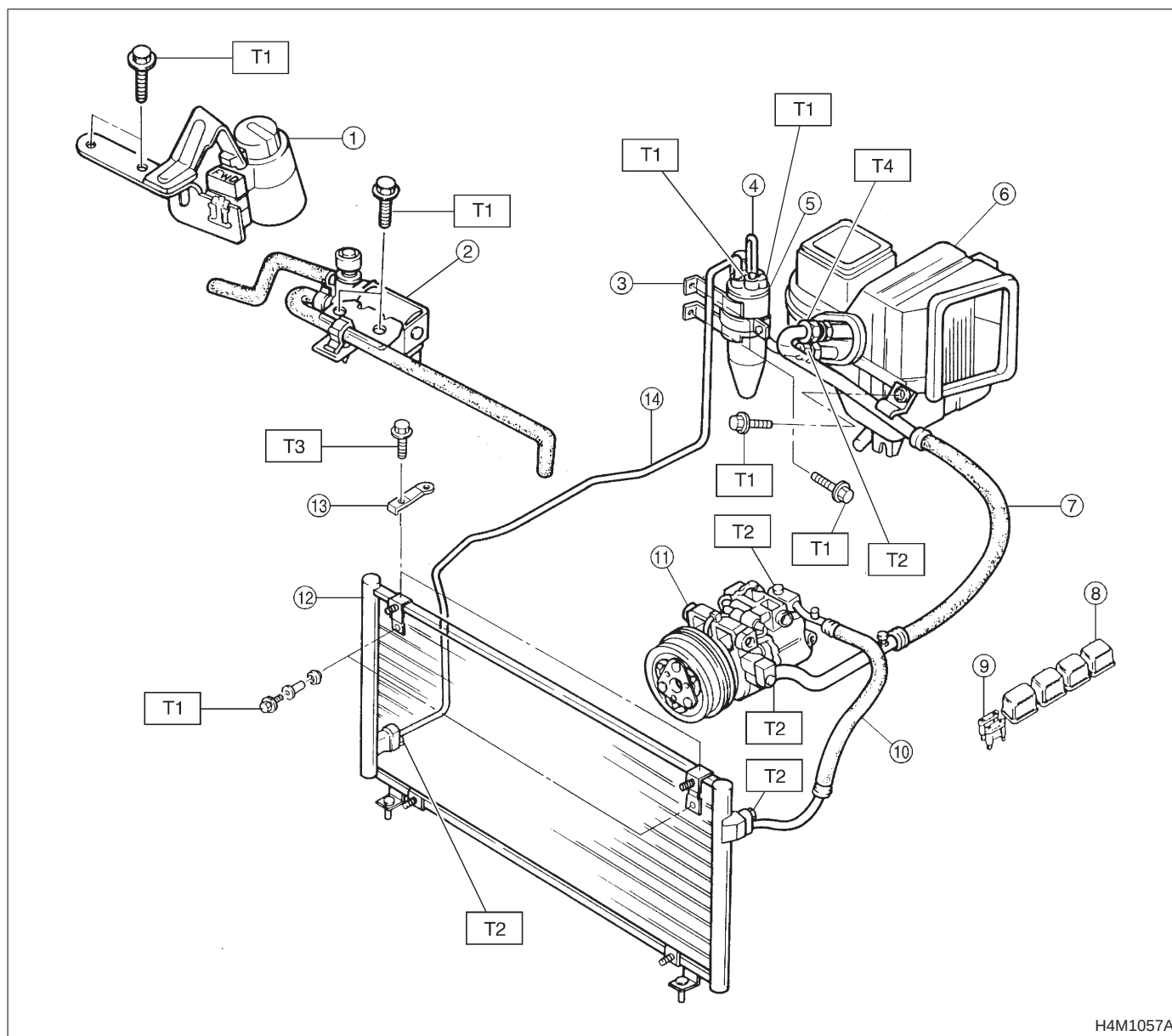
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1. Specifications

Item			Specifications
Type of air conditioner			Reheat air-mix type
Cooling capacity			5.234 kW (4,500 kcal/h, 17,856 BTU/h)
Refrigerant			HFC-134a (CH ₂ FCF ₃) [0.6±0.05 kg (1.3±0.11 lb)]
Compressor	Type		5-vane rotary, fix volume (CR-14)
	Discharge		144 cm ³ (8.79 cu in)/rev
	Max. permissible speed		7,000 rpm
Magnet clutch	Type		Dry, single-disc type
	Power consumption		47 W
	Type of belt		V-Ribbed 4 PK
	Pulley dia. (effective dia.)		125 mm (4.92 in)
	Pulley ratio		2.0/1.8 model: 1.064, 1.6 model: 0.88
Condenser	Type		Corrugated fin (Multi-flow)
	Core face area		0.211 m ² (2.27 sq ft)
	Core thickness		19 mm (0.75 in)
	Radiation area		5.76 m ² (62 sq ft)
Receiver drier	Effective inner capacity		250 cm ³ (15.26 cu in)
Expansion valve	Type		Internal equalizing
Evaporator	Type		Single tank
	Dimensions (W x H x T)		74 x 222 x 235 mm (2.91 x 8.74 x 9.25 in)
Blower fan	Fan type		Sirocco fan
	Outer diameter x width		150 x 75 mm (5.91 x 2.95 in)
	Power consumption		200 W at 12 V
Condenser fan (Sub fan)	Motor type		Magnet
	Power consumption		90 W at 12 V
	Fan outer diameter		320 mm (12.60 in)
Radiator fan (Main fan)	Motor type		Magnet
	Power consumption		90 W at 12 V
	Fan outer diameter		320 mm (12.60 in)
Idling speed (A/C ON)		MPFI model	850±100 rpm (700±100 rpm “D” range in AT model)
Dual switch (Pressure switch)	Low-pressure switch operating pressure kPa (kg/cm ² , psi)	ON → OFF	176±29 (1.80±0.30, 25.5±4.3)
		OFF → ON	186 ^{+39 -25} (1.90 ^{+0.4 -0.25} , 27.0 ^{+5.7 -3.6})
	High-pressure switch operating pressure kPa (kg/cm ² , psi)	ON → OFF	2,746±98 (28±1, 398±14)
		DIFF	588±196 (6±2, 85±28)
Compressor relief valve blow-out pressure kPa (kg/cm ² , psi)			3,727±196 (38±2.0, 540±28)
Thermo control amplifier working temperature (Evaporator outlet air)			
Compressor thermocut temperature			140±5°C (284±9°F) Diff. 15±5°C (59±9°F)

G4M0938

1. Air Conditioning System

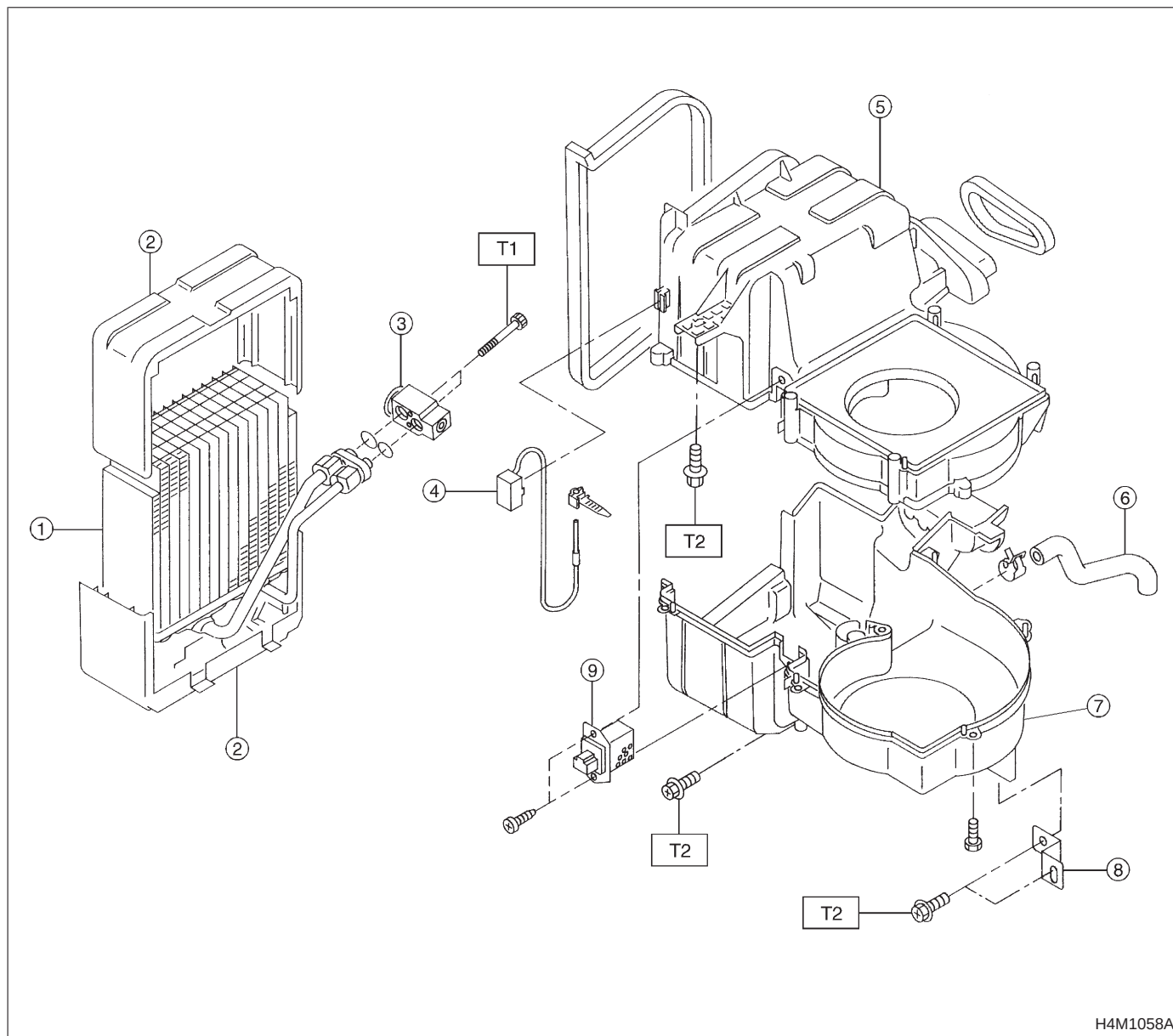


- ① A/C cut relay
- ② FICD (1800 cc model)
- ③ Receiver drier bracket
- ④ Pipe (Receiver drier — C/unit)
- ⑤ Receiver drier
- ⑥ Cooling unit
- ⑦ Hose (Low-pressure)

- ⑧ A/C relay
- ⑨ Fuse
- ⑩ Hose (High-pressure)
- ⑪ Compressor
- ⑫ Condenser
- ⑬ Radiator bracket
- ⑭ Pipe (Condenser — Receiver drier)

Tightening torque: N·m (kg·m, ft·lb)
T1: 7.4±2.0 (0.75±0.2, 5.4±1.4)
T2: 18±5 (1.8±0.5, 13±3.6)
T3: 15±5 (1.5±0.5, 11±3.6)
T4: 25±5 (2.5±0.5, 18±3.6)

2. Intake Unit with Evaporator

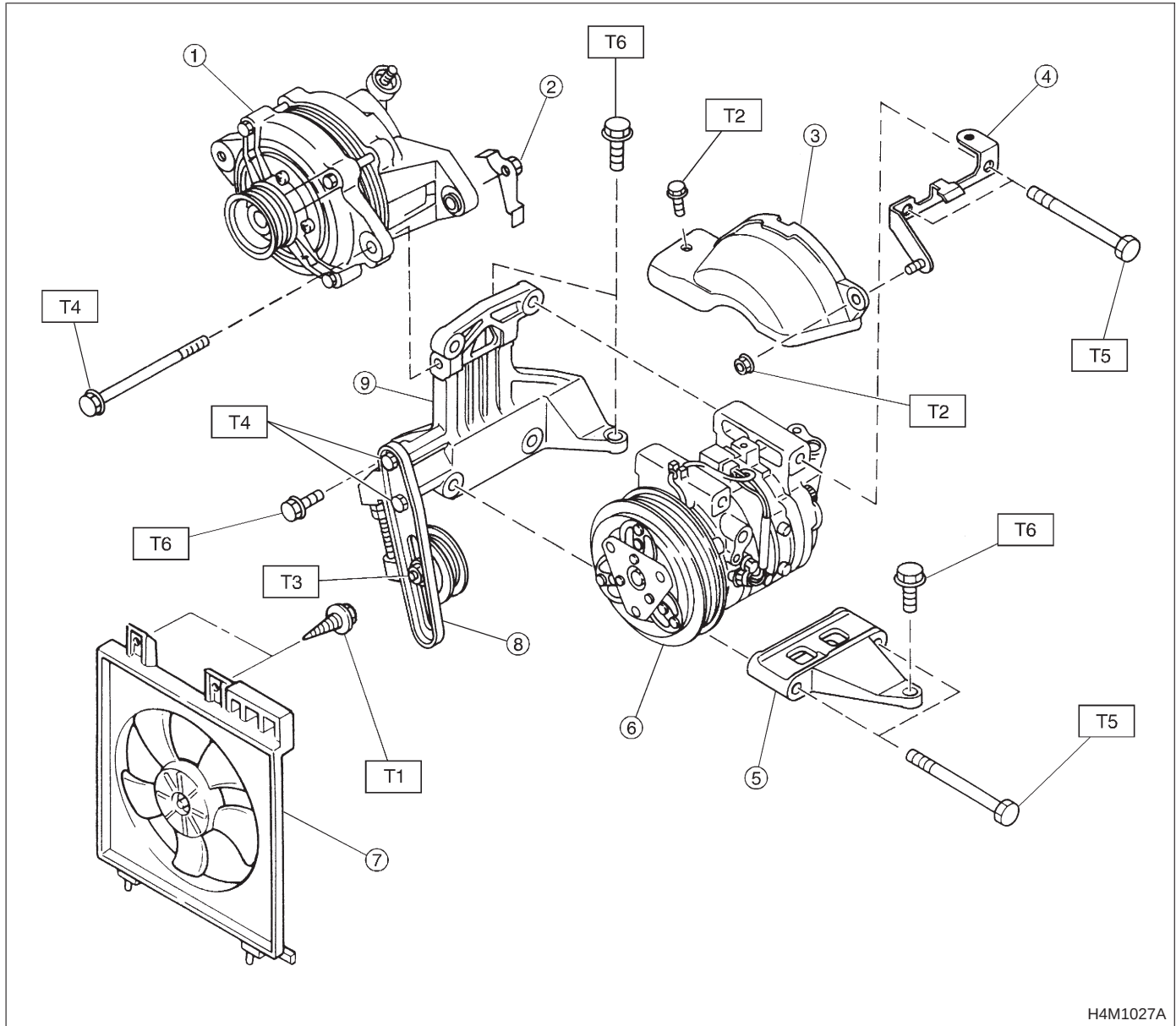


- ① Evaporator
- ② Insulator
- ③ Block expansion valve
- ④ Thermo control amplifier
- ⑤ Intake unit case upper

- ⑥ Drain hose
- ⑦ Intake unit case lower
- ⑧ Mount bracket
- ⑨ Resistor

Tightening torque: N·m (kg·m, ft·lb)
T1: 4±1 (0.4±0.1, 2.9±0.7)
T2: 7.4±2.0 (0.75±0.2, 5.4±1.4)

3. Compressor



H4M1027A

- | | |
|----------------------------|----------------------------|
| ① Alternator | ⑥ Compressor |
| ② Alternator bracket nut | ⑦ Condenser fan motor ASSY |
| ③ Compressor belt cover | ⑧ Idler pulley ASSY |
| ④ Bracket | ⑨ Compressor bracket upper |
| ⑤ Compressor bracket lower | |

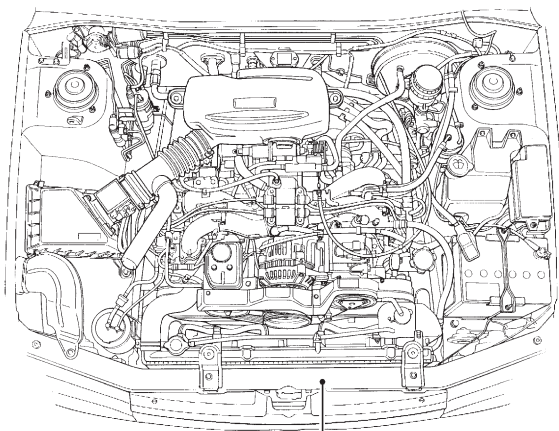
Tightening torque: N·m (kg-m, ft-lb)**T1: 5±1.5 (0.5±0.15, 3.6±1.1)****T2: 7.4±2 (0.75±0.2, 5.4±1.4)****T3: 23±3 (2.3±0.3, 17±2.2)****T4: 23.0±3 (2.35±0.3, 17.0±2.2)****T5: 28.9±4.4
(2.95±0.45, 21.3±3.3)****T6: 35±4 (3.6±0.4, 26±2.9)**

1. Safety Precautions

A: HFC-134a AIR CONDITIONING SYSTEM

Component parts of the cooling system, refrigerant, compressor oil, and other parts are not the same for the HFC-134a system and the older CFC-12 system. Do not interchange parts or liquid.

Vehicles with HFC-134a air conditioning systems, use only HFC-134a parts that are indicated on a label attached to the vehicle. Before performing any maintenance, verify the type of air conditioning system installed in the vehicle.



SUBARU TOKYO JAPAN
AIR CONDITIONER (LI-TYPE)

REFRIGERANT CHARGE:

HFC134a, 19-23 OZ (0.55-0.65kg)

COMPRESSOR OIL : DH-PR

COMPRESSOR BELT: 73323FA030 (1.6L)

73323AC000 or 73323AC010(1.8L,2.0L,2.2L)

REFRIGERANT UNDER HIGH PRESSURE.
CONSULT SERVICE MANUAL.

CAUTION: SYSTEM TO BE SERVICED
BY QUALIFIED PERSONNEL.
SAE J639

CAUTION: USE ONLY REFRIGERANT HFC134a AND OIL DH-PR FOR THIS AIR CONDITIONER. DON'T USE REFRIGERANT CFC12 AND OIL DH-150CX.

ATTENTION: UTILISEZ LE LIQUIDE RÉFRIGÉRANT HFC134a ET L'HUILE DH-PR DANS CE CLIMATISEUR. NE JAMAIS UTILISER LE RÉFRIGÉRANT CFC12 ET L'HUILE DH-150CX.

VORSICHT: NUR KÄL TEMITTEL HFC134a UND ÖL DH-PR FÜR DIESE KLIMAAANLAGE VERWENDEN. NIEMALS KÄL TEMITTEL CFC12 UND ÖL DH-150CX.

H4M1065A

B: COMPRESSOR OIL

Do not use any compressor oil that is not specifically designated for the HFC-134a air conditioning system; only use DH-PR. Also, do not use HFC-134a compressor oil in the CFC-12 air conditioning system. If compression oils are mixed, poor lubrication will result and the compressor itself may be damaged.

Because HFC-134a compressor oil is very hygroscopic (easily absorbs moisture), when parts of the air conditioning system are being removed, quickly install a blind plug to prevent contact with the outside air. Also, always make sure that the service container for compressor oil is tightly closed except when in use. Store compressor oil in a tightly closed steel container.

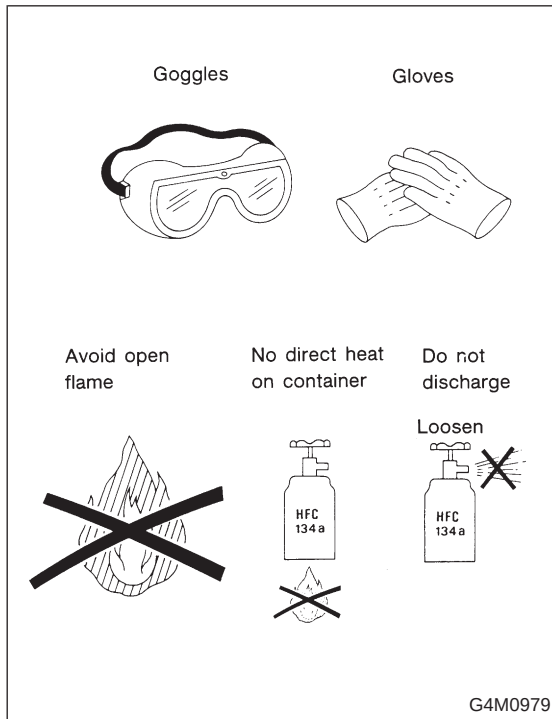
C: REFRIGERANT

Do not put CFC-12 refrigerant into a HFC-134a air conditioning system. Also, do not put HFC-134a refrigerant into a CFC-12 air conditioning system. If the wrong refrigerant is used, poor lubrication will result and the compressor itself may be destroyed.

D: HANDLING OF REFRIGERANT

Because refrigerant boils at approx. -30°C (-22°F) at sea level, it is cold enough to give you severe frostbite. Always wear goggles to protect your eyes and gloves to protect your hands. Also, even under the pressures normally found in CFC-12 containers, refrigerant will boil with the addition of heat. This could raise the pressure inside the container to a dangerous level.

Never expose a can of HFC-134a to direct sunlight, or to temperatures over 40°C (104°F). One more thing to remember about HFC-134a is that when it is exposed to an open flame or to hot metal, it forms phosgene, a deadly gas. Do not discharge HFC-134a into the atmosphere on purpose. Always read and follow the precautions on the HFC-134a bottle.



2. Basic Information

1) The combination of moisture and refrigerant forms acid, therefore, moisture should not be allowed to enter the refrigerant.

2) Refrigerant oil readily absorbs moisture, therefore, keep refrigerant oil containers tightly capped.

3) The process of evacuating the system is performed to remove small amounts of moisture. This is accomplished by lowering the pressure inside the system, which allows the moisture to boil off, in much the same way that a pot of water will boil away to nothing given enough time. The evacuation process does not suck the moisture out of the system.

4) A minimum level of vacuum must be reached to satisfactorily evacuate the system. This minimum level of vacuum depends on the temperature inside the system. The chart below shows the level of vacuum required to boil water at various temperatures.

Additionally, the vacuum level shown on a gauge will read approx. 4 kPa (25 mmHg, 1 inHg) less for each 304.8 m (1,000 ft) above sea level, due to the decrease in atmospheric pressure at altitude.

Vacuum level required to boil water (at sea level)	
Temperature °C (°F)	Vacuum kPa (mmHg, inHg)
1.7 (35)	100.9 (757, 29.8)
7.2 (45)	100.6 (754, 29.7)
12.8 (55)	99.9 (749, 29.5)
18.3 (65)	99.2 (744, 29.3)
23.9 (75)	98.5 (739, 29.1)
29.4 (85)	97.2 (729, 28.7)
35 (95)	95.8 (719, 28.3)

3. Tools and Equipment

The following section provides information about the tools and equipment that will be necessary to properly service the A/C system.

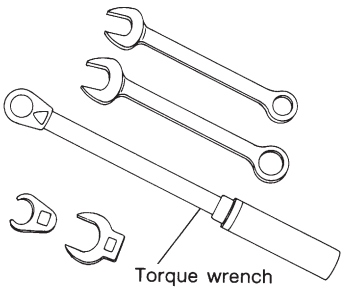
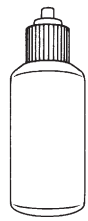
Since equipment may vary slightly depending on the manufacturer, it is important to always read and follow the manufacturer's instructions.

CAUTION:

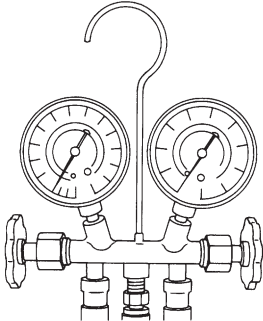
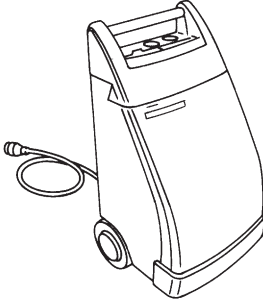
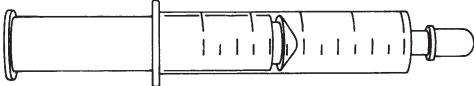
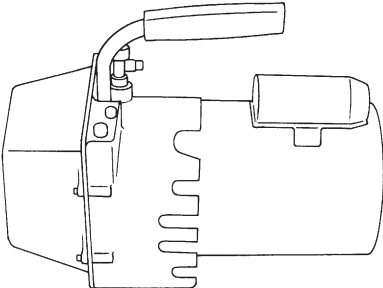
When working on vehicles with the HFC-134a system, only use HFC-134a specified tools and parts. Do not mix with CFC-12 tools and parts. If HFC-134a and CFC-12 refrigerant or compressor oil is mixed, poor lubrication will result and the compressor itself may be destroyed.

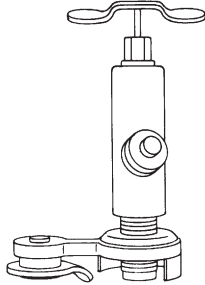
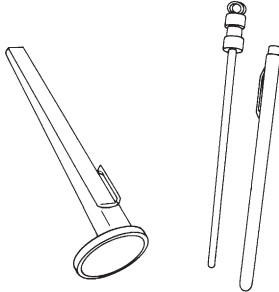
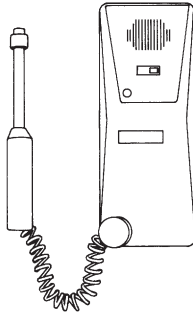
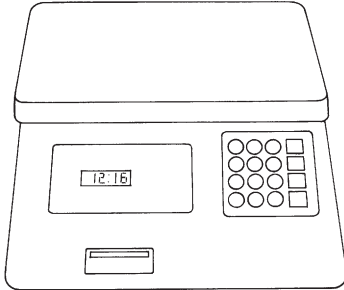
In order to help prevent mixing HFC-134a and CFC-12 parts and liquid, the tool and screw type and the type of service valves used are different. The gas leak detectors for the HFC-134a and CFC-12 systems must also not be interchanged.

	HFC-134a	CFC-12
Tool & screw type	Millimeter size	Inch size
Valve type	Quick joint type	Screw-in type

Tools and Equipment	Description
● WRENCH Various WRENCHES will be required to service any A/C system. A 7 to 40 N·m (0.7 to 4.1 kg-m, 5 to 30 ft-lb) torque wrench with various crowfoot wrenches will be needed. Open end or flare nut wrenches will be needed for back-up on the tube and hose fittings.	 G4M0571
● APPLICATOR BOTTLE A small APPLICATOR BOTTLE is recommended to apply refrigerant oil to the various parts. They can be obtained at a hardware or drug store.	 G4M0572

3. Tools and Equipment

Tools and Equipment	Description
● MANIFOLD GAUGE SET A MANIFOLD GAUGE SET (with hoses) can be obtained from either a commercial refrigeration supply house or from an auto shop equipment supplier.	 G4M0573
● REFRIGERANT RECOVERY SYSTEM A REFRIGERANT RECOVERY SYSTEM is used for the recovery and reuse of A/C system refrigerant after contaminants and moisture have been removed from the refrigerant.	 G4M0574
● SYRINGE A graduated plastic SYRINGE will be needed to add oil back into the system. The syringe can be found at a pharmacy or drug store.	 G4M0575
● VACUUM PUMP A VACUUM PUMP (in good working condition) is necessary, and may be obtained from either a commercial refrigeration supply house or an automotive equipment supplier.	 G4M0576

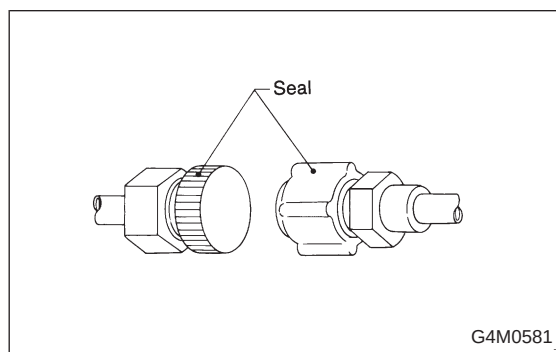
Tools and Equipment	Description
CAN TAP A CAN TAP for the 397 g (14 oz) can is available from an auto supply store.	 G4M0577
THERMOMETER Pocket THERMOMETERS are available from either industrial hardware store or commercial refrigeration supply houses.	 G4M0578
ELECTRONIC LEAK DETECTOR An ELECTRONIC LEAK DETECTOR can be obtained from either a specialty tool supply or an A/C equipment supplier.	 G4M0579
WEIGHT SCALE A WEIGHT SCALE such as an electronic charging scale or a bathroom scale with digital display will be needed if a 13.6 kg (30 lb) refrigerant container is used.	 G4M0580

4. O-ring Connections

A: GENERAL

The following points should be kept in mind when assembling O-ring connections:

- 1) Avoid unnecessary handling and contact of O-rings with your hands, since even clean fingers contain body acids, which can contaminate the O-ring surface.
- 2) Do not handle O-rings with gloves, shop towels, etc., since lint particles may cling to the O-ring, possibly causing a leak upon assembly.
- 3) Always lubricate O-rings before assembly to allow the O-ring to seat itself properly.
- 4) Be certain to use torque wrenches when tightening O-ring fittings, because overtightening can not only damage the O-ring, but it can distort the tube end as well.

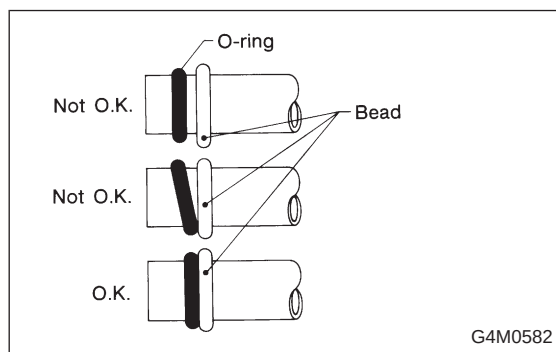


B: REMOVE PROTECTIVE SEALS

- 1) Just prior to making the connection, remove the protective seals.

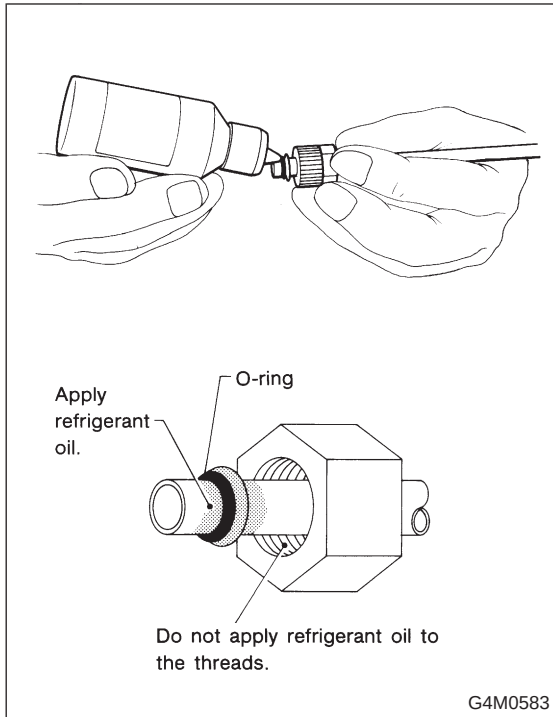
CAUTION:

If for any reason you have to stop before making a connection, recap the tube, component or fitting.



- 2) Visually inspect the O-ring surface, the O-ring mating surface, the threads and the connection points. If a defective part is found, replace it.

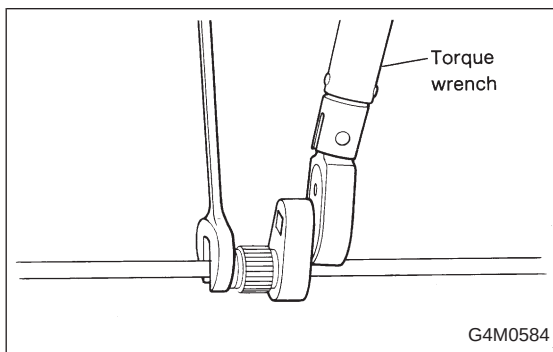
The O-ring must sit square against the tube bead. If necessary, slide the O-ring into proper position with clean hands.



C: LUBRICATE THE COMPONENTS

For lubrication of the components, use only refrigerant oil as described in the appropriate service manual. Apply oil from an oil squirt gun or other closed container. Do not use your finger to spread the oil over the O-ring.

Apply a small amount of refrigerant oil to the top and sides of the O-ring. The area covered by oil should include the O-ring and the tube bead.



D: TORQUE THE FITTING

Using a back-up wrench in conjunction with a calibrated torque wrench, torque the connection to the midrange of the specification.

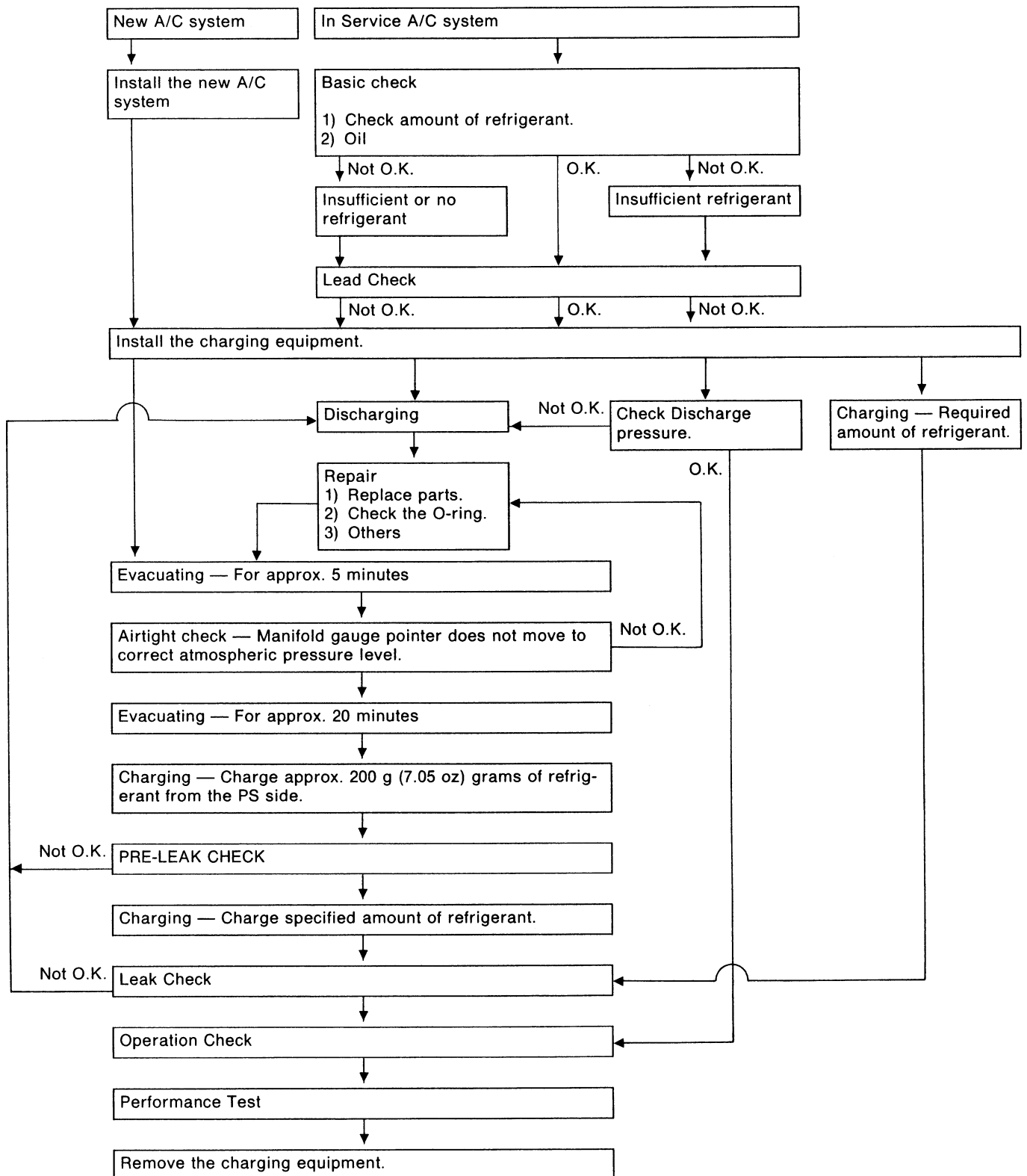
After completion of torquing, use a clean shop towel to remove any excess oil from the connection or any oil that may have dripped on the vehicle body or other parts.

CAUTION:

If a leak is suspected after torquing, do not retighten or retorque the connection. Instead, disassemble the connection, remove the O-ring, and inspect the O-ring, threads, joints and seating surfaces.

5. Refrigerant Service Procedure

A: WORK FLOW



6. Discharge the System

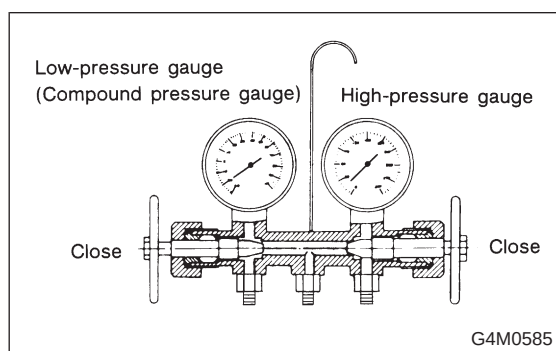
CAUTION:

The following points must be kept in mind when discharging the system.

- Be certain that goggles and gloves are worn.
- Connect refrigerant recovery system to manifold gauge set and remove recycle refrigerant from the A/C system.

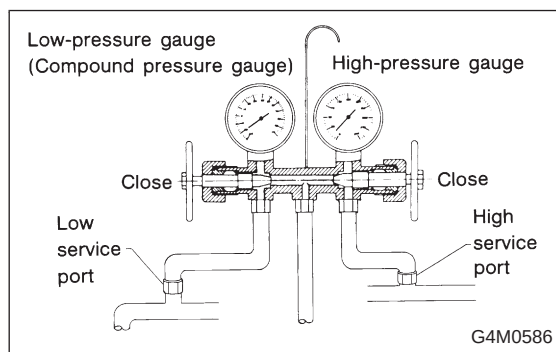
NOTE:

Refer to that refrigerant recovery system instruction manual for operating procedures.



A: CONNECTING THE MANIFOLD GAUGE SET

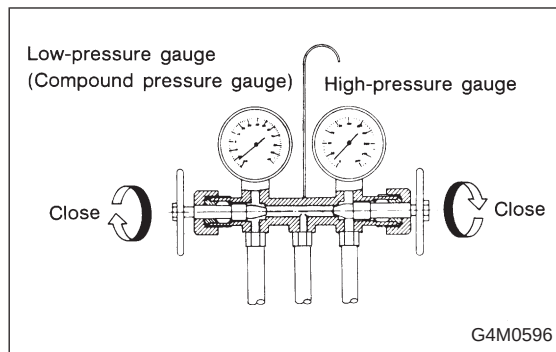
- 1) Close the high and low side manifold valves



- 2) Turn the A/C system ON and turn the IG switch OFF.
- 3) Attach the high- and low-pressure manifolds to the high and low services port on the vehicle.

B: PREPARE FOR DISCHARGING

Connect center manifold hose to refrigerant recovery system to recycle refrigerant.



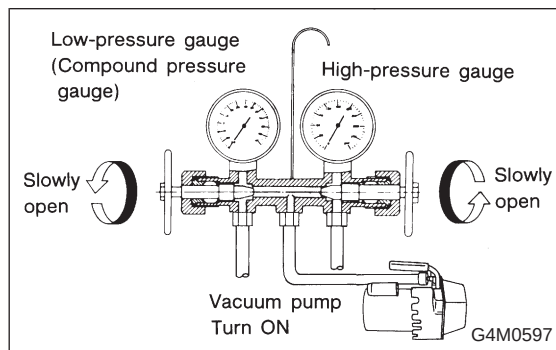
7. Evacuating and Charging

The following points should be kept in mind when evacuating and charging with a manifold gauge set:

- 1) Be certain that goggles and gloves are worn.
- 2) If bulk refrigerant [13.6 kg (30 lb) canister] is used, be certain to weigh the charge amount carefully, using the correct equipment, to avoid overcharging the system.
- 3) The charging procedure described in this section begins by charging liquid refrigerant into the high-pressure side of the system with the engine off. The procedure is completed by charging refrigerant vapor into the low-pressure side of the system with the engine running.

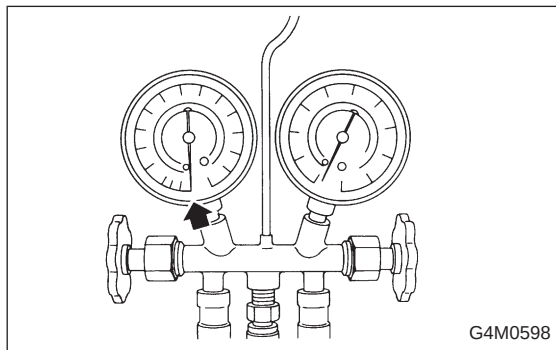
CAUTION:

Never open the high-pressure manifold valve when the engine is running.



A: CONNECT THE GAUGE SET

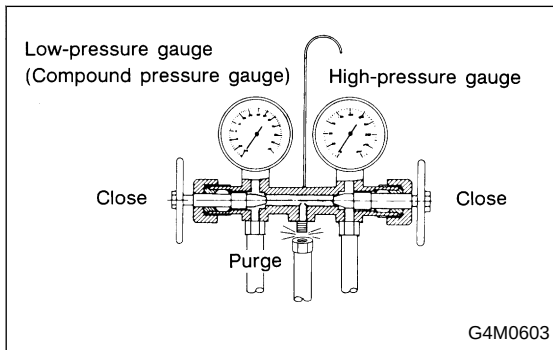
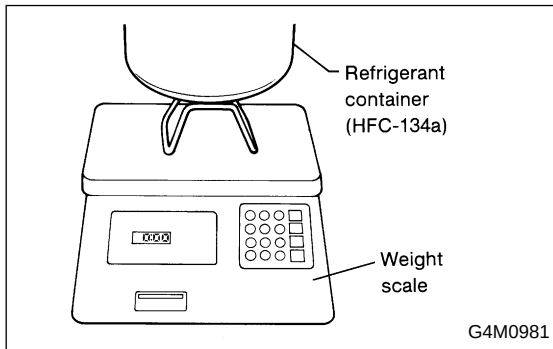
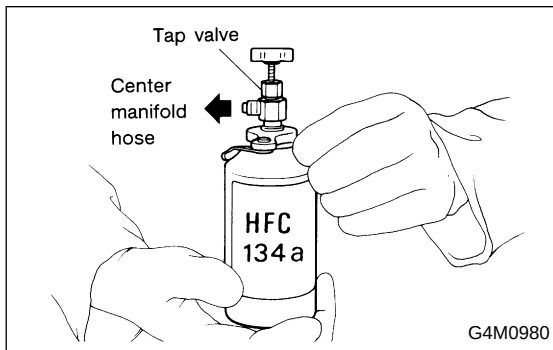
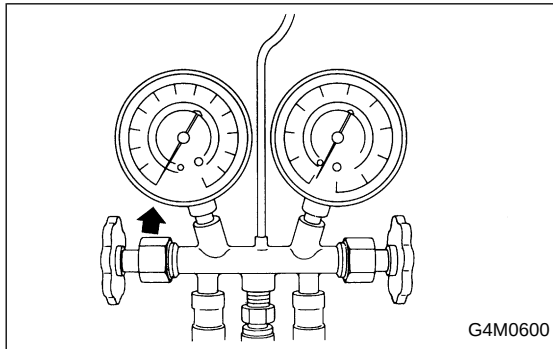
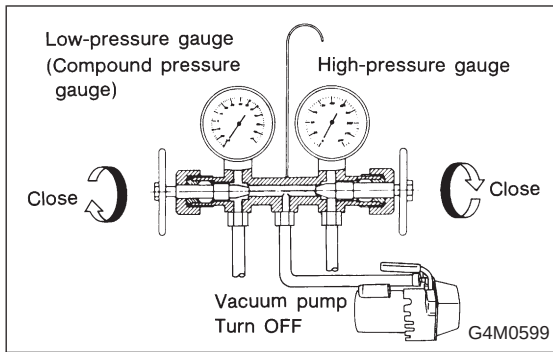
- 1) Close the high- and low-pressure manifold valves
- 2) Attach the low-pressure manifold hose to the low-pressure service port on the vehicle. Check the low-pressure gauge. If more than 68.6 kPa (0.70 kg/cm², 10 psi) is indicated, discharge the system prior to charging.
- 3) Attach the high-pressure manifold hose to the high-pressure service port on the vehicle.
- 4) Connect the center hose from the manifold to the vacuum pump.
- 5) Turn on the vacuum pump.
- 6) Slowly open the low-pressure manifold valve.
- 7) When the low-pressure gauge reaches approximately 66.43 kPa (498.3 mmHg, 19.62 inHg), slowly open the high-pressure manifold valve.



- 8) Maintain a minimum vacuum level of 100.56 kPa (754.4 mmHg, 29.70 inHg) for a minimum of 15 minutes on a new system or 30 minutes for an in-service system.

NOTE:

The gauge will read 4 kPa (25 mmHg, 1 inHg) less for every 304.8 m (1,000 ft) above sea level.



B: PERFORM A VACUUM LEAK TEST

- 1) After 15 minutes (or more) of evacuation, close the high-pressure manifold valve.
- 2) Close the low-pressure manifold valve.
- 3) Turn off the vacuum pump.

- 4) Note the low side gauge reading.
- 5) After 5 minutes, re-check the low-pressure gauge reading.
If the vacuum level has changed more than 4 kPa (25 mmHg, 1 inHg), perform an HFC-134a leak test.
If the vacuum reading is about the same as noted in step 4), continue on to next step.

- 6) Carefully attach the can tap to the refrigerant can by following the can tap manufacturer's instructions.
- 7) Disconnect the center manifold hose from the vacuum pump and connect the hose to the tap valve.

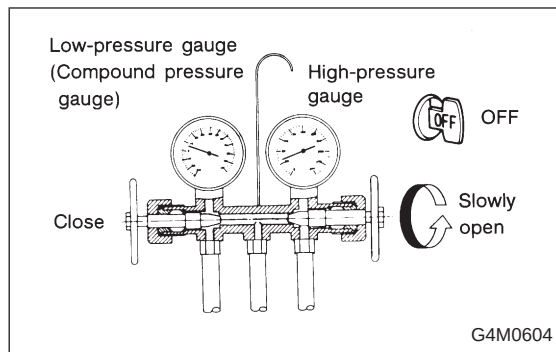
- 8) If a 13.6 kg (30 lb) container of refrigerant is used a weight scale will be needed. This scale is to determine the amount of refrigerant that is used.
Connect the center hose from the manifold to the valve. Place the 13.6 kg (30 lb) container on the scale, valve end down.

C: PURGE THE CENTER HOSE

CAUTION:

Be certain that goggle and glove are worn.

- 1) Verify that all three hose connections are tight at the manifold gauge set.
- 2) Open the valve on the HFC-134a source.
- 3) Loosen the center hose connection at the manifold and allow the HFC-134a to escape for no more than two or three seconds, then quickly retighten the hose fitting at the manifold.

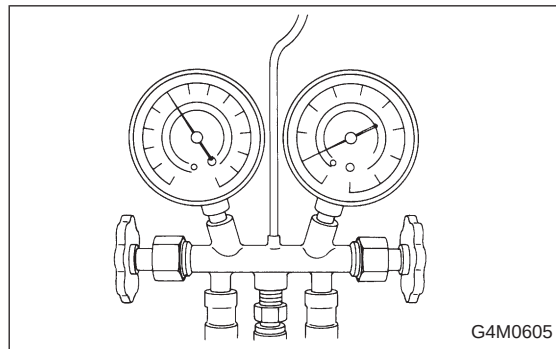


D: INITIAL CHARGING THROUGH THE HIGH SIDE

- 1) Connect a tachometer to the engine.
- 2) With the engine off, start charging by slowly opening the high-pressure manifold valve.

NOTE:

The initial charge rate can be increased by immersing the can in lukewarm [below 38°C (100°F)] water for a short time.

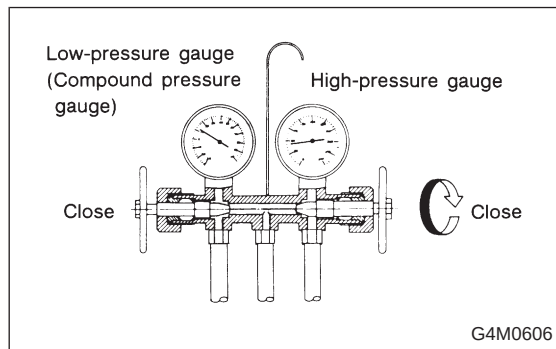


E: CHECK THE GAUGE READINGS

When both the high- and low-pressure gauge readings are about equal, or the HFC-134a source is empty, or the system has been filled to specifications, close the high-pressure manifold valve.

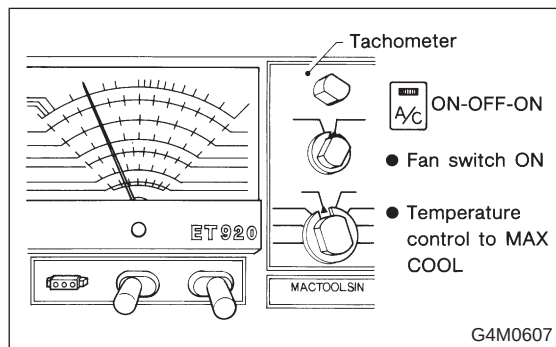
F: ADD ADDITIONAL CANS

If the HFC-134a source is exhausted, first close the high-pressure manifold valve, second, close the can tap valve, then slowly purge the refrigerant from the service hose by loosening the fitting at the can tap.

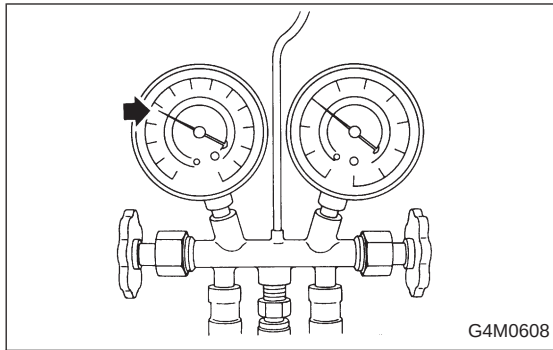


G: COMPLETE CHARGING THROUGH THE LOW SIDE

- 1) Verify that the high-pressure manifold valve is closed (should have already been closed).
- 2) Verify that the low-pressure manifold valve is closed (should have already been closed).



- 3) With the A/C switch off and the windows rolled down, start the engine and run at idle rpm.
- 4) Set the A/C controls on maximum cool and set the blower speed on the highest setting.
- 5) Quickly turn the A/C switch on-off-on-off a few times to prevent initial compressor damage due to "load shock." Finish this operation with the A/C switch in the ON position.
- 6) Raise engine rpm to approximately 1,500 rpm.



H: CHARGE THE SYSTEM

1) With the refrigerant source connected and the service hose purged, slowly open the low-pressure manifold valve, while checking the low-pressure gauge reading.

CAUTION:

The refrigerant source must be positioned for vapor (valve up).

2) Keep the low side pressure below 276 kPa (2.81 kg/cm², 40 psi) by using the low-pressure manifold valve to regulate the flow of refrigerant into the system.

3) When the system is fully charged, close the low-pressure manifold valve.

4) Close the valve at the refrigerant source.

● Refrigerant capacity

Refrigerant	Minimum	Maximum
HFC-134a	0.55 (1.21)	0.65 (1.43)
Unit: kg (lb)		

I: COMPLETE ALL SYSTEM CHECKS

1) Evaluate the system performance. <Ref. to 4-7 [K200].>

2) Perform leak detection test. <Ref. to 4-7 [W8A0].>

CAUTION:

Always perform leak checking in an environment free of refrigerant pollution.

Do not disconnect the high- or low-pressure hoses from the vehicle before leak checking.

J: DISCONNECT THE MANIFOLD GAUGE SET

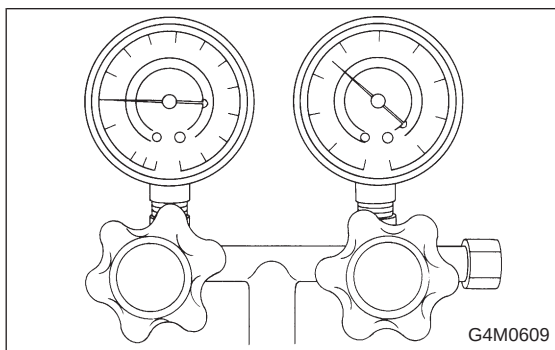
Remove the high- or low-pressure hoses from the service ports and install the service port caps.

8. Leak Testing

A: INSPECTION

The following points should be kept in mind when conducting a refrigerant leak test.

- 1) The A/C system to be tested must have an adequate refrigerant charge to begin with.
- 2) The area where the leak test is conducted must be free of wind and drafts, with still air being the ideal condition.
- 3) The atmosphere where the leak test is conducted must be free of refrigerant contamination.
- 4) Operate the A/C system for approx. 10 minutes, then turn the engine off and begin the leak test.
- 5) Refrigerant gas is heavier than air, therefore always hold the probe below the connection being tested.
- 6) When checking for a leak along a length of hose or tube, the leak detector probe must be moved slowly, approx. 25 mm (1 in) per second making sure probe does not come in contact with the component being tested.
- 7) When checking for a leak at a certain point, the leak detector probe must be held at that point for at least 5 seconds.



1. CHECK THE SYSTEM PRESSURE

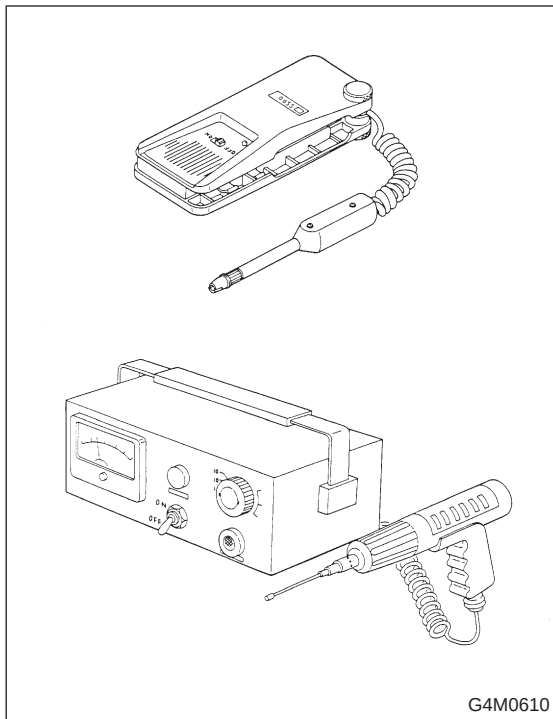
With gauges connected to the A/C system, operate the A/C and confirm that the high side pressure is above 690 kPa (7.03 kg/cm², 100 psi). If not, evacuate and charge the system before leak checking. <Ref. to 4-7 [W700].>

2. CLEAN CONNECTIONS BEFORE TESTING

Before testing, use a clean shop towel to wipe off refrigerant oil, dirt, or foreign material from all of the connections and components to be tested.

NOTE:

Since refrigerant oil absorbs refrigerant, excess oil on or near a connection may falsely signal a leak.

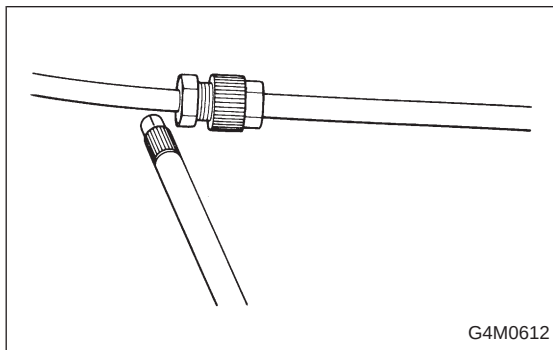


3. CALIBRATE LEAK DETECTOR

Refer to the manufacturer's instructions for the particular type of detector used and calibrate the instrument.

CAUTION:

Always make sure that the probe tip filter is clean and free of contamination.



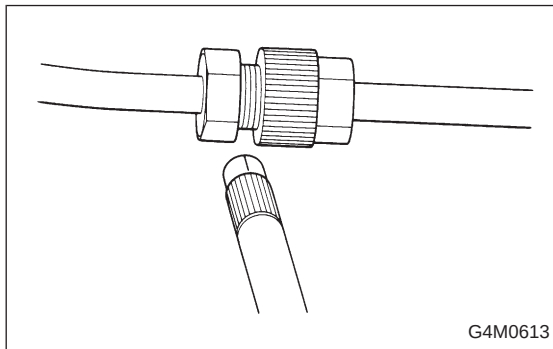
4. LEAK TEST — HIGH-PRESSURE SIDE

Operate the A/C system for approx. 10 minutes, then turn the engine off and begin the leak test.

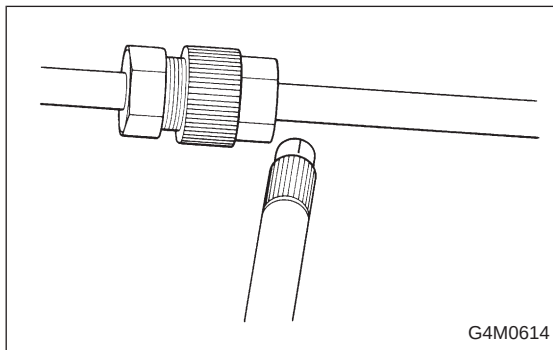
1) Begin at the connection of the high-pressure tube to the evaporator, and work your way along the high-pressure side of the system to the compressor. There are three places to check each tube connection.

2) Check the area.

- Check the area where the fitting meets the tube.



- Check the area where the two parts of the fitting join each other.



- Check the area where the nut meets the tube.

- 3) Check the area of the pressure switch (dual switch), and also check the seams of the receiver drier.
- 4) Check the connections of the tubes to the condenser, and also check any welded joints on the condenser.

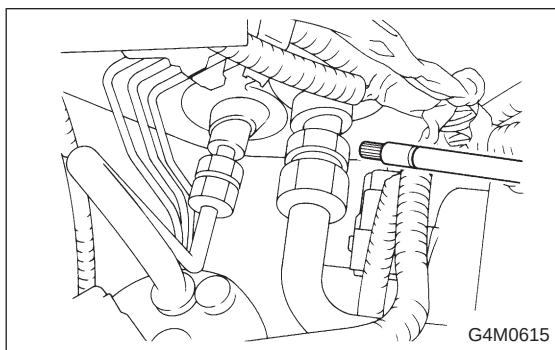
CAUTION:

An oily area on the fins of the condenser may indicate a leak.

- 5) Check the area where the hoses attach to the compressor.
- 6) Check around the machined portions of the compressor (where the compressor sections join each other).
- 7) If equipped, check the thermal limiter on the compressor housing.
- 8) Check the compressor shaft seal by probing near the center of the compressor clutch pulley.

NOTE:

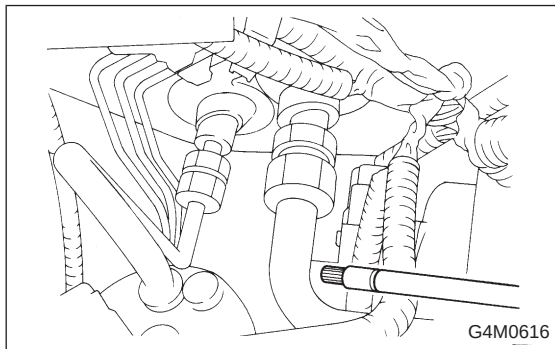
Some shaft seals have a very slight amount of normal leakage [approximately 28 g (1.0 oz) per year].

**5. LEAK TEST — LOW-PRESSURE SIDE**

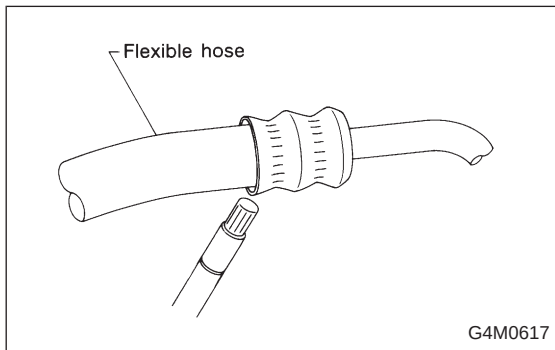
- 1) Begin at the connection of the low pressure tube to the evaporator, and work your way along the low-pressure of the system to the compressor. There are three places to check on each tube connection.

- 2) Check the area.

- (1) Check the area where the fitting joins the tube.
- (2) Check the area where the two parts of the fitting join each other.



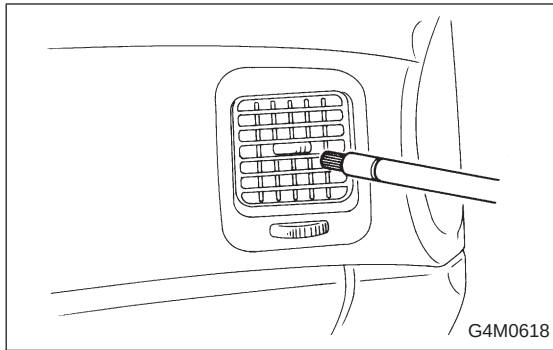
- (3) Check the area where the nut joins the tube.

**6. CHECK THE FLEXIBLE HOSES**

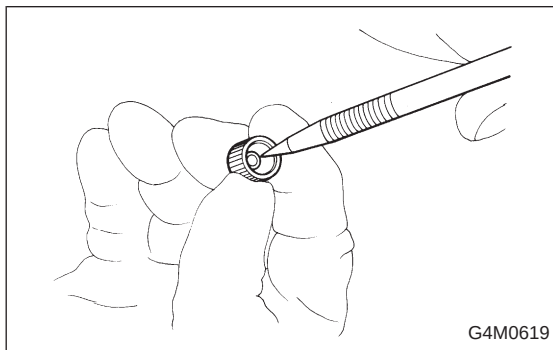
- 1) Visually inspect the rubber portions of the flexible hoses for cracking. Probe the rubber section, including the ends of any insulators or protectors which may cover sections of the rubber hose, and near the ends where the rubber meets the metal collar.

NOTE:

Be certain to move the probe slowly [approximately 25 mm (1 in) per second] when probing along any length of hose or tube.

**7. CHECK THE EVAPORATOR ASSEMBLY**

- 1) Use one or both of the following methods to check the evaporator assembly.
- 2) Remove the drain hose from the case drain nipple. Hold the probe at the end of the case drain nipple for at least 10 seconds. Be certain to reconnect the drain hose when finished.
- 3) With the ignition key in the "ACC" position, run the blower on high speed for 1 minute, then turn the blower off. Place the probe in the center instrument panel vent, and turn the blower on low speed for 1 to 2 seconds, then turn the blower off. Leave the probe in the vent for at least 10 seconds.

**8. CHECK THE SERVICE PORT CAPS**

Visually inspect the inside of the service port caps. Make sure the rubber seal is in place on the inside of the caps. Disconnect the gauges from the vehicle and install the service port caps.

9. Lubrication

A: ADJUSTMENT

1. SYSTEM OIL STABILIZATION

1) Prior to opening the refrigerant system for repairs (except compressor seizure) the system must be stabilized for correct oil replenishment.

2) Follow these procedures:

- (1) Engine speed set to 1,500 rpm.
- (2) A/C "ON".
- (3) Air source to recirculate
- (4) Blower 4th or high speed position

● Make sure the air entering the evaporator is above 26.7°C (80°F).

● The discharge (high) side pressure must be above 588 kPa (6 kg/cm², 85 psi).

(5) Operate the A/C for 10 minutes.

2. SYSTEM DISCHARGE

Slowly, discharge the system starting with the high-pressure side until the pressure drops below 345 kPa (3.52 kg/cm², 50 psi), then open the low-pressure side.

B: REPLACEMENT

1. OIL REPLACEMENT

1) After stabilization and discharge, replace the component, adding the appropriate amount of oil (DH-PR) to the new component before installation.

Evaporator	114 ml (3.9 US fl oz, 4.0 Imp fl oz)
Receiver drier	5 ml (0.2 fl oz, 0.2 fl oz)
Condenser	2 ml (0.07 fl oz, 0.07 fl oz)
Hose	1 ml (0.03 fl oz, 0.04 fl oz)

2) If the compressor is replaced (after stabilization):

(1) Drain and measure the oil from the original compressor.

(2) Drain the oil from the replacement compressor and refill with the same amount that was drained from the original [20 ml (0.7 US fl oz, 0.7 Imp fl oz) minimum]. Always use DH-PR for the replacement oil.

10. Performance Test

A: INSPECTION

1. VEHICLE SET UP

In order to obtain meaningful test results, the vehicle must be set up to meet the following conditions:

- Vehicle in shade
- No wind
- All vehicle doors closed
- Front windows open
- Hood open
- Engine speed set at 1,500 rpm.
- A/C ON
- Temperature control dial — Maximum cold
- Air source — Recirculation
- Blower speed — 4th position (High)
- Operate A/C for 10 minutes (Minimum) before taking measurement.

2. MEASUREMENTS

After 10 minutes (Minimum) of A/C operation and using accurate test equipment, take the following measurements (in order):

- 1) Evaporator intake air temperature at recirculation door.
- 2) Evaporator discharge air temperature at center grill.
- 3) Condenser (Ambient) intake air temperature measured 0.9 m (3 ft) in front and in line with the center of the condenser
- 4) Suction (Low) side pressure
- 5) Discharge (High) side pressure

NOTE:

If only one thermometer is available; 1) take the ambient measurement first; then 2) the intake air; and 3) discharge air temperature.

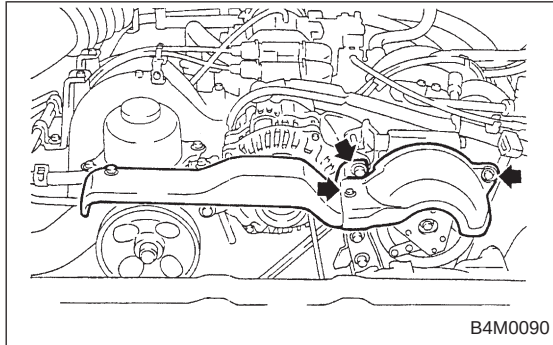
11. Compressor

A: INSPECTION

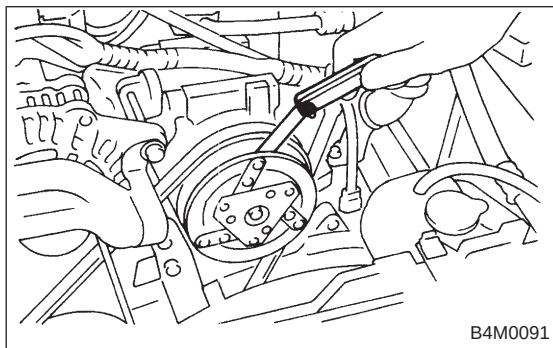
1. COMPRESSOR CLUTCH

NOTE:

- Compressor is a 5-vane rotary type. When trouble occurs, replace compressor as a single unit.
- Compressor clutch trouble is often caused by clutch slippage and noise. Check and take corrective measures, as required.



- 1) Remove belt cover.

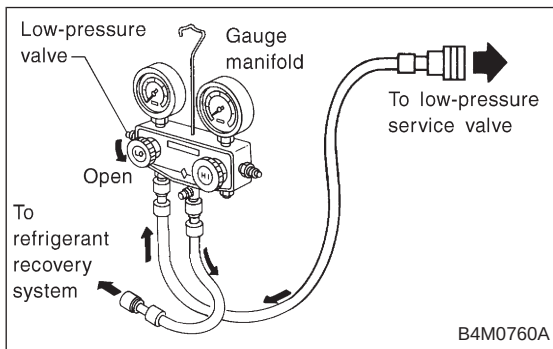


- 2) Check that clearance between drive plate and pulley over the entire perimeter is within specifications.

Clearance:

$0.45 \pm 0.15 \text{ mm}$ ($0.0177 \pm 0.0059 \text{ in}$)

- 3) Check that voltage applied to magnetic coil is at least 10.5 volts.
- 4) When noise is noted, check that it originates in either compressor or pulley bearing.

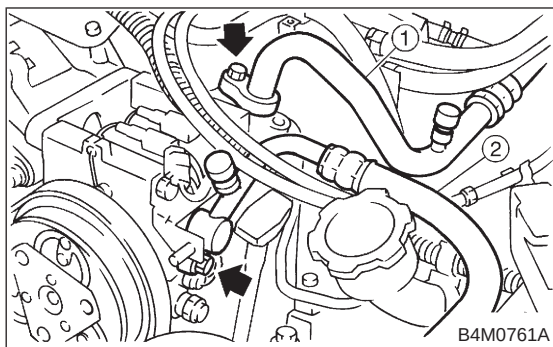


B: REMOVAL

- 1) Disconnect ground cable from battery.
- 2) Discharge refrigerant using refrigerant recovery system. <Ref. to 4-7 [W600].>
 - (1) Fully close low-pressure valve of manifold gauge.
 - (2) Connect low-pressure charging hose of manifold gauge to low-pressure service valve.
 - (3) Open low-pressure manifold gauge valve slightly, and slowly discharge refrigerant from system.

CAUTION:

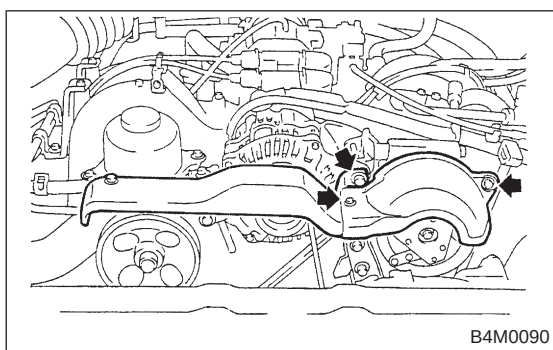
Do not allow refrigerant to rush out. Otherwise, compressor oil will be discharged along with refrigerant.



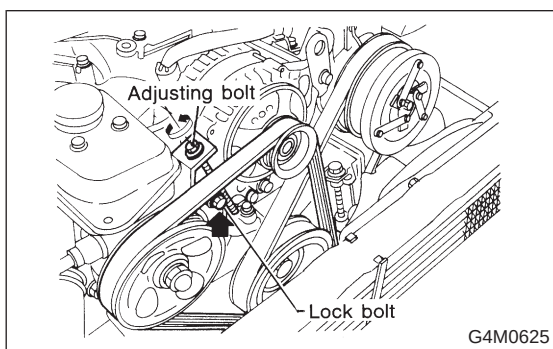
3) Remove low-pressure hose ① (Flexible hose Ps) and high-pressure hose ② (Flexible hose Pd).

CAUTION:

- Be careful not to lose O-ring of low-pressure hose.
- Plug the opening to prevent foreign matter from entering.

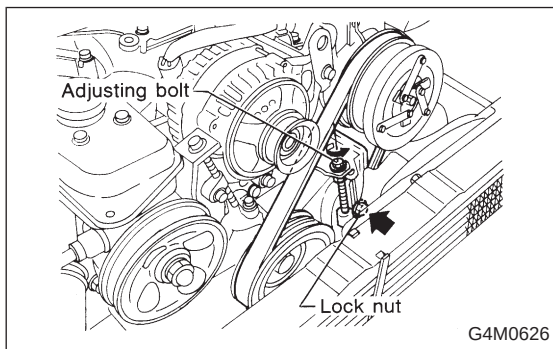


4) Compressor belt cover and generator belt cover:
Remove bolts which secure belt covers.



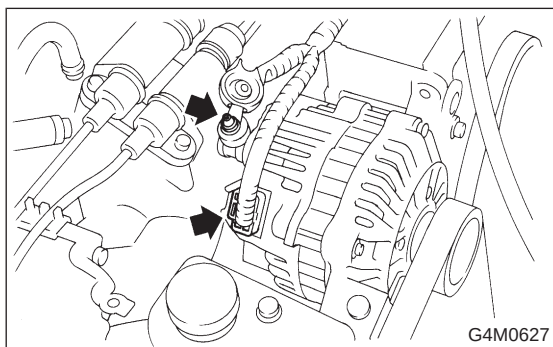
5) Remove alternator V-belt:

- (1) Loosen lock bolt on generator bracket.
- (2) Turn adjusting bolt and remove V-belt.

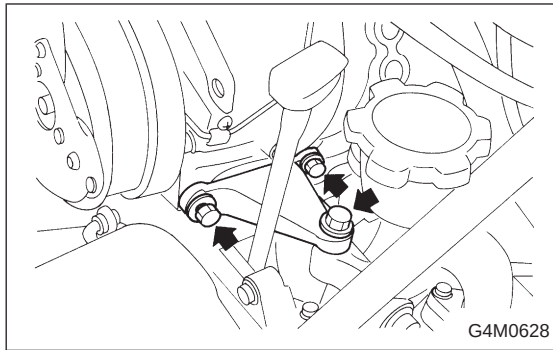


6) Remove compressor V-belt:

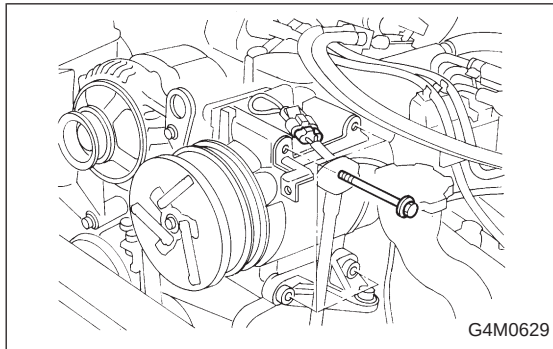
- (1) Loosen lock bolt on idler pulley.
- (2) Turn adjusting bolt and remove V-belt.



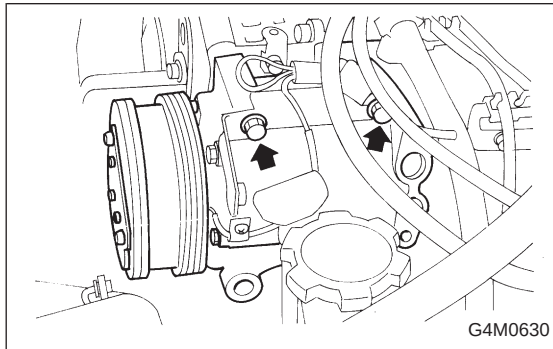
7) Disconnect alternator harness.



- 8) Disconnect compressor harness:
Disconnect compressor harness from body harness.
- 9) Remove lower bracket:
Remove bolts which secure lower compressor bracket.



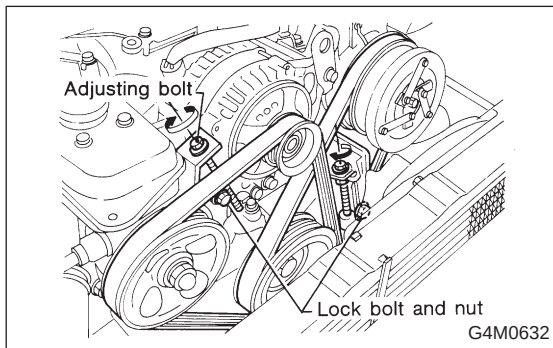
- 10) Remove compressor:
- (1) Remove bolts which secure compressor.
 - (2) Remove compressor from bracket.



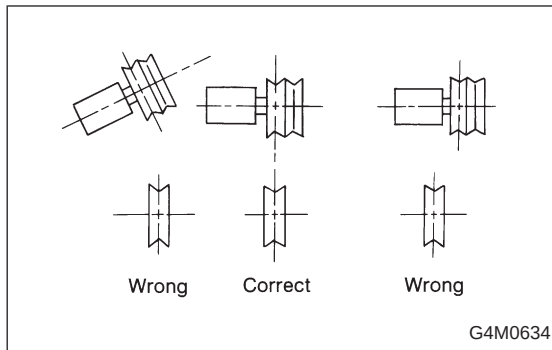
C: INSTALLATION

- 1) Install compressor:
Install compressor on bracket.

- 2) Connect compressor harness.
- 3) Connect alternator harness.
- 4) Install compressor V-belt (Rear):
After adjusting belt tension, tighten tension pulley lock bolt securely.



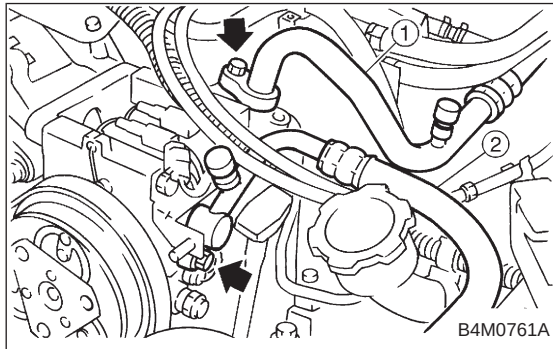
- 5) Install alternator V-belt:
After adjusting V-belt tension, tighten generator bracket lock bolt securely.
- 6) Check drive belt tension and adjust it if necessary by changing alternator position and/or idler pulley position.

**CAUTION:**

- Ensure that the V-belt is aligned correctly. If it is not, check for loose bolts.
- The V-belt should not be too tight or too loose. A belt which is too tight may break bearing or cause gas to leak from the shaft seal. A belt which is too loose slips, thereby causing the belt cut.
- After completing the compressor installation and testing the system operation, check and adjust the tension of both V-belts again.

Pulley arrangement		Tension mm (in)/98N (10 kg, 22 lb)	
Figures in table refer to the number of grooves in pulleys. C/P: Crankshaft pulley ALT: Alternator pulley P/S: Power steering oil pump pulley A/C: Air conditioner compressor pulley I/P: Idler pulley		(A)	(B)
		*New belt: 7.0 – 9.0 (0.276 – 0.354) Existing belt: 9.0 – 11.0 (0.354 – 0.433)	*New belt: 7.5 – 8.5 (0.295 – 0.335) Existing belt: 9.0 – 10.0 (0.354 – 0.394)
		*When replacing belts with new ones, adjust tensions to specification and then readjust to the same specification after running engine for 5 minutes.	

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- 7) Install high-pressure hose ② (Flexible hose Pd) and low-pressure hose ① (Flexible hose Ps):
Connect high-pressure hose and low-pressure hose with compressor.

CAUTION:

Be sure to apply compressor oil to the periphery of O-ring.

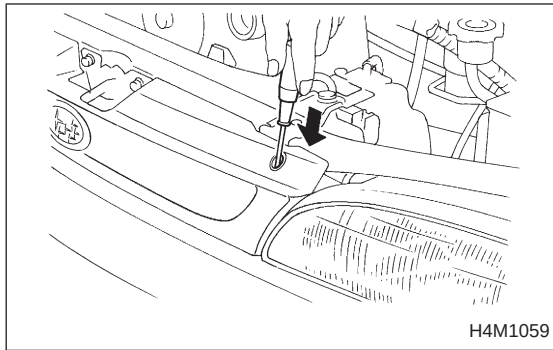
- 8) Install belt cover.

CAUTION:

- After installing belt cover, make sure it is not misaligned or twisted.
- After installing belt cover, check the clearance between pulley and belt cover.

- 9) Connect ground cable to negative terminal of battery.

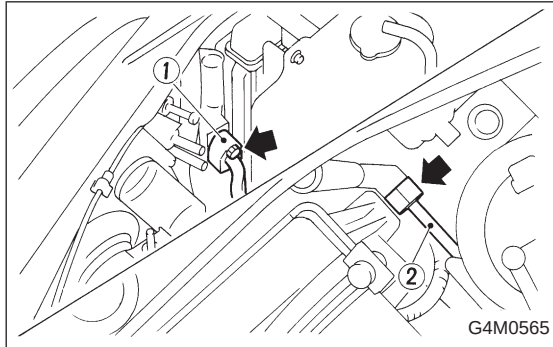
- 10) Charging refrigerant. <Ref. to 4-7 [W700].>



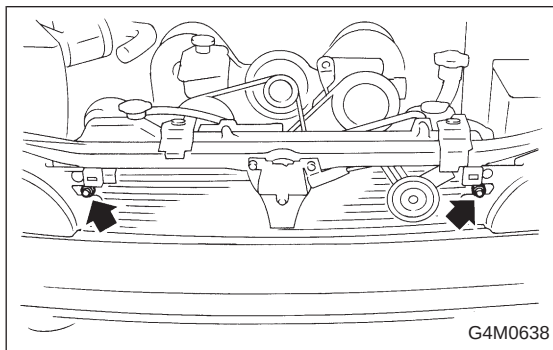
12. Condenser

A: REMOVAL AND INSTALLATION

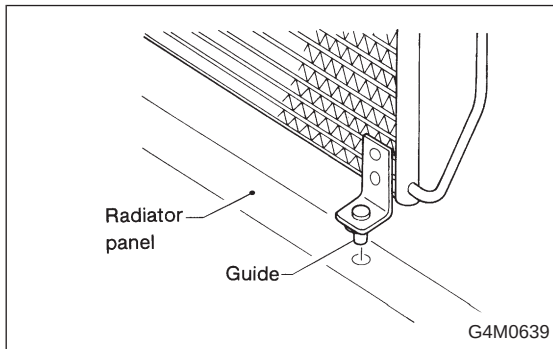
- 1) Disconnect battery negative terminal.
- 2) Discharge refrigerant using refrigerant recovery system.
<Ref. to 4-7 [W600].>
- 3) Remove front grille.



- 4) Remove the radiator bracket.
- 5) Disconnect high-pressure hose ① and high-pressure pipe ② from condenser.



- 6) Remove the two bolts which secure condenser. While lifting condenser, remove it through space between radiator and radiator panel.



- 7) The condenser should be installed in the reverse order in which it was removed.

When installing the condenser, pay attention to the following:

CAUTION:

Before connecting the pipe, be sure to apply oil to the periphery of O-ring.

NOTE:

After installing condenser, ensure that guide on lower side of condenser is inserted into hole in radiator panel. Tighten attaching bolts.

- 8) Charge refrigerant. <Ref. to 4-7 [W700].>

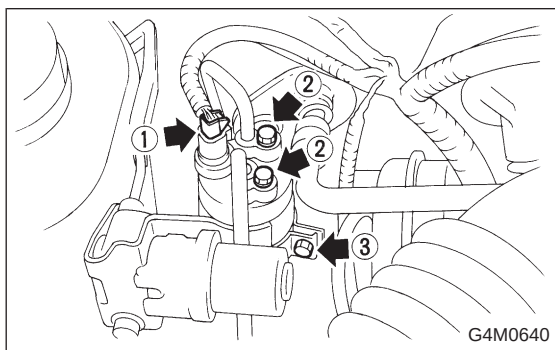
B: INSPECTION

1) Make sure the condenser fins are free from dust and insects. If the fins are clogged, clean by blowing air or water through them.

NOTE:

To prevent dust and water from getting into the condenser, this work must be done when the condenser is installed in an actual vehicle.

2) Check the condenser to see if it shows any sign of oil. If oil ooze or gas leak occur from the condenser, replace it with a new one.

**13. Receiver Drier****A: REMOVAL AND INSTALLATION**

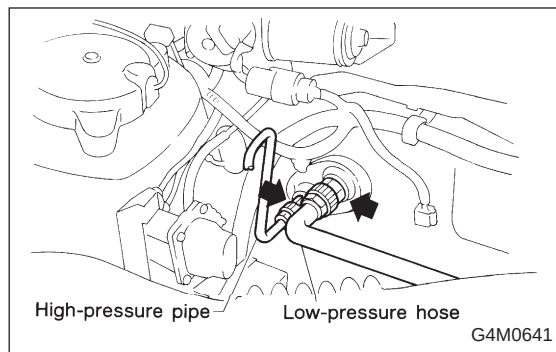
- 1) Disconnect battery negative terminal.
- 2) Discharge refrigerant using refrigerant recovery system.
<Ref. to 4-7 [W600].>
- 3) Disconnect pressure switch harness ①.
- 4) Disconnect pipes ②.
- 5) Remove mounting bolt ③ and remove receiver drier.

CAUTION:

The receiver drier contains a desiccant. Be sure to put a blind plug in the detached receiver drier to protect it from moisture.

- 6) Install the receiver drier in the reverse order of removal.
- 7) Charge refrigerant. <Ref. to 4-7 [W700].>

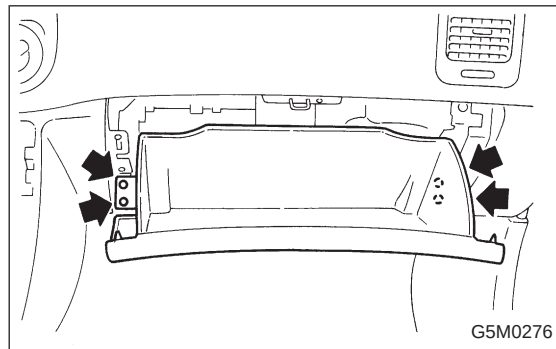
14. Intake Unit with Evaporator



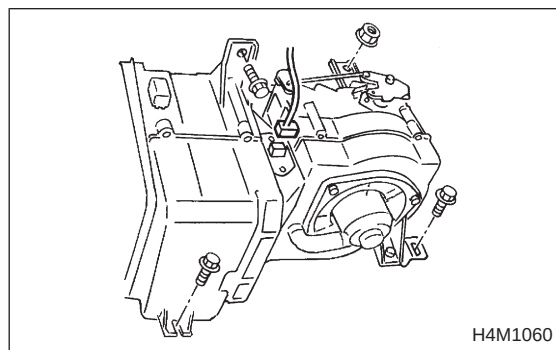
14. Intake Unit with Evaporator

A: REMOVAL AND INSTALLATION

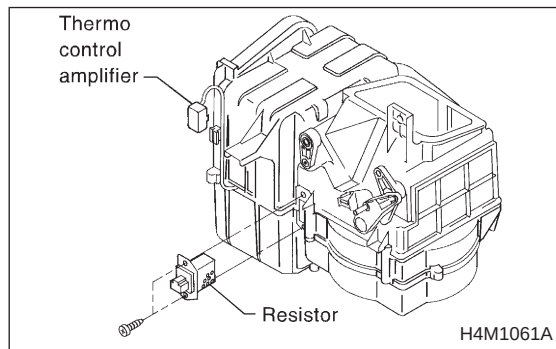
- 1) Disconnect battery negative terminal.
- 2) Discharge refrigerant using refrigerant recovery system. <Ref. to 4-7 [W600].>
- 3) Disconnect discharge pipe, suction pipe and grommets.



- 4) Remove glove box.

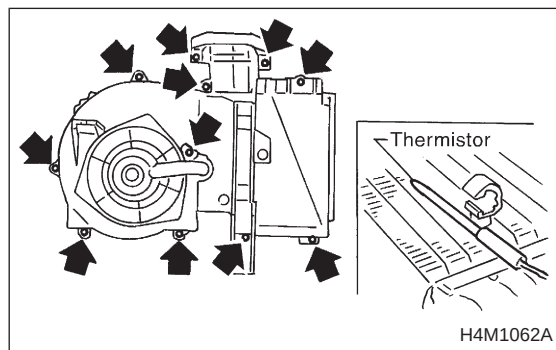


- 5) Disconnect the harness connector from intake unit.
- 6) Disconnect drain hose.
- 7) Remove intake unit mounting bolt and nut.
- 8) Install the intake unit in the reverse order of removal.
- 9) Charge refrigerant. <Ref. to 4-7 [W700].>

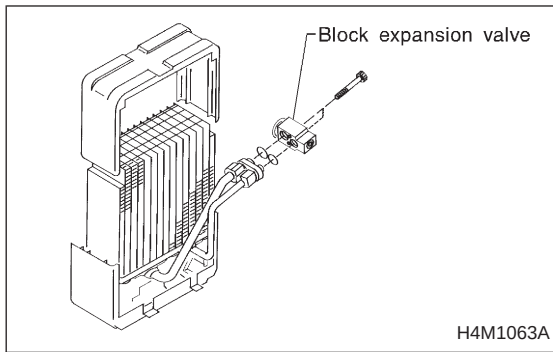


B: DISASSEMBLY AND ASSEMBLY

- 1) Remove resistor assembly and remove thermo control amplifier from intake unit case.



- 2) Remove some screws then separate intake unit case.
- 3) Remove thermistor from clip with the evaporator.



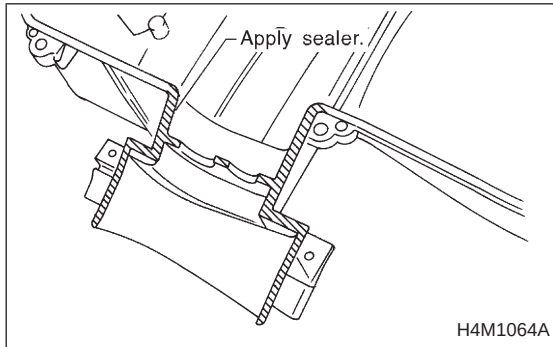
4) Remove the block expansion valve from pipes.

5) Check to see if the evaporator fins are clogged. If they are, clean them with compressed air.

CAUTION:

Water must never be used to clean the evaporator.

6) Check parts that have been removed for cracks or scratches, and repair or replace them with new ones, if necessary.



7) Before assembling intake unit, apply sealer to flange of intake unit case.

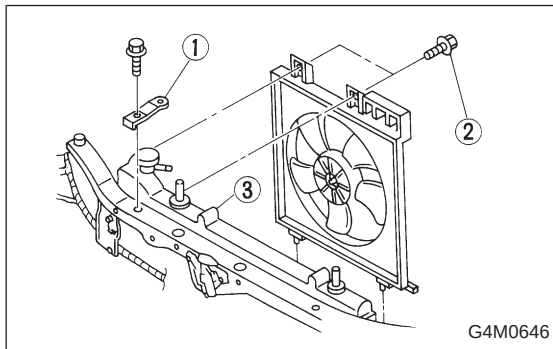
Sealer:

THREE BOND 1215 or equivalent

8) Reassemble the intake unit in the reverse order of disassembly.

NOTE:

Confirm that the O-ring is inserted in the specified position.



15. Condenser Fan Assembly

A: REMOVAL AND INSTALLATION

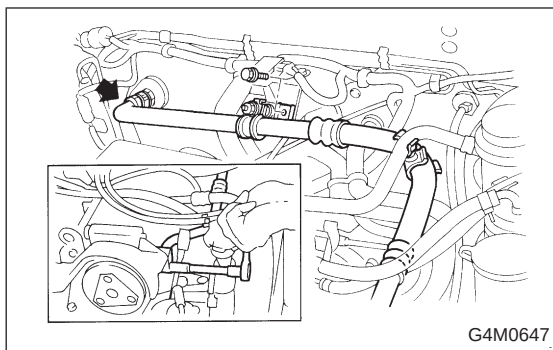
1) Disconnect battery negative terminal.

2) Disconnect harness connector from fan motor.

3) Remove radiator bracket (RH) ① and remove condenser fan bolt ② from radiator ③.

4) Pull condenser fan assembly.

5) Install the condenser fan assembly in the reverse order of removal.



16. Flexible Hose

A: REMOVAL AND INSTALLATION

- 1) Disconnect battery negative terminal.
- 2) Discharge refrigerant using refrigerant recovery system. <Ref. to 4-7 [W600].>
- 3) Remove low-pressure hose:

CAUTION:

With the following cautions, replace flexible hoses with new ones if they are damaged or swollen.

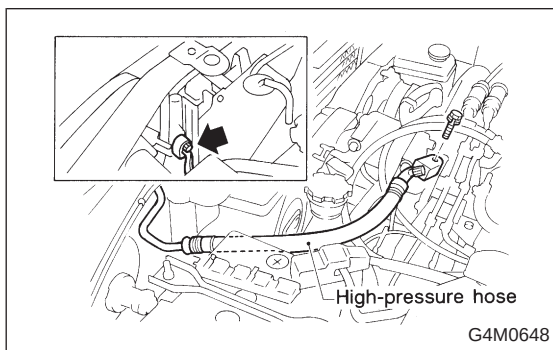
- The flexible hoses should be free from twists and tension after they have been connected.
- The flexible hoses must not be bent or twisted forcibly.

- (1) Remove hose attaching bolts.
- (2) Remove hose clip.

CAUTION:

Plug the opening to prevent foreign matter from getting in.

- (3) Disconnect the connector at evaporator unit.



- 4) Remove high-pressure hose:

CAUTION:

With the following cautions, replace flexible hoses with new ones if they are damaged or swollen.

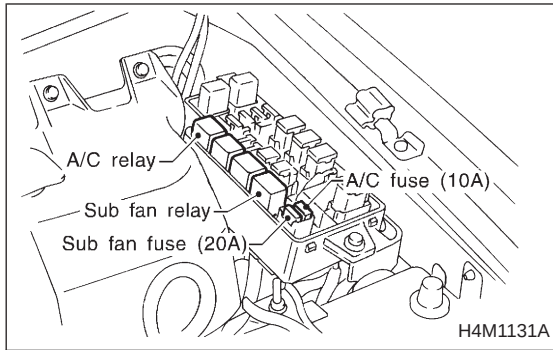
- The flexible hoses should be free from twists and tension after they have been connected.
- The flexible hoses must not be bent or twisted forcibly.

- (1) Disconnect hose attaching bolt (compressor side).
- (2) Disconnect hose attaching bolt (condenser side).

CAUTION:

Plug the opening to prevent foreign matter from getting in.

- 5) Installation is in the reverse order of removal.
- 6) Charge refrigerant. <Ref. to 4-7 [W700].>

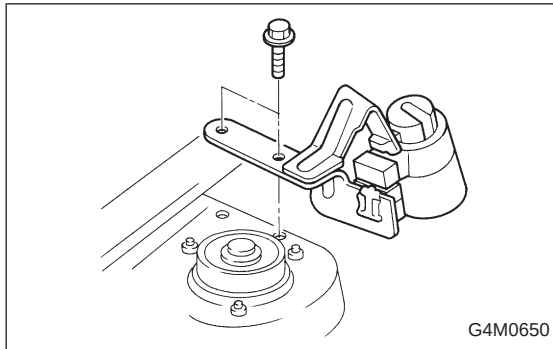


17. Relay and Fuse

A: LOCATION

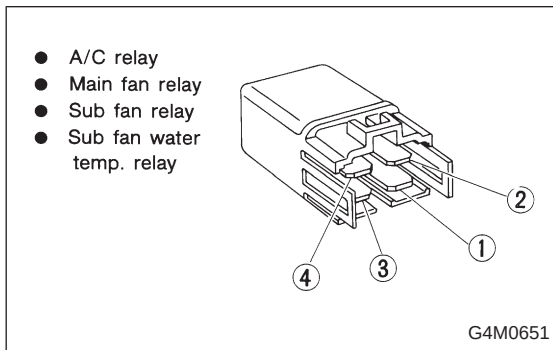
Relays used with A/C system are located as shown in figure.

- A/C relay
- Sub fan (condenser fan) relay
- Fuses (10 A and 20 A)



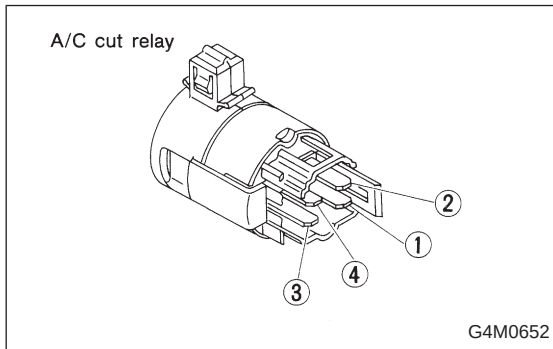
- A/C cut relay

A/C cut relay is attached by a bolt to top of front suspension bracket (RH) via a bracket.



B: INSPECTION

1) Check conduction with a circuit tester (ohm range) according to the following table in figure.

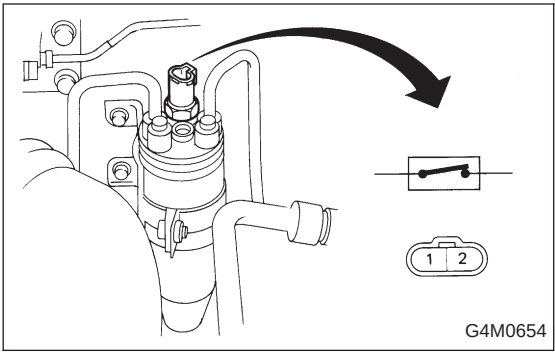


A/C relay Main fan relay Sub fan relay Sub fan water temp. relay	A/C cut relay
About 100Ω between ① and ②	About 120Ω between ① and ②
∞Ω between ③ and ④	∞Ω between ③ and ④

G4M0653

2) Replace relays which do not meet specifications.

18. Pressure Switch (Dual Switch)



18. Pressure Switch (Dual Switch)

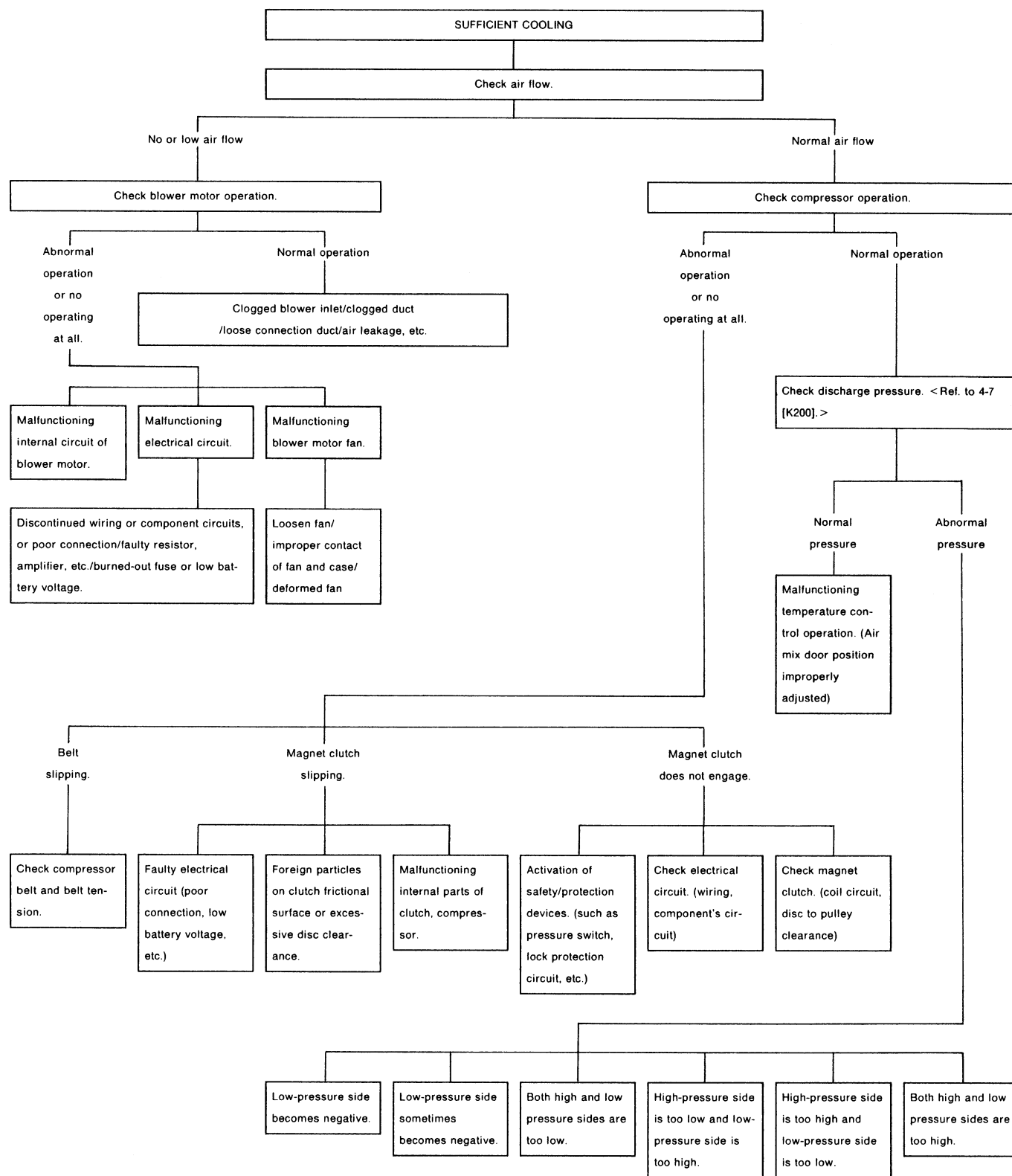
A: INSPECTION

NOTE:
Pressure switch is attached to receiver dryer. It has two built-in switches.

- 1) Remove cap from high-pressure line service valve, and connect gauge manifold to service valve.
- 2) Disconnect pressure switch harness connector, and check pressure switch for proper ON-OFF operation. Use a circuit tester.

	Terminal	Operation	High-pressure side line pressure kPa (kg/cm ² , psi)
High and low pressure switch	① — ②	Turns OFF.	Increasing to 2,746±98 (28±1, 398±14)
			Decreasing to 177±29 (1.8±0.3, 26±4)
		Turns ON.	Increasing to 186 ⁺³⁹ ₋₂₅ (1.9 ^{+0.4} _{-0.25} , 27 ^{+5.7} _{-3.6})
			Decreasing to 2,059±196 (21±2, 299±28)

1. Air Conditioning System Diagnosis

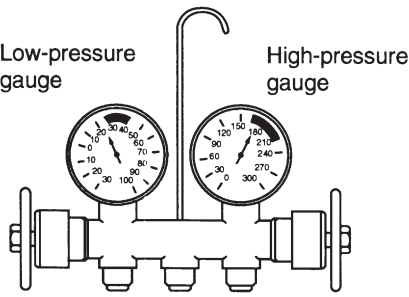
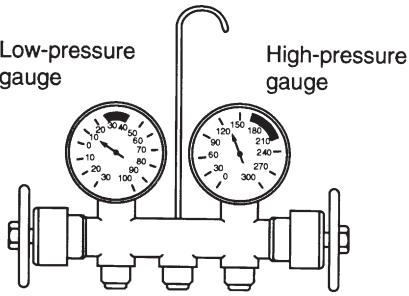
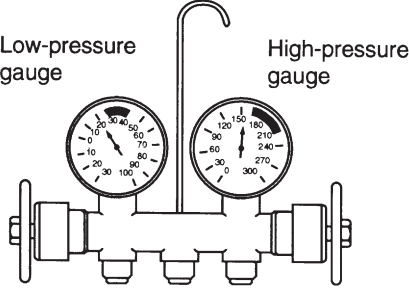


2. Performance Test Diagnosis

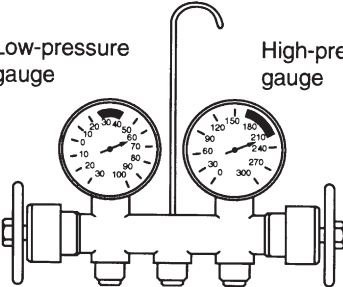
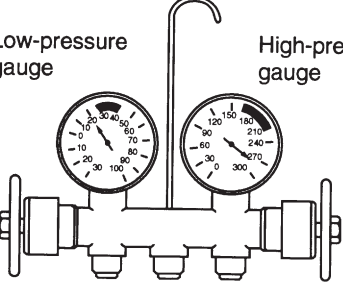
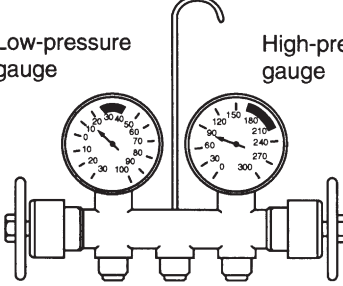
If various conditions caused to other air conditioning system, the characteristics revealed on manifold gauge reading are shown in the following.

As to the method of a performance test, refer to the item of "Performance Test".

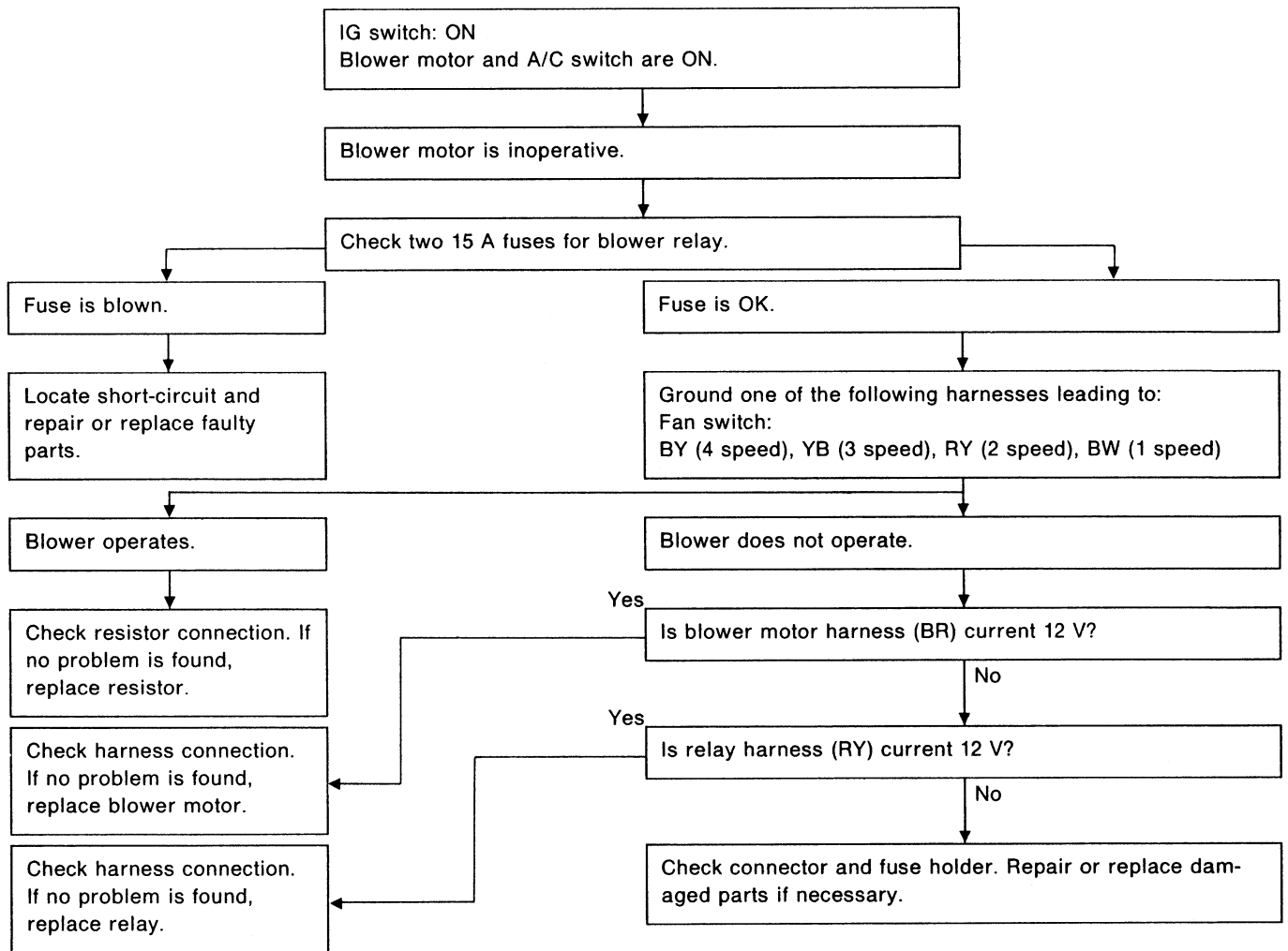
Each shaded area on the following tables indicates a reading of the normal system when the temperature of outside air is 32.5°C (91°F).

Condition		Probable cause	Corrective action
INSUFFICIENT REFRIGERANT CHARGE  Low-pressure gauge High-pressure gauge G4M0673	Insufficient cooling.	Refrigerant is small, or leaking a little.	1. Leak test. 2. Repair leak. 3. Charge system. Evacuate, as necessary, and recharge system.
ALMOST NO REFRIGERANT  Low-pressure gauge High-pressure gauge G4M0674	No cooling action.	Serious refrigerant leak.	Stop compressor immediately. 1. Leak test. 2. Discharge system. 3. Repair leak(s). 4. Replace receiver drier if necessary. 5. Check oil level. 6. Evacuate and recharge system.
FAULTY EXPANSION VALVE  Low-pressure gauge High-pressure gauge G4M0675	Slight cooling. Sweating or frosted expansion valve inlet.	Expansion valve restricts refrigerant flow. • Expansion valve is clogged. • Expansion valve is inoperative. • Valve stuck closed. Thermal bulb has lost charge.	If valve inlet reveals sweat or frost: 1. Discharge system. 2. Remove valve and clean it. Replace it if necessary. 3. Evacuate system. 4. Charge system. If valve does not operate: 1. Discharge system. 2. Replace valve. 3. Evacuate and charge system.

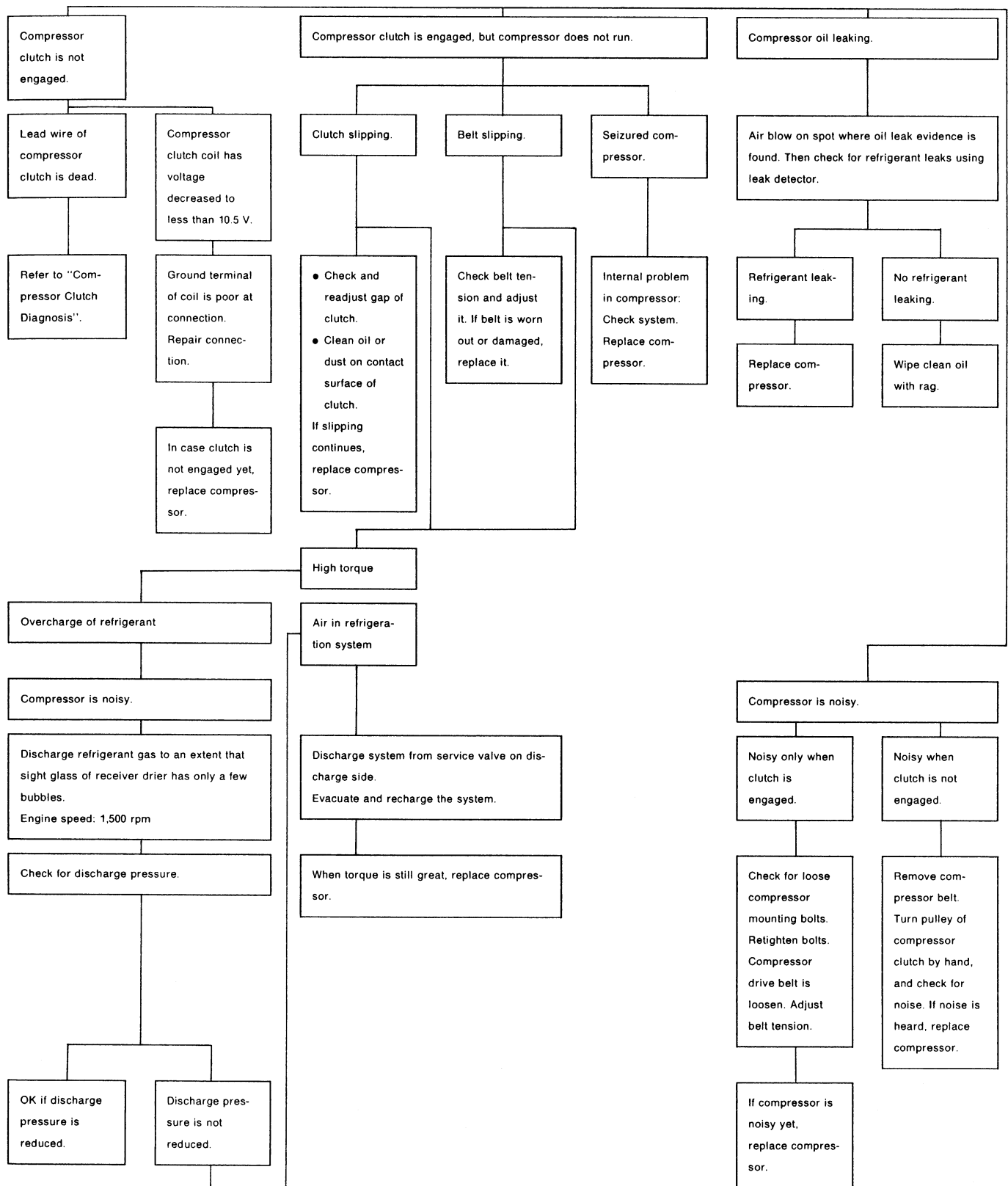
Condition		Probable cause	Corrective action
Low-pressure gauge High-pressure gauge G4M0676 Low-pressure gauge High-pressure gauge G4M0677	Insufficient cooling. Sweated suction line. No cooling. Sweating or frosted suction line.	Expansion valve allows too much refrigerant through evaporator. Faulty seal of O-ring in expansion valve.	Check valve for operation. If suction side does not show a pressure decrease, replace valve. 1. Discharge system. 2. Remove expansion valve and replace O-ring. 3. Evacuate and replace system.
AIR IN SYSTEM Low-pressure gauge High-pressure gauge G4M0678	Insufficient cooling.	Air mixed with refrigerant in system.	1. Discharge system. 2. Replace receiver drier. 3. Evacuate and charge system.
MOISTURE IN SYSTEM Low-pressure gauge High-pressure gauge G4M0679	After operation for a while, pressure on suction side may show vacuum pressure reading. During this condition, discharge air will be warm. As warning of this, reading shows 39 kPa (0.4 kg/cm², 6 psi) vibration.	Drier is saturated with moisture. Moisture has frozen at expansion valve. Refrigerant flow is restricted.	1. Discharge system. 2. Replace receiver drier (twice if necessary). 3. Evacuate system completely (Repeat 30 minute evacuating three times.). 4. Recharge system.

Condition		Probable cause	Corrective action
FAULTY CONDENSER Low-pressure gauge High-pressure gauge  G4M0680	No cooling action. Engine may overheat. Suction line is very hot.	Condenser is often found not functioning well.	● Check condenser cooling fan. ● Check condenser for dirt accumulation. ● Check engine cooling system for overheat. ● Check for refrigerant overcharge. If pressure remains high in spite of all above actions taken, remove and inspect the condenser for possible oil clogging.
HIGH-PRESSURE LINE BLOCKED Low-pressure gauge High-pressure gauge  G4M0681	Insufficient cooling. Frosted high-pressure liquid line.	Drier clogged, or restriction in high-pressure line.	1. Discharge system. 2. Remove receiver drier or strainer and replace it. 3. Evacuate and charge system.
FAULTY COMPRESSOR Low-pressure gauge High-pressure gauge  G4M0682	Insufficient cooling.	Internal problem in compressor, or damaged gasket and valve.	1. Discharge system. 2. Remove and check compressor. 3. Repair or replace compressor. 4. Check oil level. 5. Replace receiver drier. 6. Evacuate and charge system.

3. Blower Motor Diagnosis



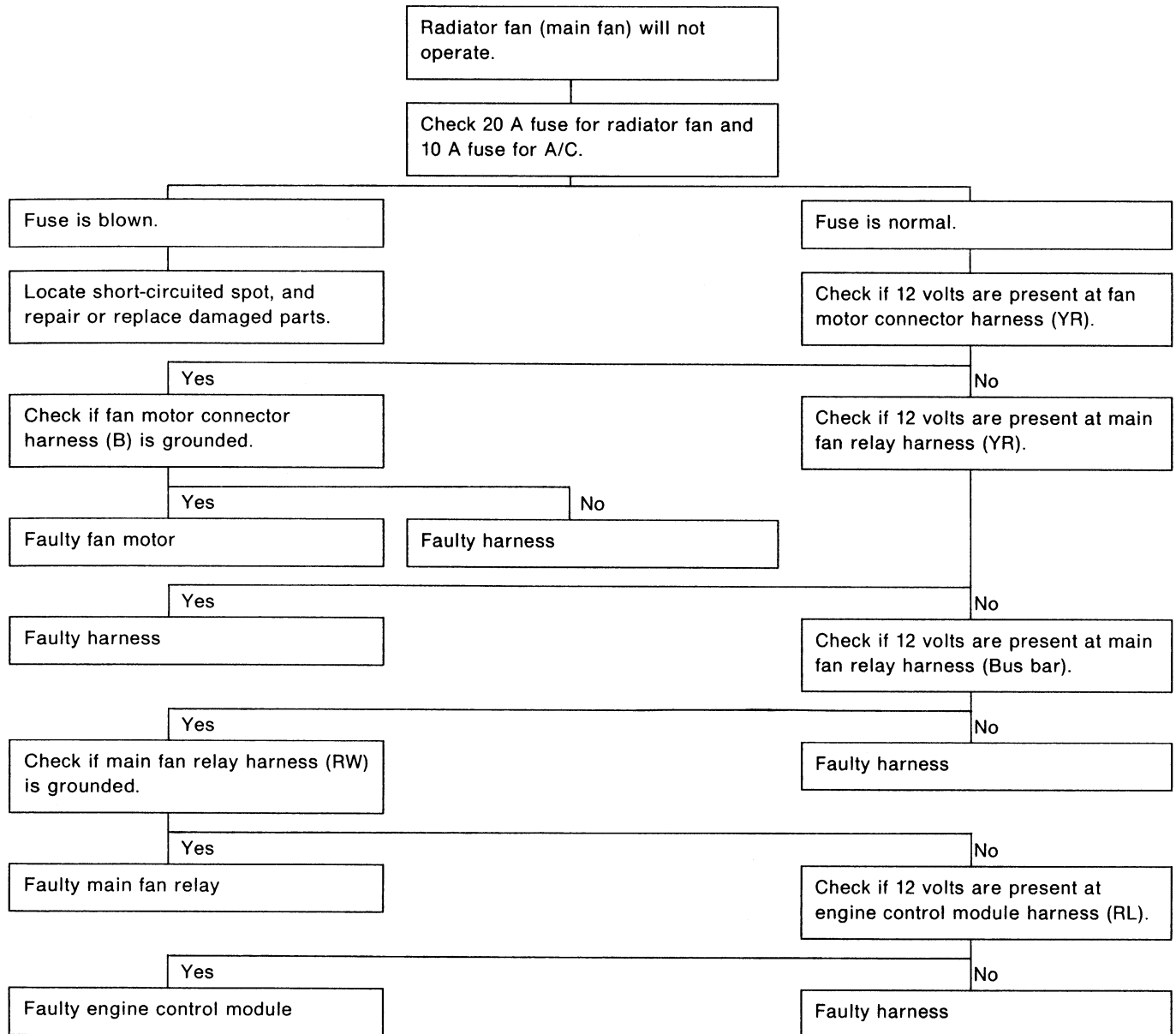
4. COMPRESSOR DIAGNOSIS



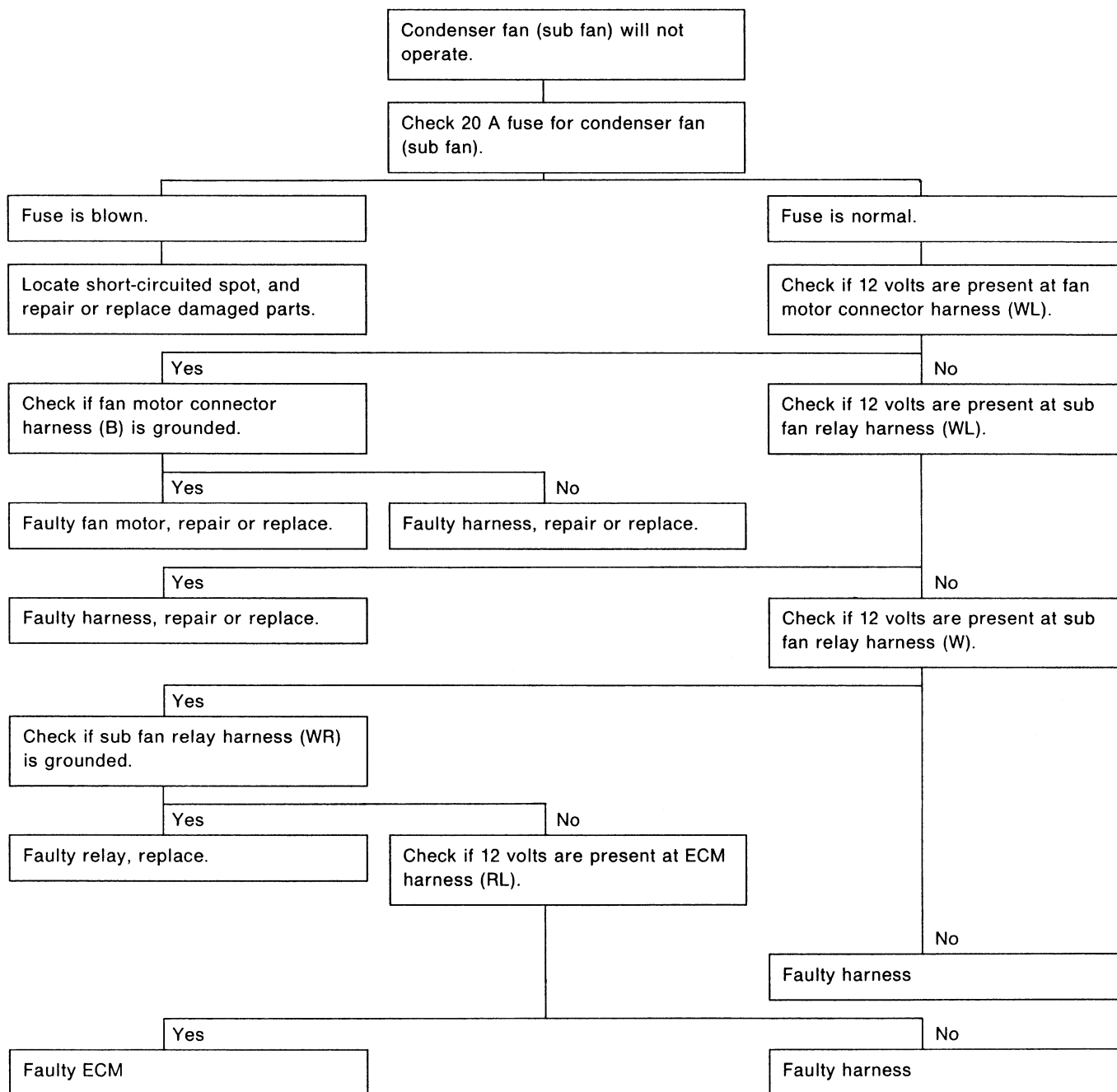
5. Compressor Clutch Diagnosis



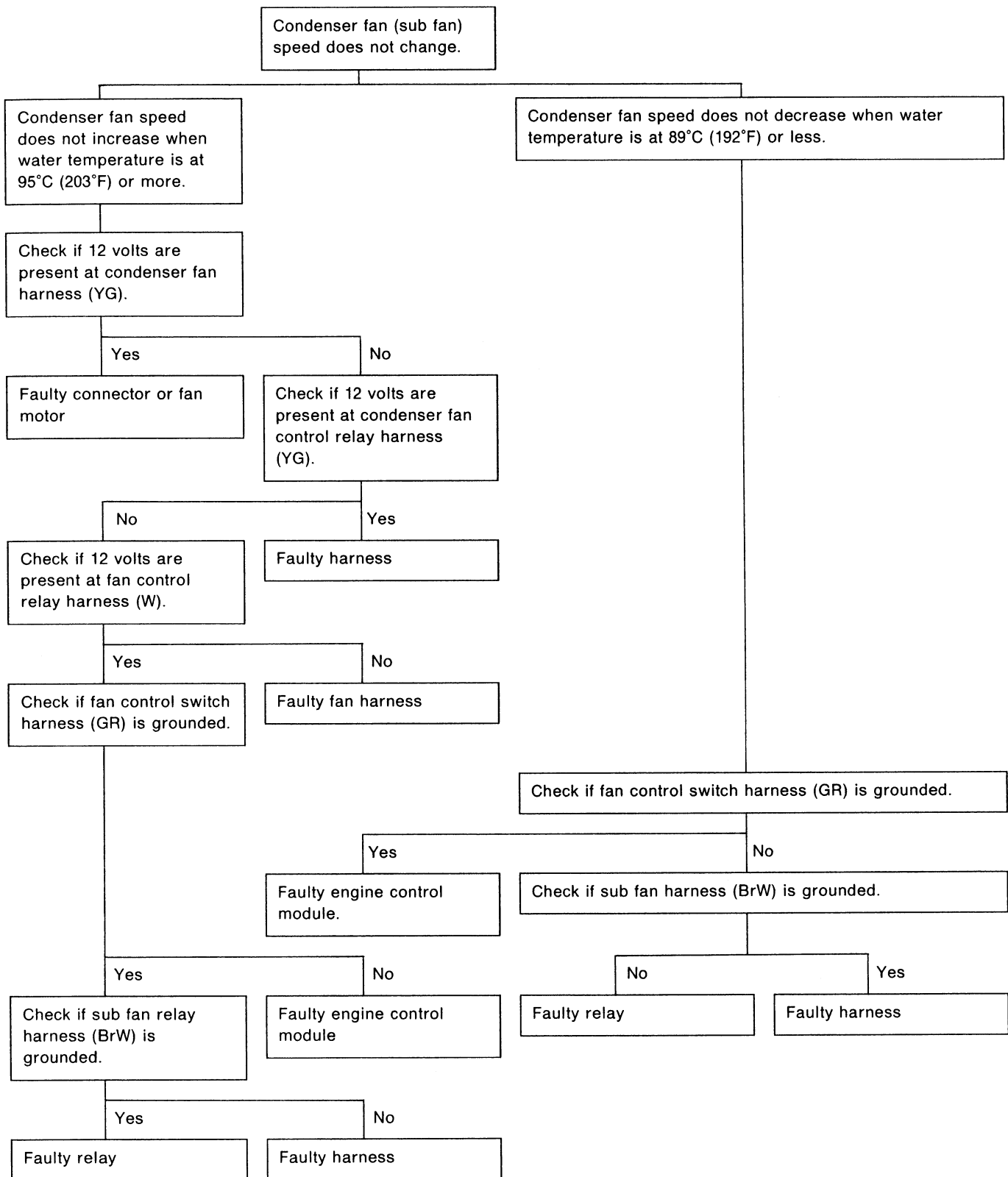
6. RADIATOR FAN (MAIN FAN) DIAGNOSIS



7. CONDENSER FAN (SUB FAN) DIAGNOSIS (I)



8. CONDENSER FAN (SUB FAN) DIAGNOSIS (II)



BRAKES 4-4

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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. Specifications

A: COUPE

	Engine (cc)	1800	2200	
	Driving system	AWD	AWD	
		Brighton	Brighton	L
Front brake	Type	Disc (Floating type, ventilated)		
	Effective disc diameter mm (in)	210 (8.27)		
	Disc thickness x outer diameter mm (in)	24 x 260 (0.94 x 10.24)		
	Effective cylinder diameter mm (in)	57.15 (2.2500)		
	Pad dimensions (length x width x thickness) mm (in)	112.4 x 44.3 x 11.0 (4.43 x 1.744 x 0.433)		
	Clearance adjustment	Automatic adjustment		
Rear brake	Type	Drum (Leading-trailing type)		
	Effective drum diameter mm (in)	228.6 (9)		
	Effective cylinder diameter mm (in)	19.05 (0.7500)		
	Lining dimensions (length x width x thickness) mm (in)	218.8 x 35.0 x 4.1 (8.61 x 1.378 x 0.161)		
	Clearance adjustment	Automatic adjustment		
Parking brake	Type	Mechanical on rear brake drums		
	Effective drum diameter mm (in)	228.6 (9)		
	Lining dimensions (length x width x thickness) mm (in)	218.8 x 35.0 x 4.1 (8.61 x 1.378 x 0.161)		
	Clearance adjustment	Automatic adjustment		
Master cylinder	Type	Tandem		
	Effective diameter mm (in)	23.81 (0.9374)		
	Reservoir type	Sealed type		
	Brake fluid reservoir capacity cm ³ (cu in)	190 (11.59)		
Brake booster	Type	Vacuum suspended		
	Effective diameter mm (in)	230 (9.06)		
Proportioning valve	Split point kPa(kg/cm ² , psi)	2,942 (30.0, 427)		
	Reducing ratio	0.4		
Brake line		Dual circuit system		
ABS		—		

B: SEDAN

	Engine (cc)	2200
	Driving system	AWD
		L
Front brake	Type	Disc (Floating type, ventilated)
	Effective disc diameter mm (in)	210 (8.27)
	Disc thickness x outer diameter mm (in)	24 x 260 (0.94 x 10.24)
	Effective cylinder diameter mm (in)	57.15 (2.2500)
	Pad dimensions (length x width x thickness) mm (in)	112.4 x 44.3 x 11.0 (4.43 x 1.744 x 0.433)
	Clearance adjustment	Automatic adjustment
Rear brake	Type	Drum (Leading-trailing type)
	Effective drum diameter mm (in)	228.6 (9)
	Effective cylinder diameter mm (in)	19.05 (0.7500)
	Lining dimensions (length x width x thickness) mm (in)	218.8 x 35.0 x 4.1 (8.61 x 1.378 x 0.161)
	Clearance adjustment	Automatic adjustment
Parking brake	Type	Mechanical on rear brake drums
	Effective drum diameter mm (in)	228.6 (9)
	Lining dimensions (length x width x thickness) mm (in)	218.8 x 35.0 x 4.1 (8.61 x 1.378 x 0.161)
	Clearance adjustment	Automatic adjustment
Master cylinder	Type	Tandem
	Effective diameter mm (in)	23.81 (0.9374)
	Reservoir type	Sealed type
	Brake fluid reservoir capacity cm ³ (cu in)	190 (11.59)
Brake booster	Type	Vacuum suspended
	Effective diameter mm (in)	230 (9.06)
Proportioning valve	Split point kPa (kg/cm ² , psi)	2,942 (30.0, 427)
	Reducing ratio	0.4
Brake line		Dual circuit system
ABS		—

C: WAGON

	Engine (cc)		1800	2200	
	Driving system		AWD	AWD	
			Brighton	L	OUTBACK
Front brake	Type		Disc (Floating type, ventilated)		
	Effective disc diameter	mm (in)	210 (8.27)		
	Disc thickness x outer diameter	mm (in)	24 x 260 (0.94 x 10.24)		
	Effective cylinder diameter	mm (in)	57.15 (2.2500)		
	Pad dimensions (length x width x thickness)	mm (in)	112.4 x 44.3 x 11.0 (4.43 x 1.744 x 0.433)		
	Clearance adjustment		Automatic adjustment		
Rear brake	Type		Drum (Leading-trailing type)		
	Effective drum diameter	mm (in)	228.6 (9)		
	Effective cylinder diameter	mm (in)	19.05 (0.7500)		
	Lining dimensions (length x width x thickness)	mm (in)	218.8 x 35.0 x 4.1 (8.61 x 1.378 x 0.161)		
	Clearance adjustment		Automatic adjustment		
Parking brake	Type		Mechanical on rear brake drums		
	Effective drum diameter	mm (in)	228.6 (9)		
	Lining dimensions (length x width x thickness)	mm (in)	218.8 x 35.0 x 4.1 (8.61 x 1.378 x 0.161)		
	Clearance adjustment		Automatic adjustment		
Master cylinder	Type		Tandem		
	Effective diameter	mm (in)	23.81 (0.9374)		25.40 (1)
	Reservoir type		Sealed type		
	Brake fluid reservoir capacity	cm ³ (cu in)	190 (11.59)		
Brake booster	Type		Vacuum suspended		
	Effective diameter	mm (in)	230 (9.06)		180 + 205 (7.09 + 8.07)
Proportioning valve	Split point	kPa (kg/cm ² , psi)	2,942 (30.0, 427)		
	Reducing ratio		0.4		
Brake line			Dual circuit system		
ABS			—		STD

2. Service Data

ITEM		STANDARD	SERVICE LIMIT
Front brake	Pad thickness (including back metal)	17 mm (0.67 in)	7.5 mm (0.295 in)
	Disc thickness	24 mm (0.94 in)	22 mm (0.87 in)
	Disc run-out	—	0.075 mm (0.0030 in)
Rear brake (Drum type)	Inside diameter	228.6 mm (9 in)	230.6 mm (9.079 in)
	Lining thickness	4.1 mm (0.161 in)	1.5 mm (0.059 in)
Parking brake	Lever stroke	7 to 8 notches/196N (20 kg, 44 lb)	

			Without ABS	With ABS
Brake booster		Brake pedal force	Fluid pressure	
	Brake fluid pressure without engine running	147 N (15 kg, 33 lb)	785 kPa (8 kg/cm ² , 114 psi)	588 kPa (6 kg/cm ² , 85 psi)
		294 N (30kg, 66 lb)	2,158 kPa (22 kg/cm ² , 313 psi)	1,863 kPa (19 kg/cm ² , 270 psi)
	Brake fluid pressure with engine running and vacuum at 66.7 kPa (500 mmHg, 19.69 inHg)	147 N (15 kg, 33 lb)	5,492 kPa (56 kg/cm ² , 796 psi)	5,394 kPa (55 kg/cm ² , 782 psi)
		294 N (30kg, 66 lb)	8,434 kPa (86 kg/cm ² , 1,223 psi)	9,219 kPa (94 kg/cm ² , 1,337 psi)

A: RECOMMENDED BRAKE FLUID

FMVSS No. 116, fresh DOT3 or 4 brake fluid

CAUTION:

- Avoid mixing brake fluid of different brands to prevent the fluid performance from degrading.
- When brake fluid is supplemented, be careful not to allow any dust into the reservoir.
- Use fresh DOT3 or 4 brake fluid when replacing or refilling the fluid.

B: BRAKE FLUID LEVEL INDICATOR

Reserve tank with level indicator:

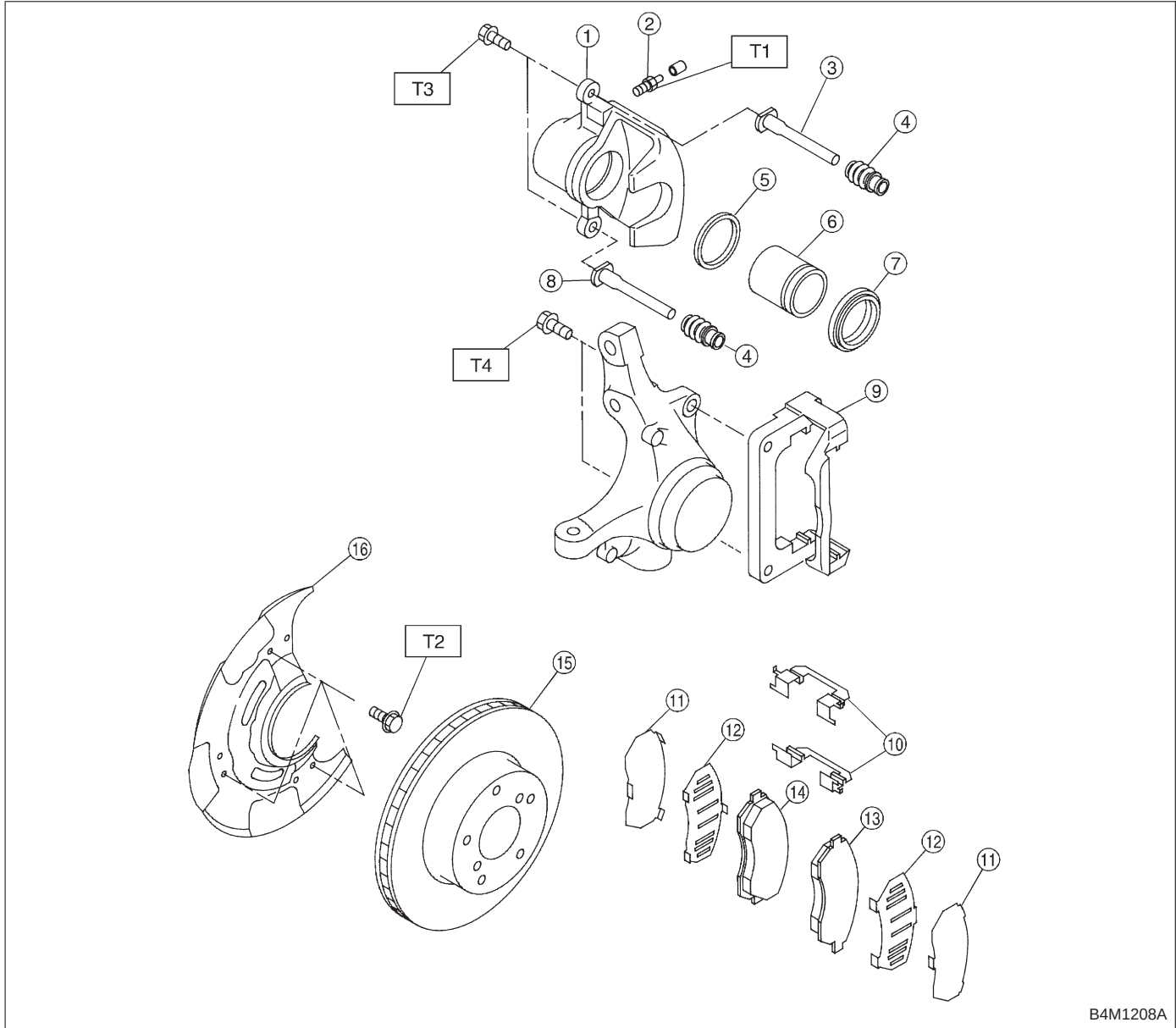
Residual fluid quantity at light ON

Approx. 80 cm³ (80cc, 4.88 cu in)

Tank capacity

190 cm³ (190cc, 11.59 cu in)

1. Front Disc Brake



B4M1208A

- ① Caliper body
- ② Air bleeder screw
- ③ Guide pin (Green)
- ④ Pin boot
- ⑤ Piston seal
- ⑥ Piston
- ⑦ Piston boot
- ⑧ Lock pin (Yellow)

- ⑨ Support
- ⑩ Pad clip
- ⑪ Outer shim
- ⑫ Inner shim
- ⑬ Pad (Outside)
- ⑭ Pad (Inside)
- ⑮ Disc rotor
- ⑯ Disc cover

Tightening torque: N·m (kg·m, ft·lb)

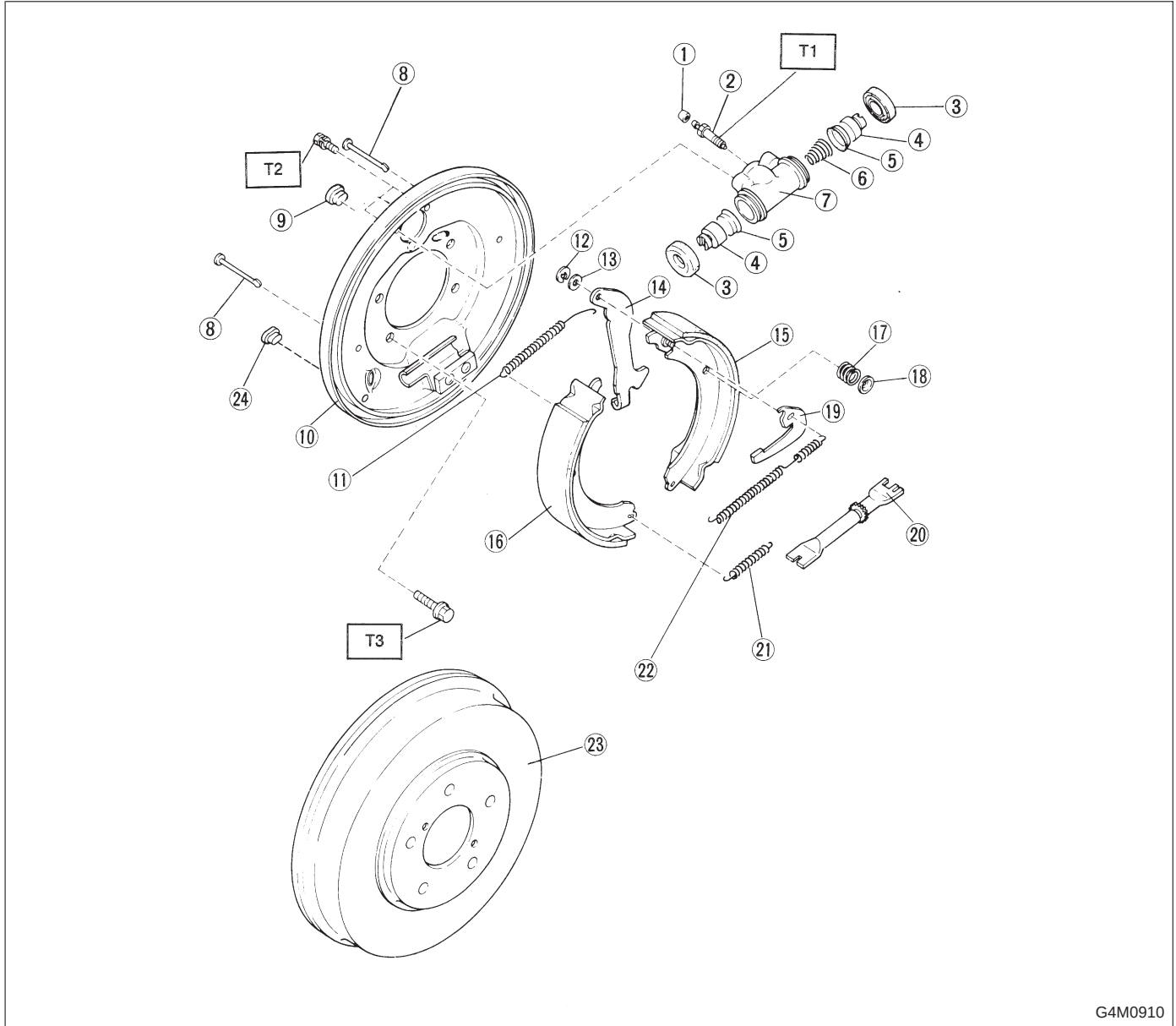
T1: 8±1 (0.8±0.1, 5.8±0.7)

T2: 18±5 (1.8±0.5, 13.0±3.6)

T3: 37±5 (3.8±0.5, 27.5±3.6)

T4: 78±10 (8.0±1.0, 58±7)

2. Rear Drum Brake



G4M0910

- ① Air bleeder cap
- ② Air bleeder screw
- ③ Boot
- ④ Piston
- ⑤ Cup
- ⑥ Spring
- ⑦ Wheel cylinder body
- ⑧ Pin
- ⑨ Plug
- ⑩ Back plate

- ⑪ Upper shoe return spring
- ⑫ Retainer
- ⑬ Washer
- ⑭ Parking brake lever
- ⑮ Brake shoe (Trailing)
- ⑯ Brake shoe (Leading)
- ⑰ Shoe hold-down spring
- ⑱ Cup
- ⑲ Adjusting lever
- ⑳ Adjuster

- ㉑ Lower shoe return spring
- ㉒ Adjusting spring
- ㉓ Drum
- ㉔ Plug

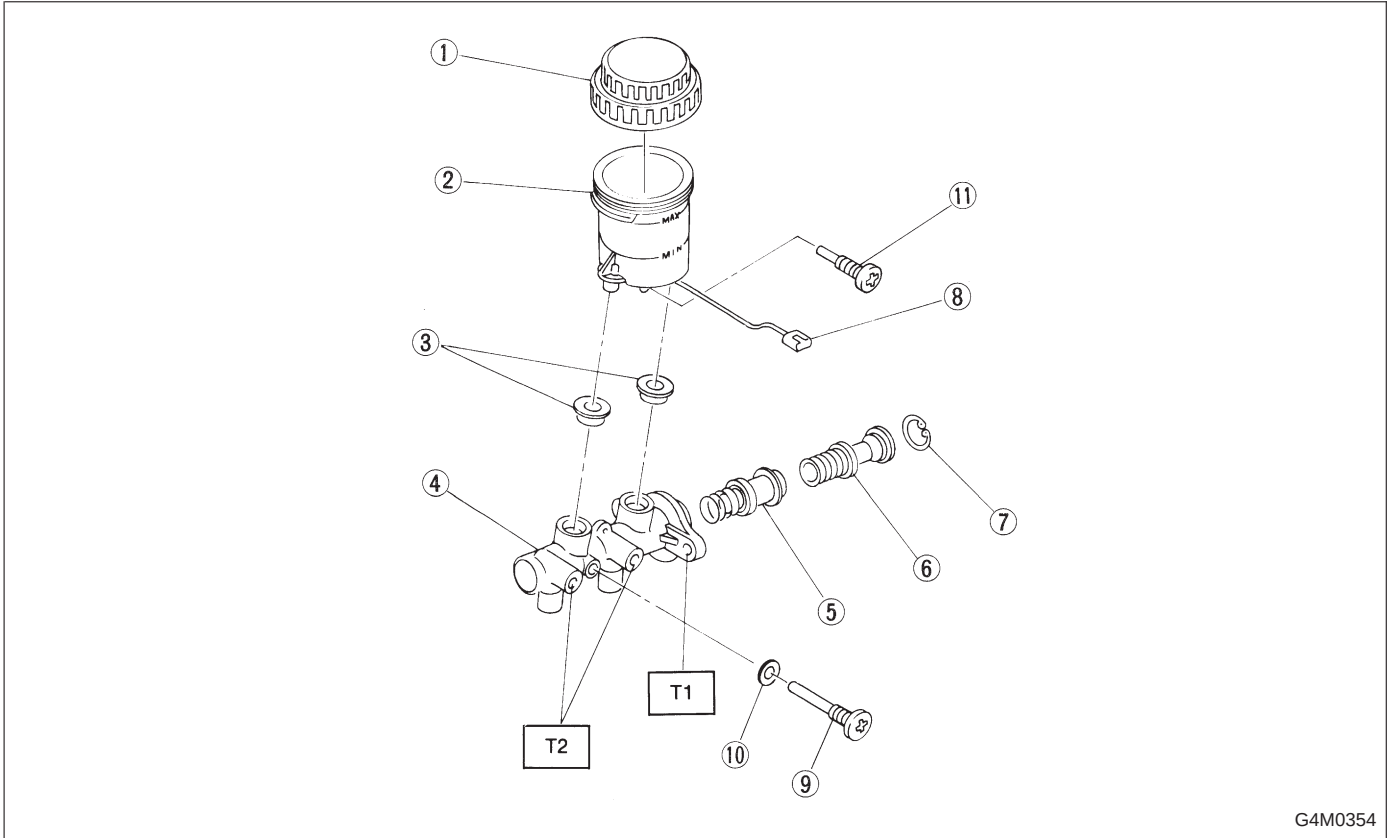
Tightening torque: N·m (kg-m, ft-lb)

T1: 8±1 (0.8±0.1, 5.8±0.7)

T2: 10±2 (1.0±0.2, 7.2±1.4)

T3: 52±6 (5.3±0.6, 38.3±4.3)

3. Master Cylinder



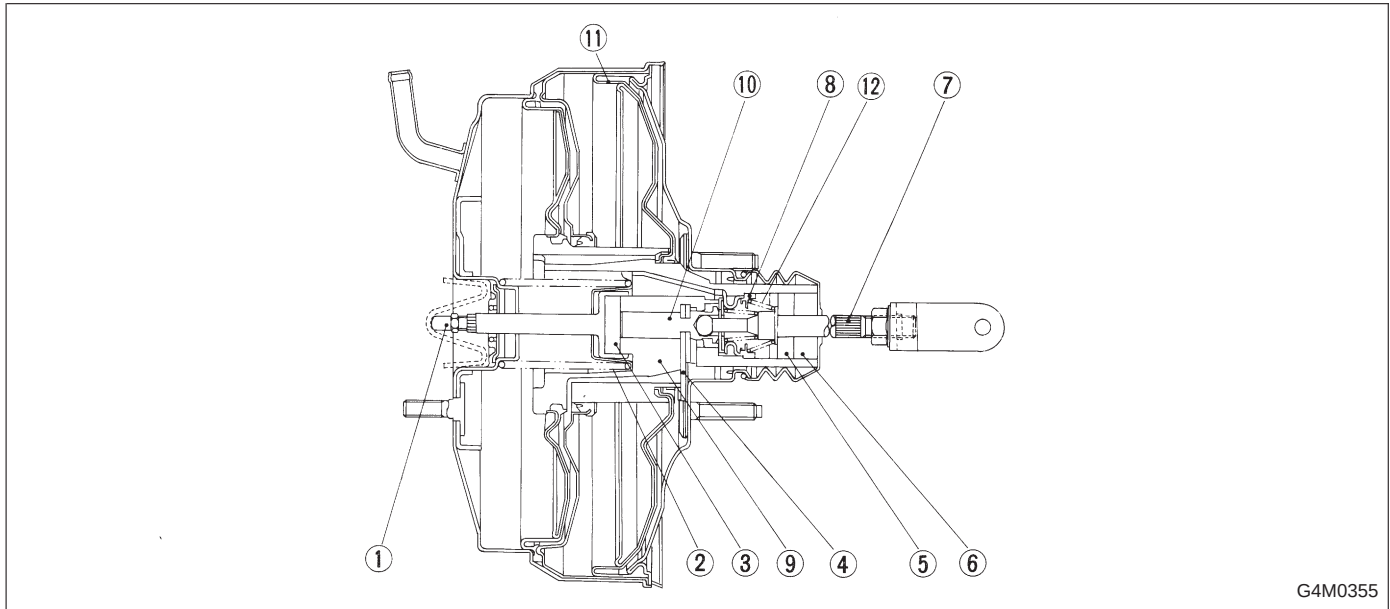
- ① Cap
- ② Reserve tank
- ③ Seal
- ④ Cylinder body
- ⑤ Secondary piston
- ⑥ Primary piston

- ⑦ C-ring
- ⑧ Level indicator ASSY
- ⑨ Supply valve stopper
(With ABS)
- ⑩ Gasket (With ABS)
- ⑪ Reservoir stopper bolt

Tightening torque: N·m (kg-m, ft-lb)
T1: 14±4 (1.4±0.4, 10.1±2.9)
T2: 14.7⁺³₋₂
(1.5^{+0.3}_{-0.2}, 10.8^{+2.2}_{-1.4})

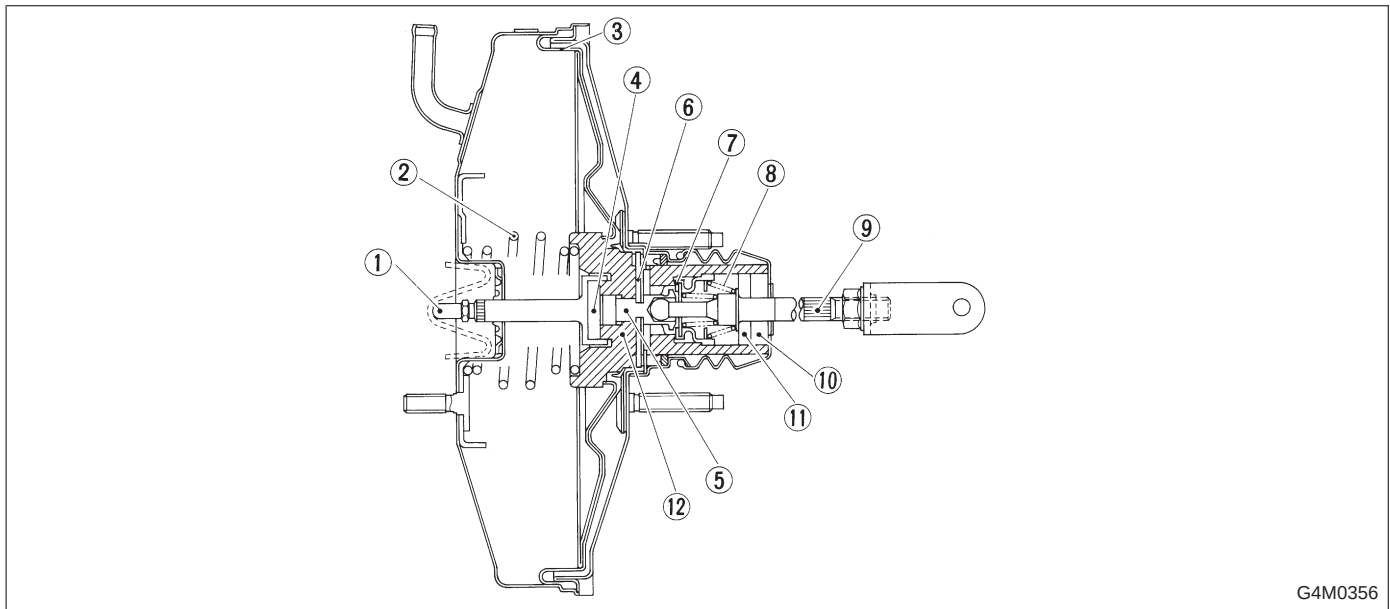
4. Brake Booster

1. MODELS WITH ABS



- | | | |
|-----------------|-----------------|-----------------------|
| ① Push rod | ⑤ Filter | ⑨ Valve body |
| ② Return spring | ⑥ Silencer | ⑩ Plunger valve |
| ③ Reaction disc | ⑦ Operating rod | ⑪ Diaphragm plate |
| ④ Key | ⑧ Poppet valve | ⑫ Valve return spring |

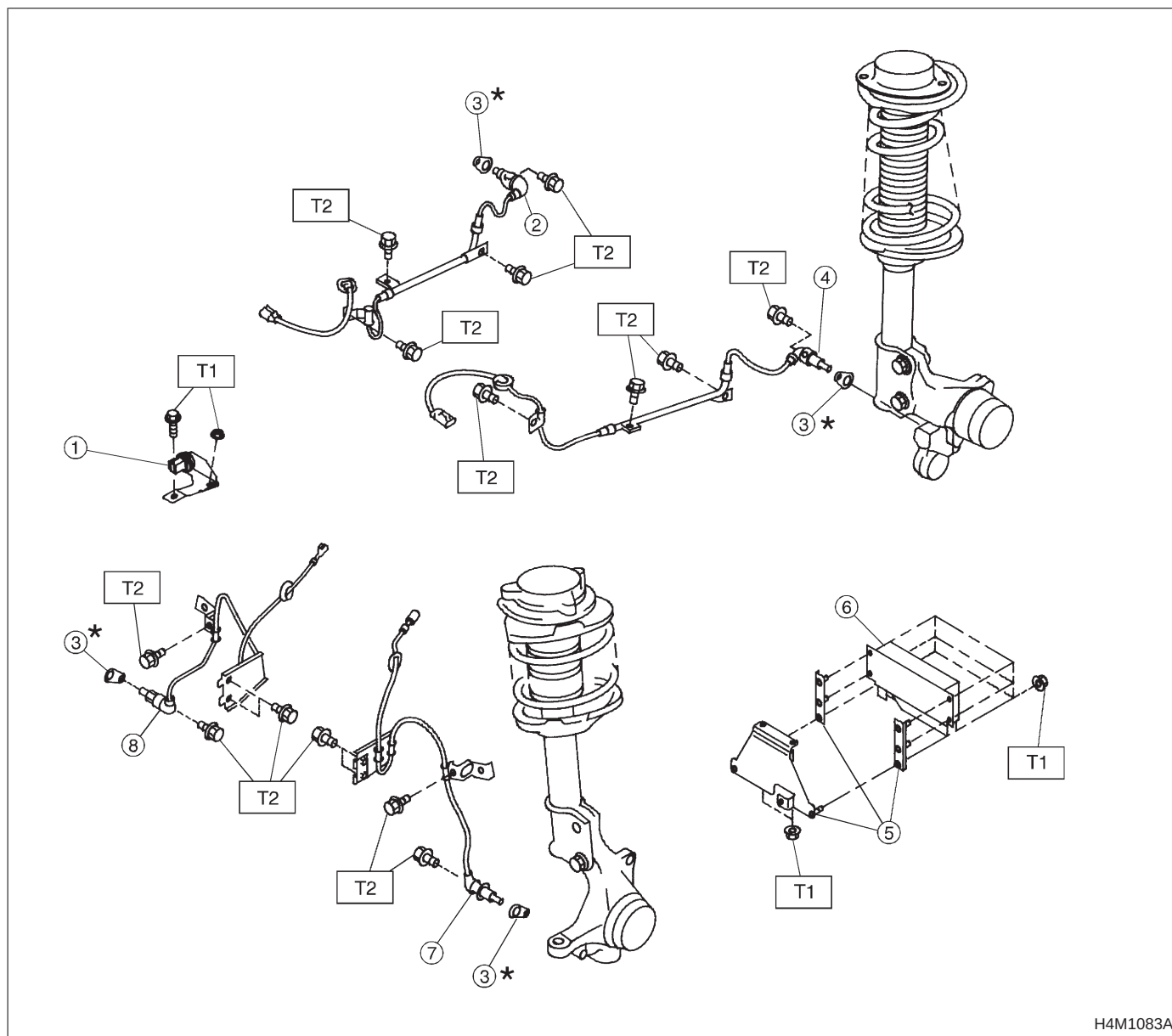
2. MODELS WITHOUT ABS



- | | | |
|-------------------|-----------------------|-----------------|
| ① Push rod | ⑤ Plunger valve | ⑨ Operating rod |
| ② Return spring | ⑥ Key | ⑩ Silencer |
| ③ Diaphragm plate | ⑦ Poppet valve | ⑪ Filter |
| ④ Reaction disc | ⑧ Valve return spring | ⑫ Valve body |

5. ABS System

A: SENSOR AND CONTROL MODULE



H4M1083A

- ① G sensor (AWD only)
- ② Rear ABS sensor RH
- ③ ABS spacer
- ④ Rear ABS sensor LH
- ⑤ Bracket

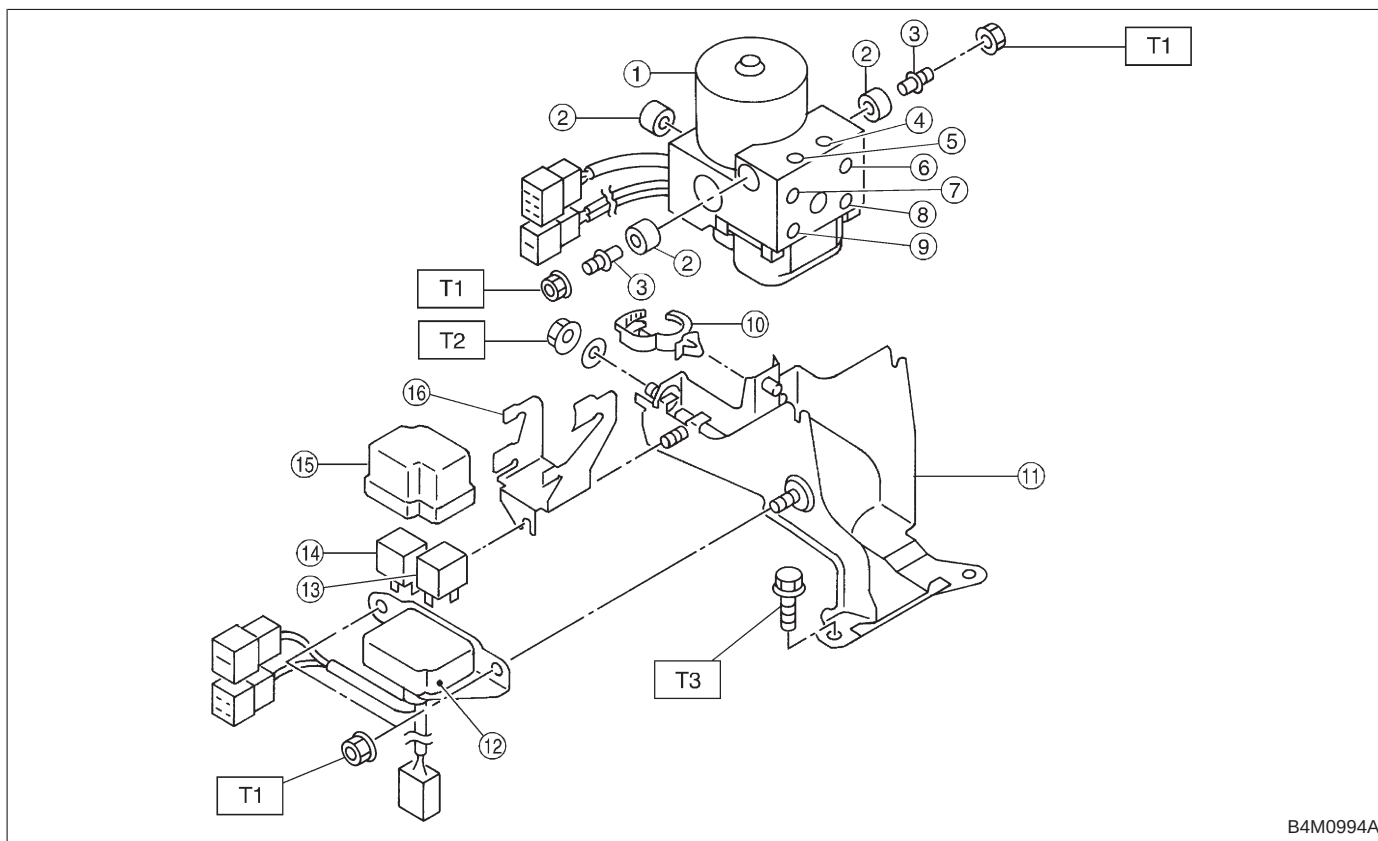
- ⑥ ABS control module
- ⑦ Front ABS sensor LH
- ⑧ Front ABS sensor RH

Tightening torque: N·m (kg·m, ft·lb)

T1: 7.4±2.0 (0.75±0.2, 5.4±1.4)

T2: 32±10 (3.3±1.0, 24±7)

B: HYDRAULIC CONTROL UNIT



B4M0994A

- | | |
|--------------------------|---------------------|
| ① Hydraulic control unit | ⑩ Cable clip |
| ② Damper | ⑪ Bracket |
| ③ Stud bolt | ⑫ Relay box |
| ④ Rear-RH outlet | ⑬ Motor relay |
| ⑤ Rear-LH outlet | ⑭ Valve relay |
| ⑥ Secondary inlet | ⑮ Cap |
| ⑦ Primary inlet | ⑯ Connector bracket |
| ⑧ Front-LH outlet | |
| ⑨ Front-RH outlet | |

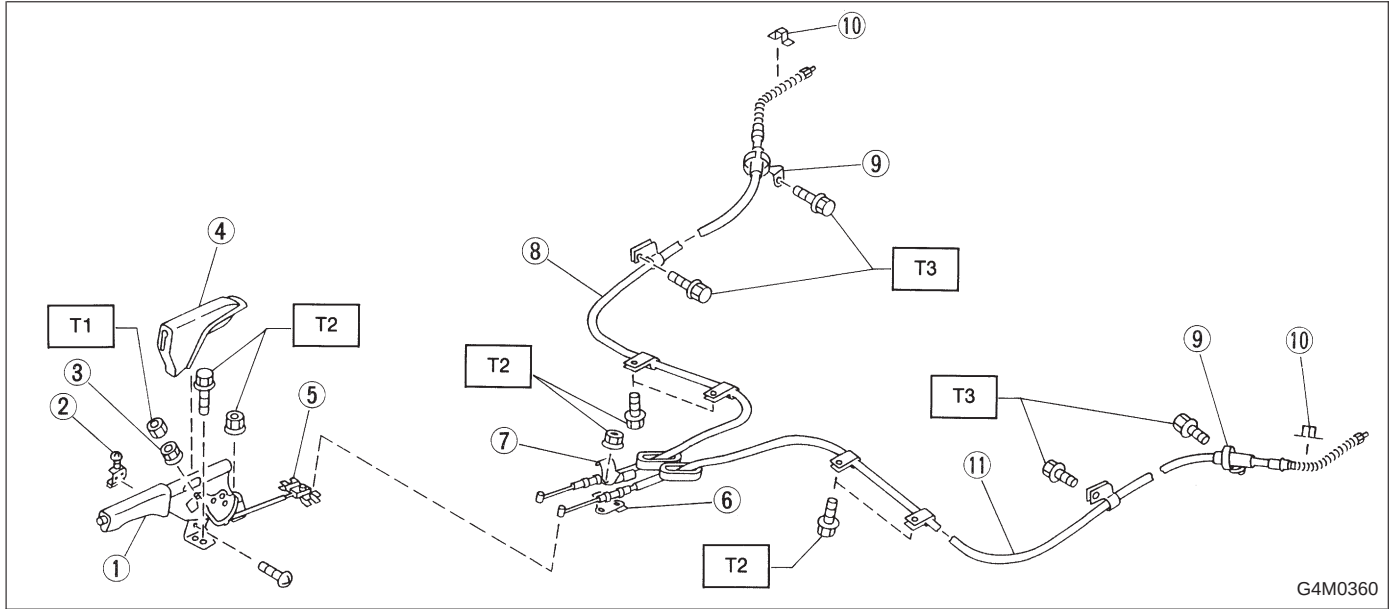
Tightening torque: N·m (kg·m, ft·lb)

T1: 18±5 (1.8±0.5, 13.0±3.6)

T2: 29±7 (3.0±0.7, 21.7±5.1)

T3: 32±10 (3.3±1.0, 24±7)

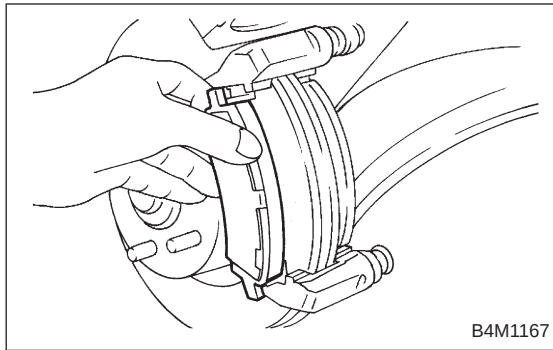
6. Parking Brake



- ① Parking brake lever
- ② Parking brake switch
- ③ Adjusting nut
- ④ Cover
- ⑤ Equalizer
- ⑥ Bracket

- ⑦ Clamp
- ⑧ Parking brake cable RH
- ⑨ Cable guide
- ⑩ Clamp
- (Rear disc brake model only)
- ⑪ Parking brake cable LH

Tightening torque: N·m (kg-m, ft-lb)
T1: 5.9±1.5 (0.60±0.15, 4.3±1.1)
T2: 18±5 (1.8±0.5, 13.0±3.6)
T3: 32±10 (3.3±1.0, 24±7)

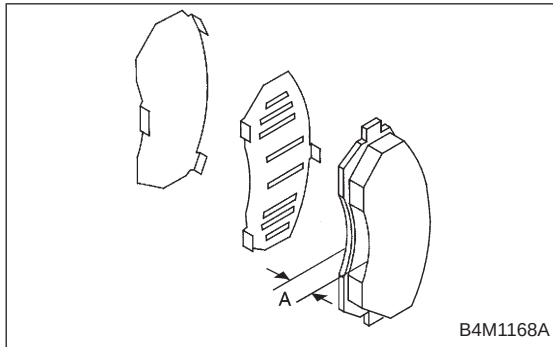


1. Front Disc Brake

A: ON-CAR SERVICE

1. PAD

- 1) Remove lock pin.
- 2) Raise caliper body.
- 3) Remove pad.

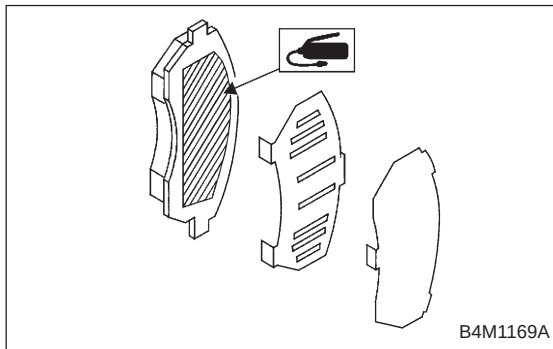


4) Check pad thickness A.

Pad thickness (including back metal) mm (in)	Standard value	17 (0.67)
	Wear limit	7.5 (0.295)

CAUTION:

- Always replace the pads for both the left and right wheels at the same time. Also replace pad clips if they are twisted or worn.
- A wear indicator is provided on the inner disc brake pad. If the pad wears down to such an extent that the end of the wear indicator contacts the disc rotor, a squeaking sound is produced as the wheel rotates. If this sound is heard, replace the pad.
- Replace pad if there is oil or grease on it.



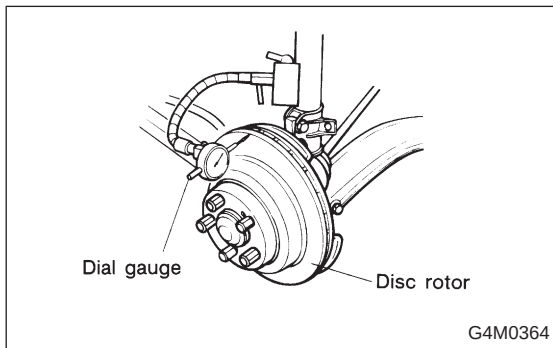
5) Apply thin coat of PBC GREASE (Part No. 003607000) to the frictional portion between pad and pad clip.

6) Install pads on support.

7) Install caliper body on support.

NOTE:

If it is difficult to push piston during pad replacement, loosen air bleeder to facilitate work.



2. DISC ROTOR

1) Install disc rotor by tightening the five wheel nuts.

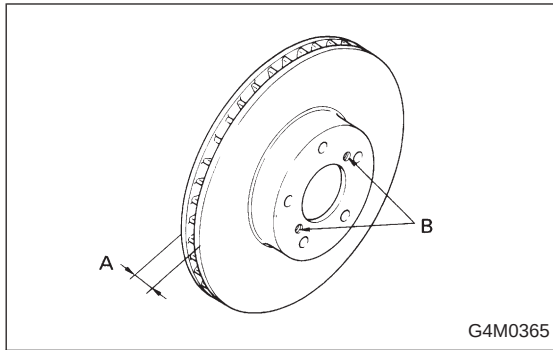
2) Set a dial gauge on the disc rotor. Turn disc rotor to check runout.

NOTE:

Make sure that dial gauge is set 5 mm (0.20 in) inward of rotor outer perimeter.

Disc rotor runout limit:
0.075 mm (0.0030 in)

1. Front Disc Brake

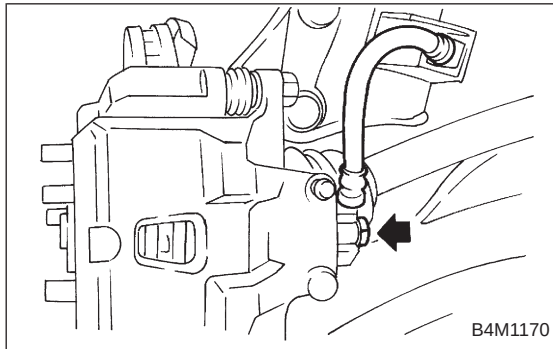


3) Measure disc rotor thickness.

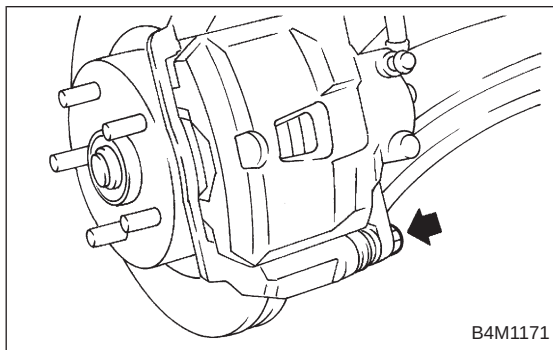
NOTE:

Make sure that micrometer is set 5 mm (0.20 in) inward of rotor outer perimeter.

Disc rotor thickness A mm (in)	Standard value	Service limit	Disc outer dia.
	24.0 (0.945)	22.0 (0.866)	260 (10.24)

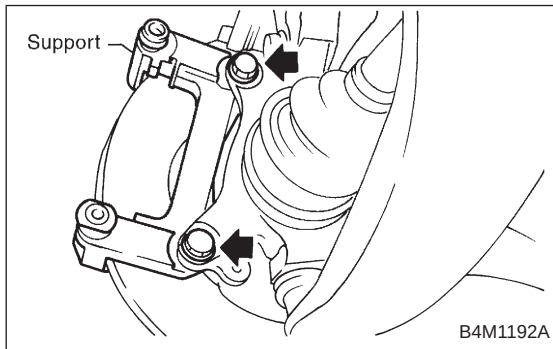
**B: REMOVAL**

1) Remove union bolt and disconnect brake hose from caliper body assembly.



2) Remove bolt securing lock pin to caliper body.

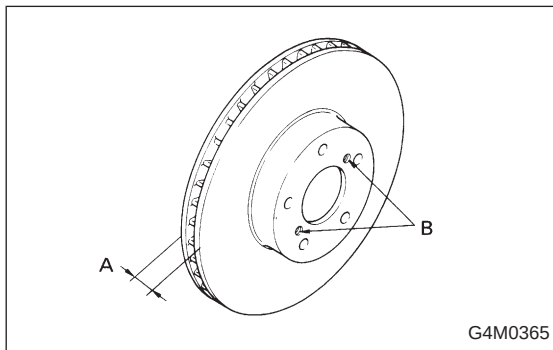
3) Raise caliper body and move it toward vehicle center to separate it from support.



4) Remove support from housing.

NOTE:

Remove support only when replacing it or the rotor. It need not be removed when servicing caliper body assembly.



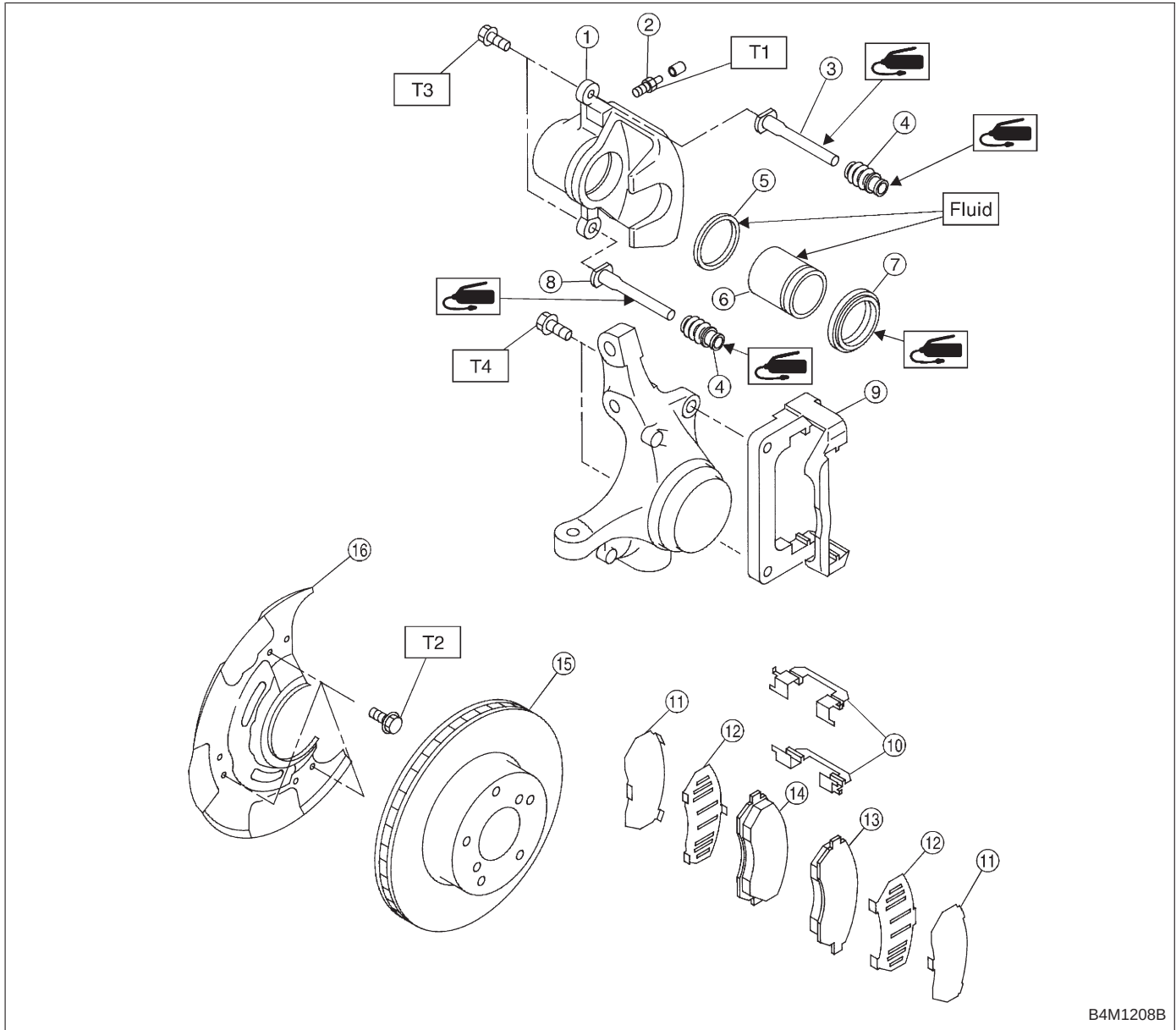
5) Remove disc rotor from hub.

NOTE:

If disc rotor seizes up within hub, drive disc rotor out by installing an 8-mm bolt in holes B on the rotor.

6) Clean mud and foreign particles from caliper body assembly and support.

C: DISASSEMBLY



B4M1208B

- ① Caliper body
- ② Air bleeder screw
- ③ Guide pin (Green)
- ④ Pin boot
- ⑤ Piston seal
- ⑥ Piston
- ⑦ Piston boot
- ⑧ Lock pin (Yellow)

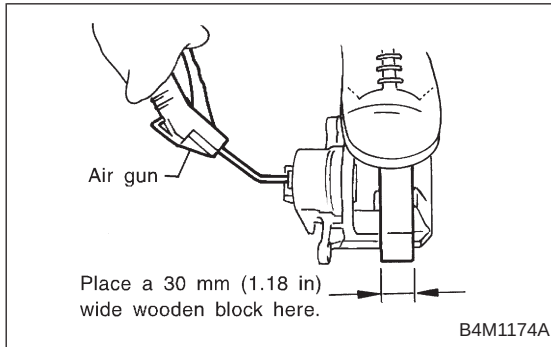
- ⑨ Support
- ⑩ Pad clip
- ⑪ Outer shim
- ⑫ Inner shim
- ⑬ Pad (Outside)
- ⑭ Pad (Inside)
- ⑮ Disc rotor
- ⑯ Disc cover

Tightening torque: N·m (kg-m, ft-lb)
T1: 8±1 (0.8±0.1, 5.8±0.7)
T2: 18±5 (1.8±0.5, 13.0±3.6)
T3: 37±5 (3.8±0.5, 27.5±3.6)
T4: 78±10 (8.0±1.0, 58±7)

- 1) Clean mud and foreign particles from caliper body assembly and support.

CAUTION:

Be careful not to allow foreign particles to enter inlet (at brake hose connector).

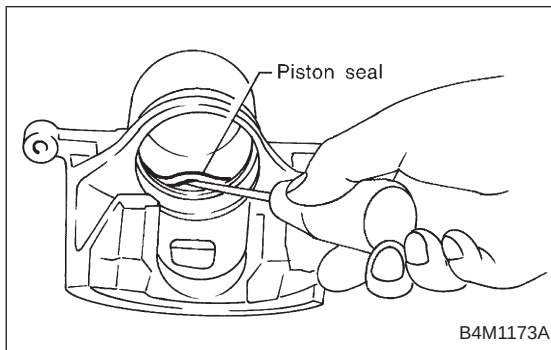


- 2) Gradually supply compressed air via caliper body brake hose to force piston out.

CAUTION:

- Place a wooden block as shown in Figure to prevent damage to piston.
- Do not apply excessively high-pressure.

- 3) Remove piston boot.



- 4) Remove piston seal from caliper body cylinder.
- 5) Remove guide pin and boot from caliper body.

D: INSPECTION

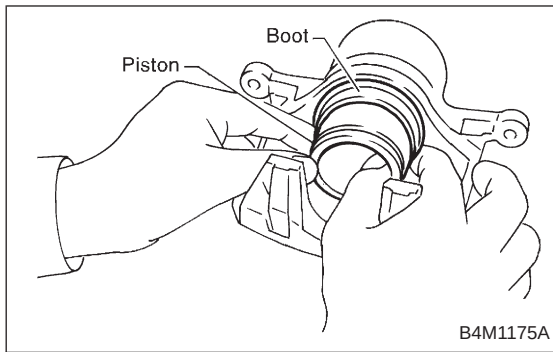
- 1) Repair or replace faulty parts.
- 2) Check caliper body and piston for uneven wear, damage or rust.
- 3) Check rubber parts for damage or deterioration.

E: ASSEMBLY

- 1) Clean caliper body interior using brake fluid.
- 2) Apply a coat of brake fluid to piston seal and fit piston seal in groove on caliper body.
- 3) Apply a coat of brake fluid to the entire inner surface of cylinder and outer surface of piston.
- 4) Apply a coat of specified grease to boot and fit in groove on ends of cylinder and install piston boot onto cylinder.

Grease:

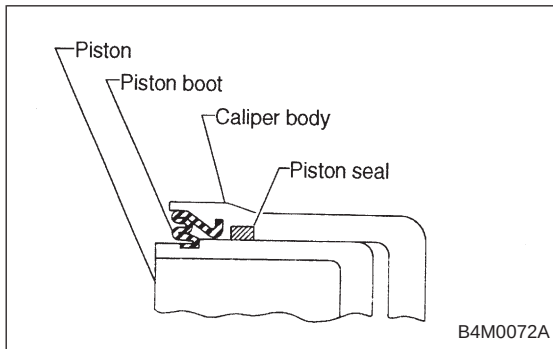
NIGLUBE RX-2 (Part No. 003606000)



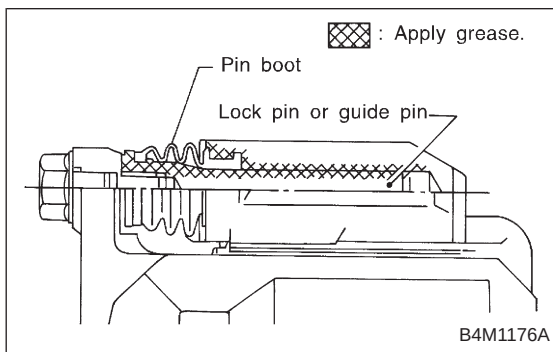
5) Insert piston into cylinder.

CAUTION:

Do not force piston into cylinder.



6) Position boot in grooves on cylinder and piston.



7) Apply a coat of specified grease to lock pin and guide pin outer surface, cylinder inner surface, and boot grooves.

Grease:

NIGLUBE RX-2 (Part No. 003606000)

8) Install lock and guide pin boot on support.

F: INSTALLATION

1) Install disc rotor on hub.

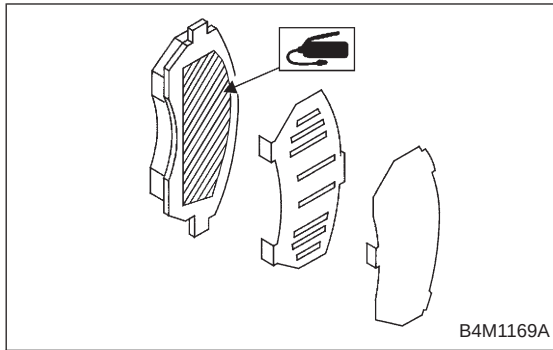
2) Install support on housing.

Tightening torque:

78±10 N·m (8±1 kg-m, 58±7 ft-lb)

CAUTION:

- Always replace the pads for both the left and right wheels at the same time. Also replace pad clips if they are twisted or worn.
- A wear indicator is provided on the inner disc brake pad. If the pad wears down to such an extent that the end of the wear indicator contacts the disc rotor, a squeaking sound is produced as the wheel rotates. If this sound is heard, replace the pad.
- When replacing the pad, replace pads of the right and left wheels at the same time.



3) Apply thin coat of PBC GREASE (Part No. 003607000) to the frictional portion between pad and pad clip.

4) Install pads, rubber coated shim and stainless shim on support.

5) Install caliper body on support.

Tightening torque:

39 ± 5 N·m (4 ± 0.5 kg·m, 28.9 ± 3.6 ft·lb)

6) Connect brake hose.

Tightening torque:

18 ± 3 N·m (1.8 ± 0.3 kg·m, 13.0 ± 2.2 ft·lb)

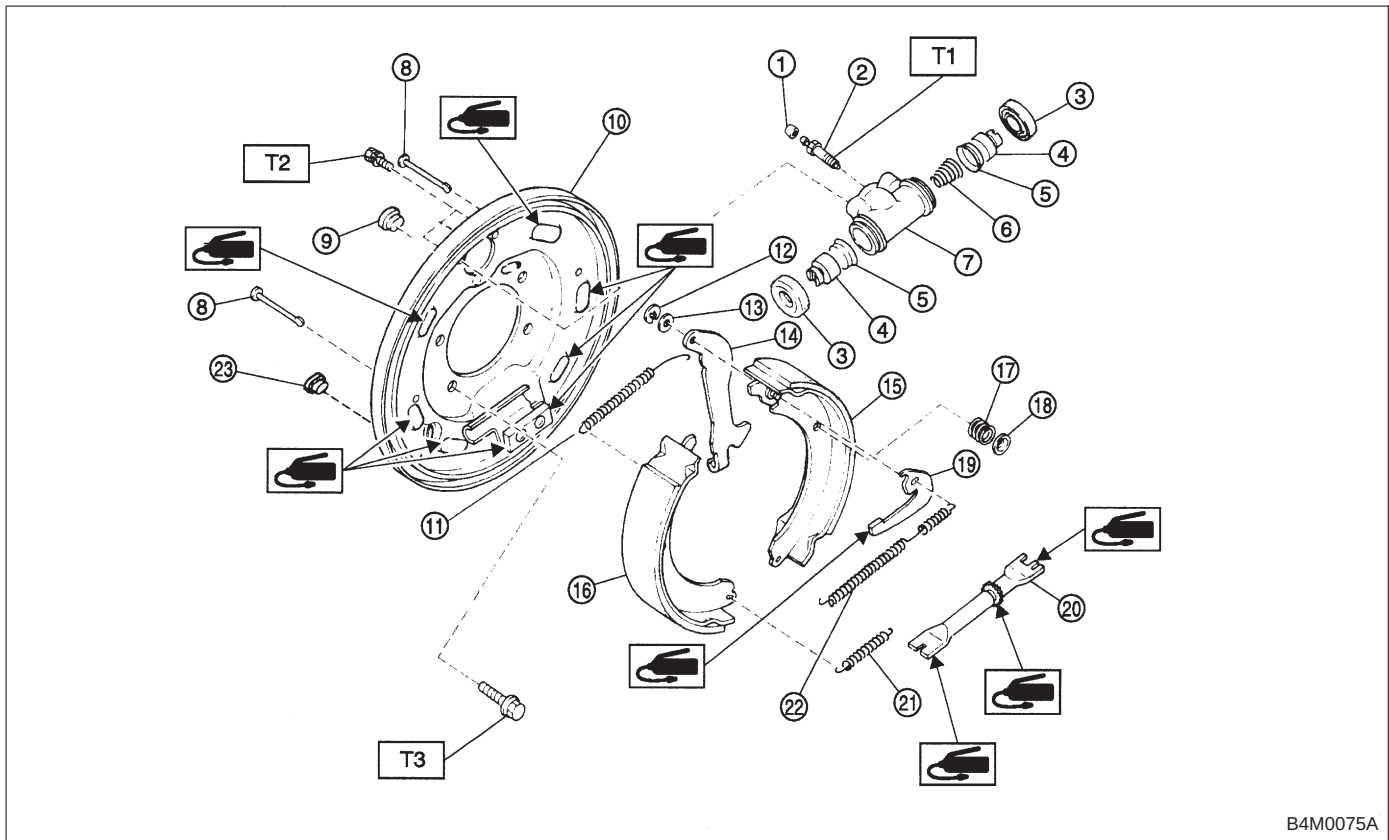
CAUTION:

Replace brake hose gaskets with new ones.

7) Bleed air from brake system.

2. Rear Drum Brake

A: REMOVAL



- ① Air bleeder cap
- ② Air bleeder screw
- ③ Boot
- ④ Piston
- ⑤ Cup
- ⑥ Spring
- ⑦ Wheel cylinder body
- ⑧ Pin
- ⑨ Plug
- ⑩ Back plate

- ⑪ Upper shoe return spring
- ⑫ Retainer
- ⑬ Washer
- ⑭ Parking brake lever
- ⑮ Brake shoe (Trailing)
- ⑯ Brake shoe (Leading)
- ⑰ Shoe hold-down spring
- ⑱ Cup
- ⑲ Adjusting lever
- ⑳ Adjuster

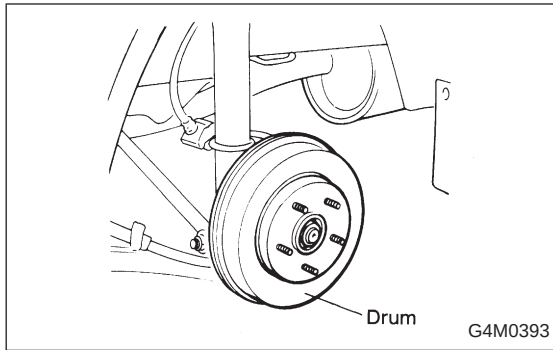
- ㉑ Lower shoe return spring
- ㉒ Adjusting spring
- ㉓ Plug

Tightening torque: N·m (kg·m, ft·lb)

T1: 8 ± 1 (0.8 ± 0.1 , 5.8 ± 0.7)

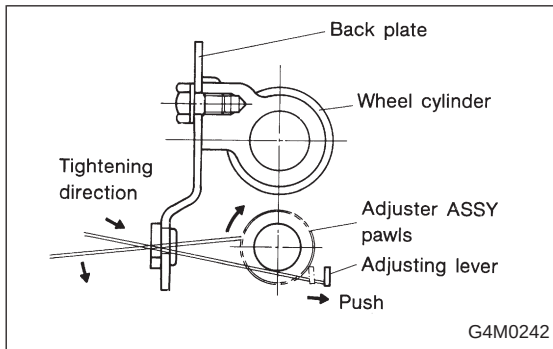
T2: 10 ± 2 (1.0 ± 0.2 , 7.2 ± 1.4)

T3: 52 ± 6 (5.3 ± 0.6 , 38.3 ± 4.3)



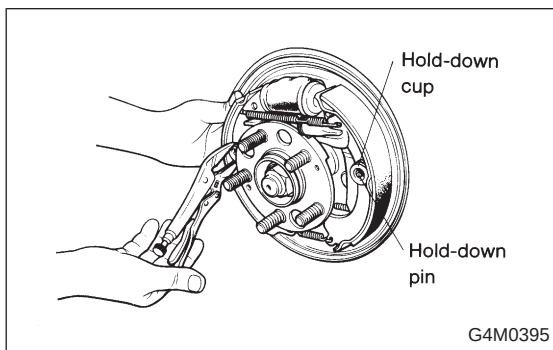
1. BRAKE DRUM AND SHOE

- 1) Loosen wheel nuts, jack-up vehicle, support it with rigid racks, and remove wheel.
- 2) Release parking brake.
- 3) Remove brake drum from brake assembly.

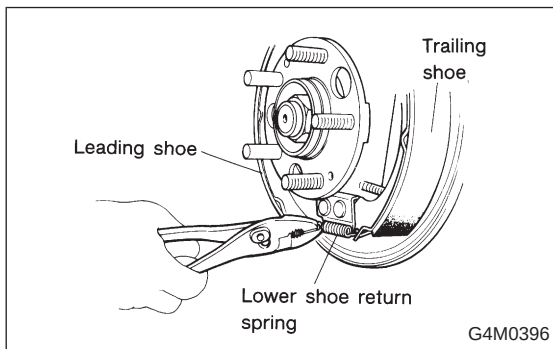


NOTE:

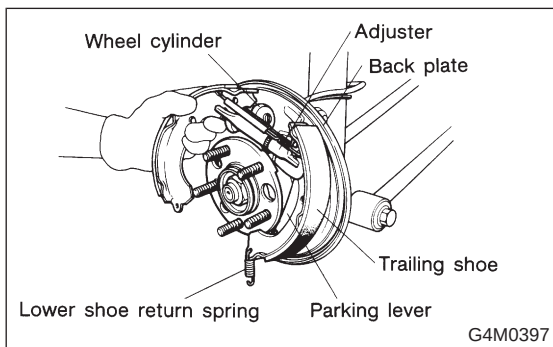
If it is difficult to remove brake drum, remove adjusting hole cover from back plate, and then, turn adjusting screw using a slot-type screwdriver until brake shoe separates from the drum.



- 4) Hold hold-down pin by securing rear of back plate with your hand.
- 5) Disconnect hold-down cup from hold-down pin by rotating hold-down cup.



- 6) Disconnect lower shoe return spring from shoes.



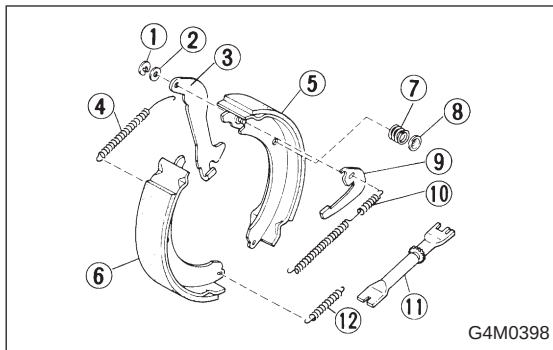
- 7) Remove shoes one by one from back plate with adjuster.

CAUTION:

Be careful not to bend parking brake cable excessively when removing brake shoes.

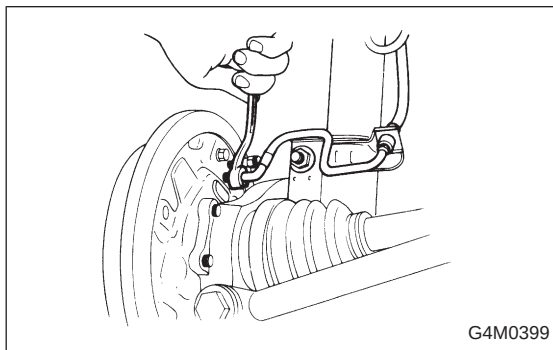
- 8) Disconnect parking brake cable from parking lever.

2. Rear Drum Brake

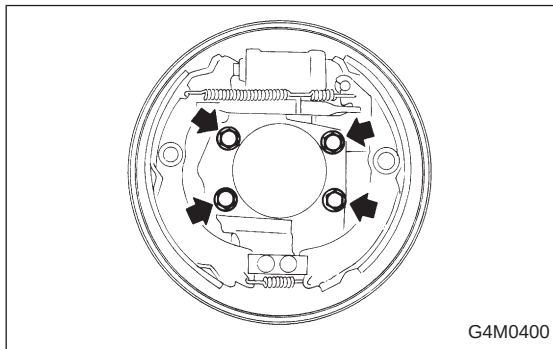


9) Remove the following.

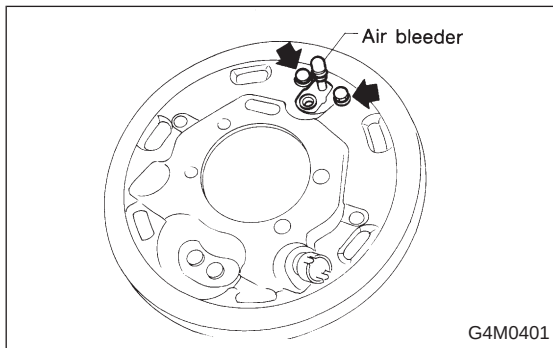
- ① Retainer
- ② Washer
- ③ Parking lever
- ④ Upper shoe return spring
- ⑤ Trailing shoe
- ⑥ Leading shoe
- ⑦ Shoe hold-down spring
- ⑧ Shoe hold-down cup
- ⑨ Adjusting lever
- ⑩ Adjuster spring
- ⑪ Adjuster
- ⑫ Lower shoe return spring

**2. BRAKE ASSEMBLY**

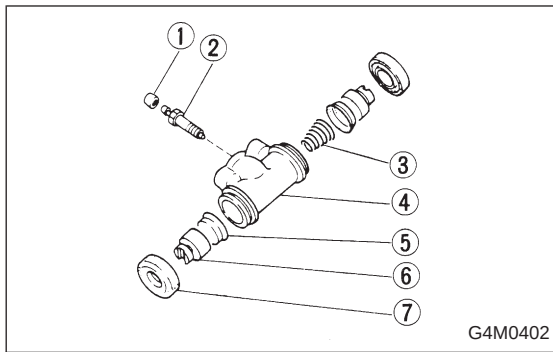
- 1) Remove wheel.
- 2) Remove axle nut.
- 3) Remove brake drum
- 4) Unscrew the brake pipe flare nut and disconnect brake pipe.
- 5) Remove hub. <Ref. to 4-2 [W2A0].>



- 6) Remove the bolts installing back plate, and then, remove brake assembly.

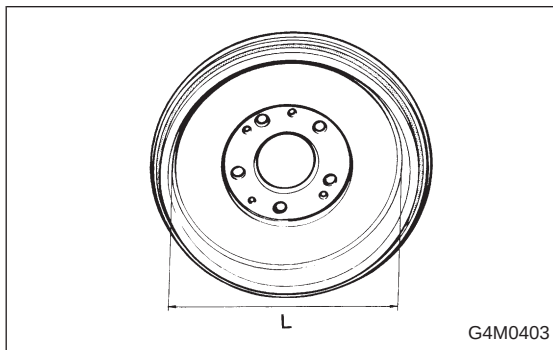
**3. WHEEL CYLINDER**

- 1) Remove brake drum and shoes.
- 2) Unscrew brake pipe flare nut; and disconnect brake pipe.
- 3) Remove the bolts installing wheel cylinder on back plate, and remove it.

**B: DISASSEMBLY****1. WHEEL CYLINDER**

- 1) Remove right and left dust boots from wheel cylinder.
- 2) Remove piston, cup, spring and air bleeder screw and cap.

- ① Bleeder cap
- ② Bleeder screw
- ③ Spring
- ④ Cylinder
- ⑤ Cup
- ⑥ Piston
- ⑦ Boot

**C: INSPECTION**

- 1) If the inside surface of brake drum is streaked, correct the surface. And, if it is unevenly worn, taperingly streaked, or the outside surface of brake drum is damaged, correct or replace it.
- 2) Measure the drum inner diameter.

Drum inner diameter: "L"

Standard: 228.6 mm (9 in)

Service limit: 230.6 mm (9.08 in)

- 3) Measure the lining thickness.

Lining thickness:

Standard: 4.1 mm (0.161 in)

Service limit: 1.5 mm (0.059 in)

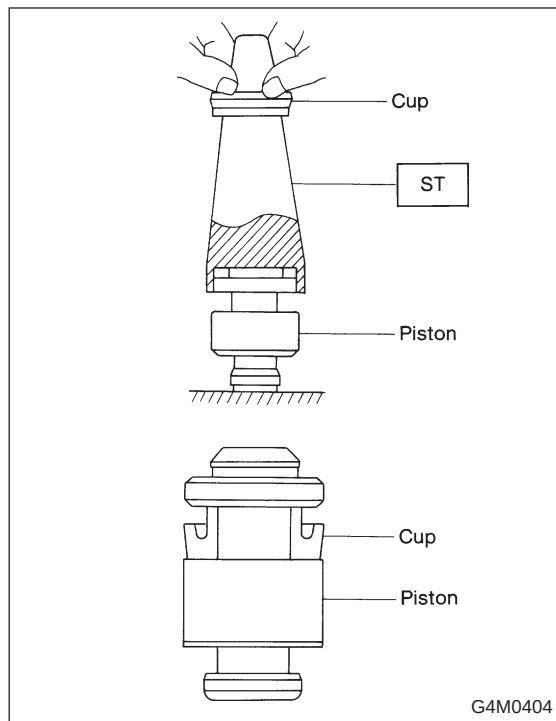
- 4) If the deformation or wear of back plate, shoe, etc. are notable, replace them.
- 5) When the shoe return spring tension is excessively weakened, replace it, taking care to identify upper and lower springs.

D: ASSEMBLY**1. WHEEL CYLINDER**

- 1) Clean all parts in brake fluid. Check and replace faulty parts.

- Cup and boot for damage or fatigue
- Cylinder, piston and spring or damage or rust formation

- 2) Assembly is the reverse order of disassembly.



(1) When installing the cup, use ST, apply brake fluid to the frictional surface for smooth installation and pay attention to cup direction.

(2) STs are available in different sizes.

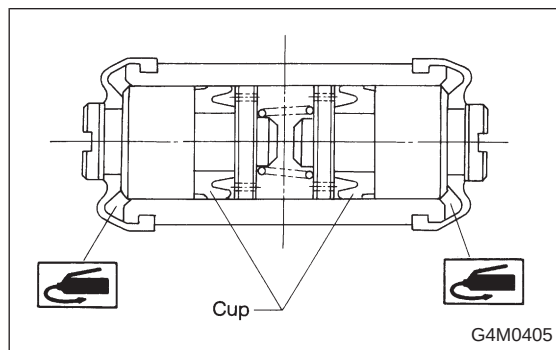
CAUTION:

- When replacing the repair kit, make sure that the sizes of cylinder and cup are the same as those which were replaced.
- Use only the tool of the correct size.

ST: ADAPTER	
Applicable size	Part No.
19.05 mm (3/4 in)	926460000

CAUTION:

While assembling, be careful to prevent any metal chip, dust or dirt from entering the wheel cylinder.



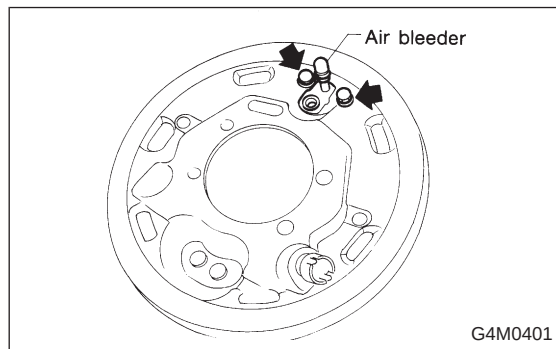
3) Apply rubber grease to the boot inside as shown in Figure.

Grease:

NIGLUBE RX-2 (Part No. 003606000)

CAUTION:

Never use brake grease.



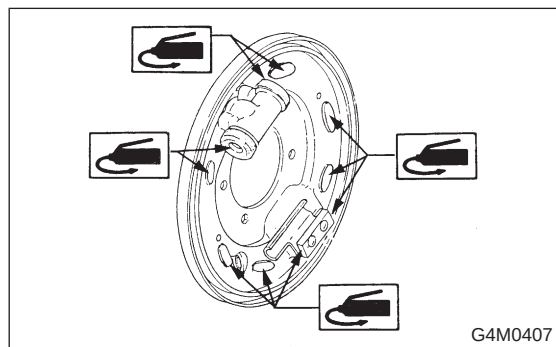
E: INSTALLATION

1. WHEEL CYLINDER

Install wheel cylinder on back plate, and tighten bolts.

Tightening torque:

10±2 N·m (1.0±0.2 kg-m, 7.2±1.4 ft-lb)



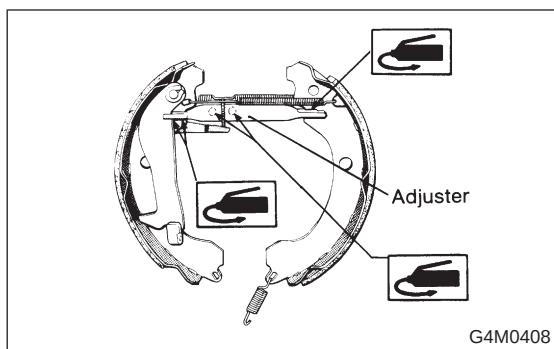
2. BRAKE DRUM AND SHOE

1) Clean back plate and wheel cylinder.

2) Apply grease to portions indicated by arrows in Figure.

Brake grease:

Dow Corning Molykote No. 7439 (Part No. 725191460)

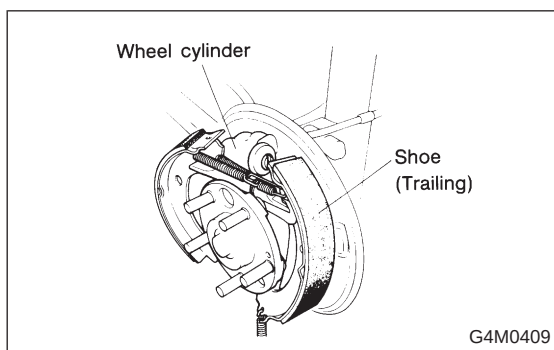


3) Apply grease to adjusting screw and both ends of adjuster.

Brake grease:

Dow Corning Molykote No. 7439 (Part No. 725191460)

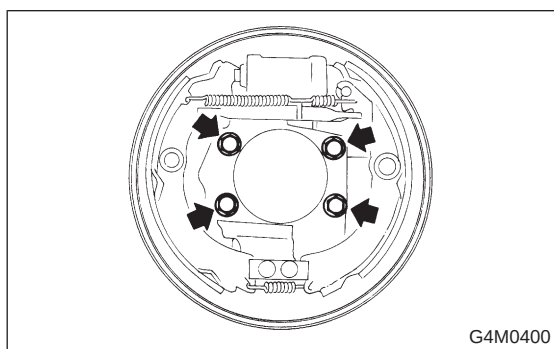
4) Connect upper shoe return spring to shoes.



5) While positioning shoes (one at a time) in groove on wheel cylinder, secure shoes.

6) Connect lower shoe return spring.

7) Fix shoes by connecting hold-down cup to hold-down pin.



3. BRAKE ASSEMBLY

1) Install brake assembly on housing, and tighten bolts to install back plate.

Tightening torque:

$52 \pm 6 \text{ N}\cdot\text{m}$ ($5.3 \pm 0.6 \text{ kg}\cdot\text{m}$, $38.3 \pm 4.3 \text{ ft}\cdot\text{lb}$)

2) Install hub. <Ref. to 4-2 [W2D0].>

3) Connect brake pipe, and tighten brake pipe flange nut.

Tightening torque:

$14.7^{+3}_{-2} \text{ N}\cdot\text{m}$ ($1.5^{+0.3}_{-0.2} \text{ kg}\cdot\text{m}$, $10.8^{+2.2}_{-1.4} \text{ ft}\cdot\text{lb}$)

4) Set the outside diameter of brake shoes less than 0.5 — 0.8 mm (0.020 — 0.031 in) in comparison with the inside diameter of brake drum.

5) Install brake drum.

6) After installing brake assembly, bleed air from brake line.

3. Master Cylinder

A: REMOVAL

- 1) Thoroughly drain brake fluid from reservoir tank.
- 2) Disconnect fluid level indicator harness connector.
- 3) Remove brake pipes from master cylinder.
- 4) Remove master cylinder mounting nuts, and take out master cylinder from brake booster.

CAUTION:

Be extremely careful not to spill brake fluid. Brake fluid spilt on the vehicle body will harm the painted surface; wipe it off quickly if spilt.

B: DISASSEMBLY

1. PRECAUTIONS FOR DISASSEMBLING

- 1) Remove mud and dirt from the surface of brake master cylinder.
- 2) Prepare tools necessary for disassembly operation, and arrange them neatly on work bench.
- 3) Clean work bench.
- 4) Tools for disassembly operation:
 - 1 Phillips screwdriver
 - 1 C-ring pliers

2. DISASSEMBLING PROCEDURE

- 1) Remove supply valve stopper. (only vehicle equipped with ABS)
- 2) Remove C-ring with C-ring pliers pushing in primary piston slightly.

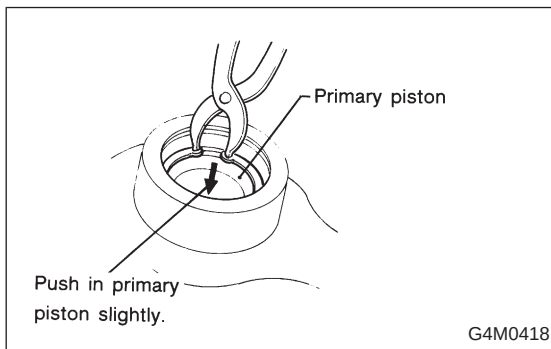
NOTE:

Piston may jump out from master cylinder.

- 3) Extract primary piston assembly and secondary piston assembly.

CAUTION:

- Do not disassemble the piston assembly; otherwise, the spring set value may be changed.
- Use brake fluid or methanol to wash inside wall of cylinder, pistons and piston cups. Be careful not to damage parts when washing. If methanol is used for washing, do not dip rubber parts, such as piston cups, in it for more than 30 seconds; otherwise, they may become swelled.



C: INSPECTION

If any damage, deformation, wear, swelling, rust, and other faults are found on the primary piston assembly, secondary piston assembly, supply valve stopper, or gasket, replace the faulty part.

CAUTION:

- The primary and secondary pistons must be replaced as complete assemblies.
- The service limit of the clearance between each piston and the master cylinder inner dia. is 0.11 mm (0.0043 in).
- When handling parts, be extremely careful not to damage or scratch the parts, or let any foreign matter get on them.

D: ASSEMBLY

1. PRECAUTIONS FOR ASSEMBLING

- 1) When assembling, be sure to use recommended brake fluid.
- 2) Ensure that the inside wall of cylinder, pistons, and piston cups are free from dirt when assembling.
- 3) Be extremely careful not to damage, scratch, or dent cylinder inside wall, pistons, and piston cups.
- 4) Do not drop parts. Never attempt to use any part that has been dropped accidentally.

2. ASSEMBLING OPERATION

- 1) Assembling piston assembly:
Apply recommended brake fluid to inside wall of cylinder, and to outer surface of piston assembly, and install piston assemblies carefully into cylinder.
- 2) Assembling supply valve stopper:
After installing piston into cylinder, push primary piston in about 10 mm (0.39 in), using a rod, such as push rod then assemble gasket and supply valve stopper.

Tightening torque:

$2.2 \pm 0.7 \text{ N}\cdot\text{m}$ ($0.225 \pm 0.075 \text{ kg}\cdot\text{m}$, $1.6 \pm 0.5 \text{ ft}\cdot\text{lb}$)

CAUTION:

If the gasket and supply valve stopper are assembled without pushing in the primary piston, scratches may be caused on the secondary piston, and no pressure may be built up in the secondary side. To avoid such an error, be sure to push in the primary piston before assembling these parts.

- 3) Assembling C-ring:
With primary piston pushed in slightly, attach C-ring by using C-ring pliers.

NOTE:

After assembling, ensure that the C-ring is fitted securely in the ring groove.

E: INSTALLATION

To install the master cylinder to the body, reverse the sequence of removal procedure.

Tightening torque:

Master cylinder mounting nut

14±4 N·m (1.4±0.4 kg-m, 10.1±2.9 ft-lb)

Piping flare nut

14.7⁺³₋₂ N·m (1.5^{+0.3}_{-0.2} kg-m, 10.8^{+2.2}_{-1.4} ft-lb)

CAUTION:

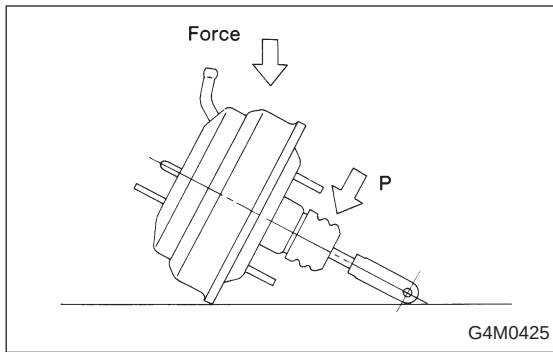
Be sure to use recommended brake fluid.

4. Brake Booster**A: REMOVAL**

- 1) Remove the following parts at engine compartment.
 - (1) Disconnect connector for brake fluid level indicator.
 - (2) Remove brake pipes from master cylinder.
 - (3) Remove master cylinder installing nuts.
 - (4) Disconnect vacuum hose from brake booster.
- 2) Remove the following parts from the pedal bracket.
 - (1) Snap pin and clevis pin.
 - (2) Four brake booster installing nuts.
- 3) Remove brake booster while shunning brake pipes.

B: HANDLING PRECAUTIONS

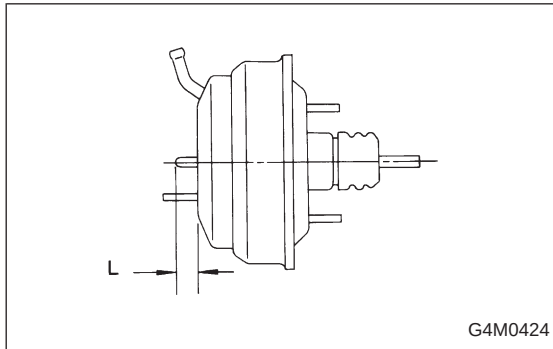
- 1) Be careful not to drop brake booster. Brake booster should be discarded if it has been dropped.
- 2) Use special care when handling operating rod.
If excessive force is applied to operating rod, sufficient to cause a change in the angle in excess of $\pm 3^\circ$, it may result in damage to the power piston cylinder.



3) Use care when placing brake booster on the floor.

CAUTION:

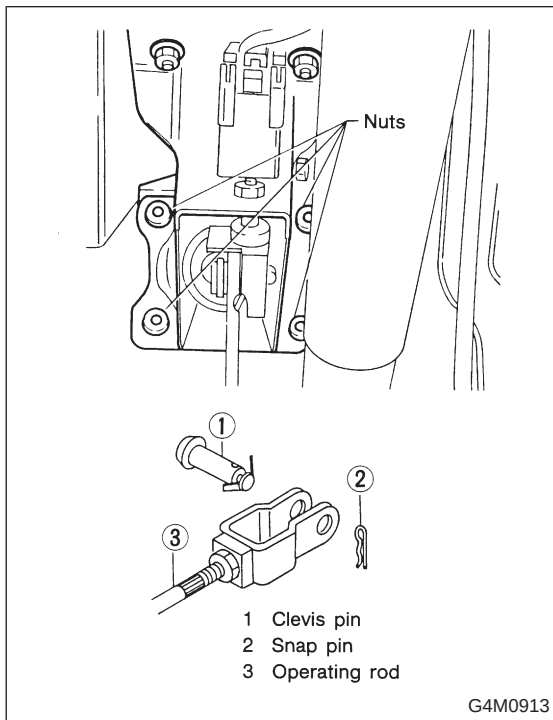
If external force is applied from above when brake booster is placed in this position, the resin portion as indicated by "P", may be damaged.



4) Do not change the push rod length. If it has been changed, reset the projected length "L" to the standard length.

Standard:

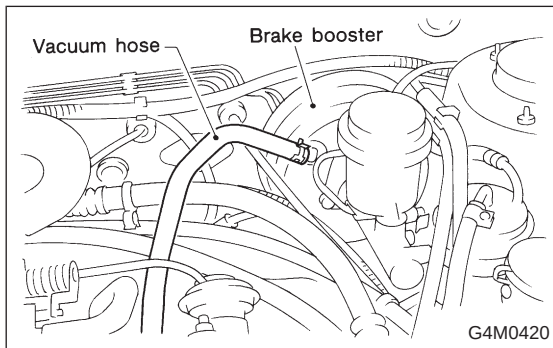
L = 10 mm (0.39 in)



C: INSTALLATION

1) Mount brake booster in position.

2) Connect operating rod to brake pedal with clevis pin and snap pin.

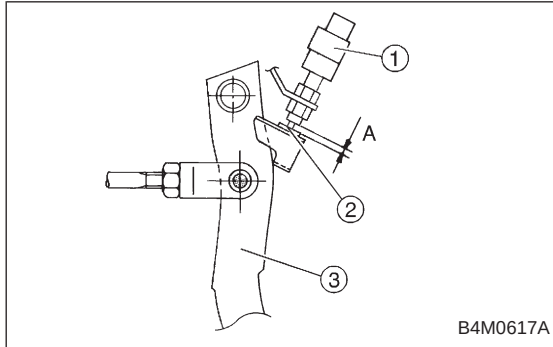
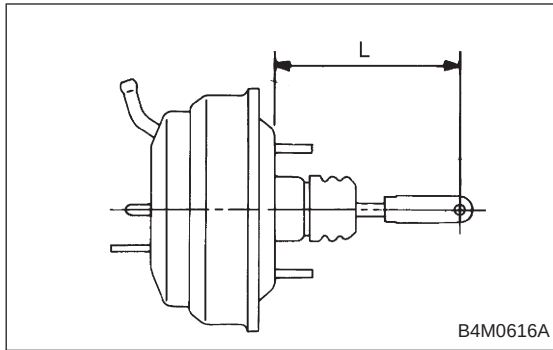


3) Connect vacuum hose to brake booster.

4) Mount master cylinder onto brake booster.

5) Connect brake pipes to master cylinder.

6) Connect electric connector for brake fluid level indicator.



7) Adjust operating rod of brake booster.

Standard: L

145.3 mm (5.72 in)

If it is not in specified value, adjust it by adjusting brake booster operating rod.

8) Measure the clearance between threaded end of stop light switch and stopper.

If it is not in specified value, adjust it by adjusting position of stop light switch.

① Stop light switch

② Stopper

③ Brake pedal

CAUTION:

Be careful not to rotate stop light switch.

Stop light switch clearance: A

0.3 mm (0.012 in)

9) Apply grease to operating rod connecting pin to prevent it from wearing.

10) Bleed air from brake system.

Tightening torque (Air bleeder screw):

8±1 N·m (0.8±0.1 kg-m, 5.8±0.7 ft-lb)

11) Conduct road tests to ensure brakes do not drag.

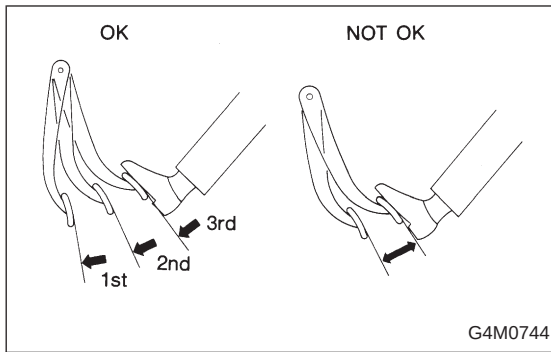
D: OPERATION CHECK (WITHOUT USING GAUGES)

CAUTION:

When checking operation, be sure to securely apply the hand brake.

1. CHECKING WITHOUT USING GAUGES

This method cannot determine the exact portion which has failed, but it can provide a rough understanding of the nature of the failure if checking is conducted in accordance with the following procedures.

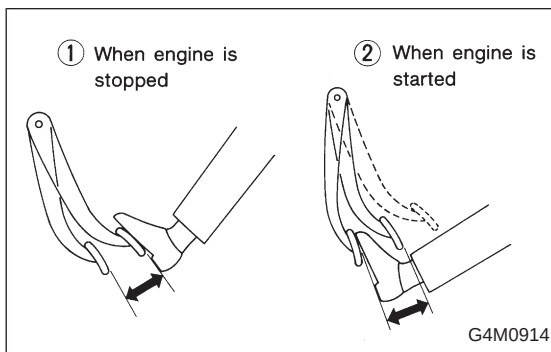


2. AIR TIGHTNESS CHECK

Start engine, and run it for 1 to 2 minutes, then turn it off. Depress brake pedal several times applying the same pedal force as that used in ordinary braking operations. The pedal stroke should be greatest on the 1st depression, and it should become smaller with each successive depression. If no change occurs in the pedal height while in a depressed state, brake booster is faulty.

NOTE:

- In the event of defective operation, inspect the condition of the check valve and vacuum hose.
- Replace them if faulty and conduct the test again.
- If no improvement is observed, check precisely with gauges.



3. OPERATION CHECK

- 1) With engine off, depress brake pedal several times applying the same pedal force and make sure that the pedal height does not vary with each depression of the pedal.
- 2) With brake pedal depressed, start engine.
- 3) As engine starts, brake pedal should move slightly toward the floor. If no change occurs in the pedal height, brake booster is faulty.

NOTE:

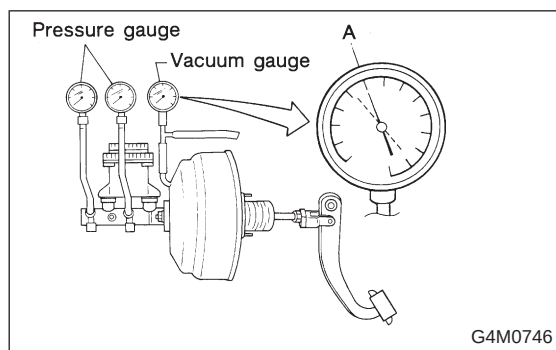
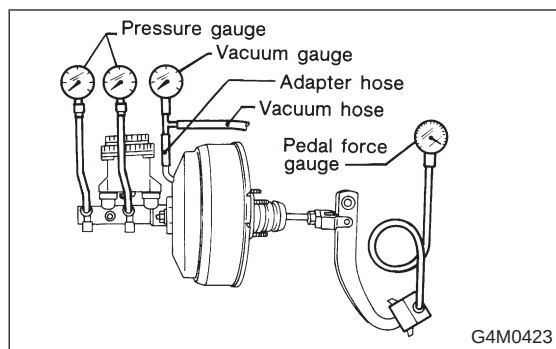
If faulty, check precisely with gauges.

4. LOADED AIR TIGHTNESS CHECK

Depress brake pedal while engine is running, and turn off engine while the pedal is still depressed. Keep the pedal depressed for 30 seconds; if no change occurs in the pedal height, brake booster is functioning normally; if the pedal height increases, it is faulty.

NOTE:

If faulty, check precisely with gauges.



E: OPERATION CHECK (WITH GAUGES)

CAUTION:

When checking operation, be sure to securely apply the hand brake.

1. CHECKING WITH GAUGES

Connect gauges as shown in Figure. After bleeding air from pressure gauges, proceed to each check.

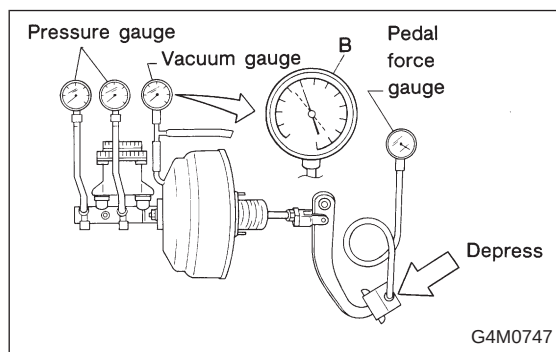
2. AIR TIGHTNESS CHECK

1) Start engine and keep it running until a vacuum of 66.7 kPa (500 mmHg, 19.69 inHg) = point A is indicated on vacuum gauge. Do not depress brake pedal.

2) Stop engine and watch the gauge. If the vacuum drop range is less than 3.3 kPa (25 mmHg, 0.98 inHg) within 15 seconds after stopping engine, brake booster is functioning properly.

If defective, the cause may be one of those listed below.

- Check valve malfunction
- Leak from vacuum hose
- Leak from the shell jointed portion or stud bolt welded portion
- Damaged diaphragm
- Leak from valve body seal and bearing portion
- Leak from plate and seal assembly portion
- Leak from poppet valve assembly portion



3. LOADED AIR TIGHTNESS CHECK

1) Start engine and depress brake pedal with pedal force of 196 N (20 kg, 44 lb). Keep engine running until a vacuum of 66.7 kPa (500 mmHg, 19.69 inHg) = point B is indicated on vacuum gauge while the pedal is still depressed.

2) Stop engine and watch vacuum gauge.

If the vacuum drop range is less than 3.3 kPa (25 mmHg, 0.98 inHg) within 15 seconds after stopping engine, brake booster is functioning properly.

If defective, refer to "AIR TIGHTNESS CHECK". <Ref. to 4-4 [W4E2].>

4. LACK OF BOOSTING ACTION CHECK

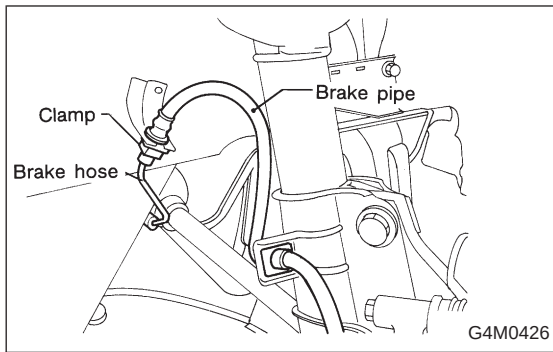
Turn off engine, and set the vacuum gauge reading at "0". Then, check the fluid pressure when brake pedal is depressed. The pressure must be greater than the standard value listed below.

Brake pedal force	147 N (15 kg, 33 lb)	294 N (30kg, 66 lb)
Models without ABS	785 kPa (8 kg/cm ² , 114 psi)	2,158 kPa (22 kg/cm ² , 313 psi)
Models with ABS	588 kPa (6 kg/cm ² , 85 psi)	1,863 kPa (19 kg/cm ² , 270 psi)

5. BOOSTING ACTION CHECK

Set the vacuum gauge reading at 66.7 kPa (500 mmHg, 19.69 inHg) by running engine. Then, check the fluid pressure when brake pedal is depressed. The pressure must be greater than the standard value listed below.

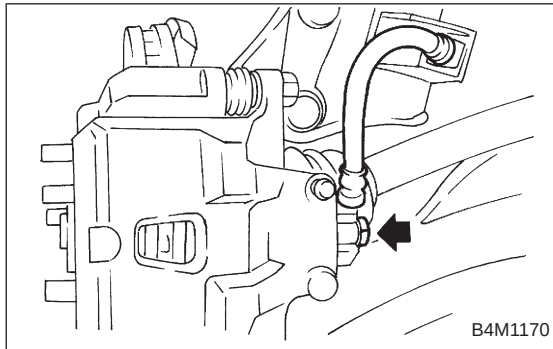
Brake pedal force	147 N (15 kg, 33 lb)	294 N (30kg, 66 lb)
Models without ABS	5,492 kPa (56 kg/cm ² , 796 psi)	8,434 kPa (86 kg/cm ² , 1,223 psi)
Models with ABS	5,394 kPa (55 kg/cm ² , 782 psi)	9,219 kPa (94 kg/cm ² , 1,337 psi)



5. Brake Hose

A: REMOVAL

- 1) Separate brake pipe from brake hose.
(Always use flare nut wrench and be careful not to deform flare nut.)
- 2) Pull out clamp to remove brake hose.
- 3) Remove clamp at strut and union bolt.



B: INSTALLATION

1. FRONT BRAKE HOSE

- 1) Route end of brake hose (on caliper side) through hole in brake hose bracket at strut location.
- 2) Tighten end of brake hose at caliper using a union bolt.

Torque (Union bolt):

$18 \pm 3 \text{ N}\cdot\text{m}$ ($1.8 \pm 0.3 \text{ kg}\cdot\text{m}$, $13.0 \pm 2.2 \text{ ft}\cdot\text{lb}$)

- 3) Secure middle fitting of brake hose to bracket at strut location using a clamp.
- 4) Position disc in straight-forward direction and route brake hose through hole in bracket on wheel apron side.

CAUTION:

Be sure brake hose is not twisted.

- 5) Temporarily tighten flare nut to connect brake pipe and hose.
- 6) Fix brake hose with clamp at wheel apron bracket.
- 7) While holding hexagonal part of brake hose fitting with a wrench, tighten flare nut to the specified torque.

Torque (Brake pipe flare nut):

$14.7^{+3}_{-2} \text{ N}\cdot\text{m}$ ($1.5^{+0.3}_{-0.2} \text{ kg}\cdot\text{m}$, $10.8^{+2.2}_{-1.4} \text{ ft}\cdot\text{lb}$)

- 8) Bleed air from the brake system.

2. REAR BRAKE HOSE

- 1) Pass brake hose through the hole of bracket, and lightly tighten flare nut to connect brake pipe.
- 2) Insert clamp upward to fix brake hose.
- 3) Perform the same procedures as before mentioned in steps 7) and 8).

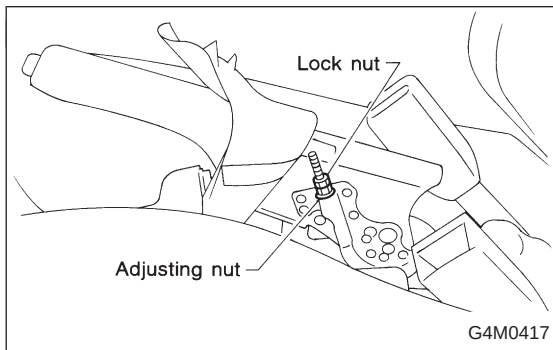
6. Parking Brake Lever

A: REPLACEMENT

- 1) Remove console box from front floor.
- 2) Disconnect electric connector for parking brake switch.
- 3) Loosen parking brake adjuster, and remove inner cable end from equalizer.
- 4) Remove parking brake lever.
- 5) Install parking brake lever in the reverse order of removal.

Torque (Lever installing bolt):

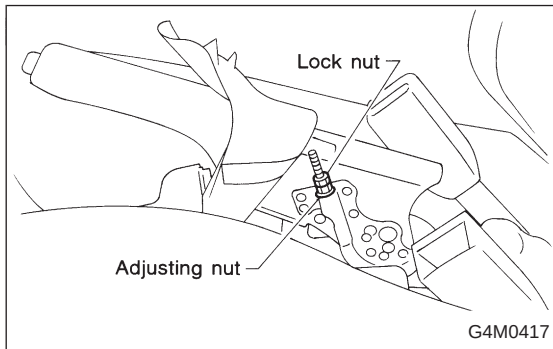
18 ± 5 N·m (1.8 ± 0.5 kg·m, 13.0 ± 3.6 ft·lb)



- 6) Adjust parking brake lever by turning adjuster until parking brake lever stroke is set at 7 to 8 notches with operating force of 196 N (20 kg, 44 lb).
- 7) Tighten lock nut.

Torque (Adjuster lock nut):

5.9 ± 1.5 N·m (0.60 ± 0.15 kg·m, 4.3 ± 1.1 ft·lb)



B: PARKING BRAKE ADJUSTMENT

1. LEVER STROKE ADJUSTMENT

- 1) Remove console box lid.
- 2) Forcibly pull parking brake lever 3 to 5 times.
- 3) Adjust parking brake lever by turning adjuster until parking brake lever stroke is set at 7 to 8 notches with operating force of 196 N (20 kg, 44 lb).
- 4) Tighten lock nut.
- 5) Install console box lid.

Lever stroke:

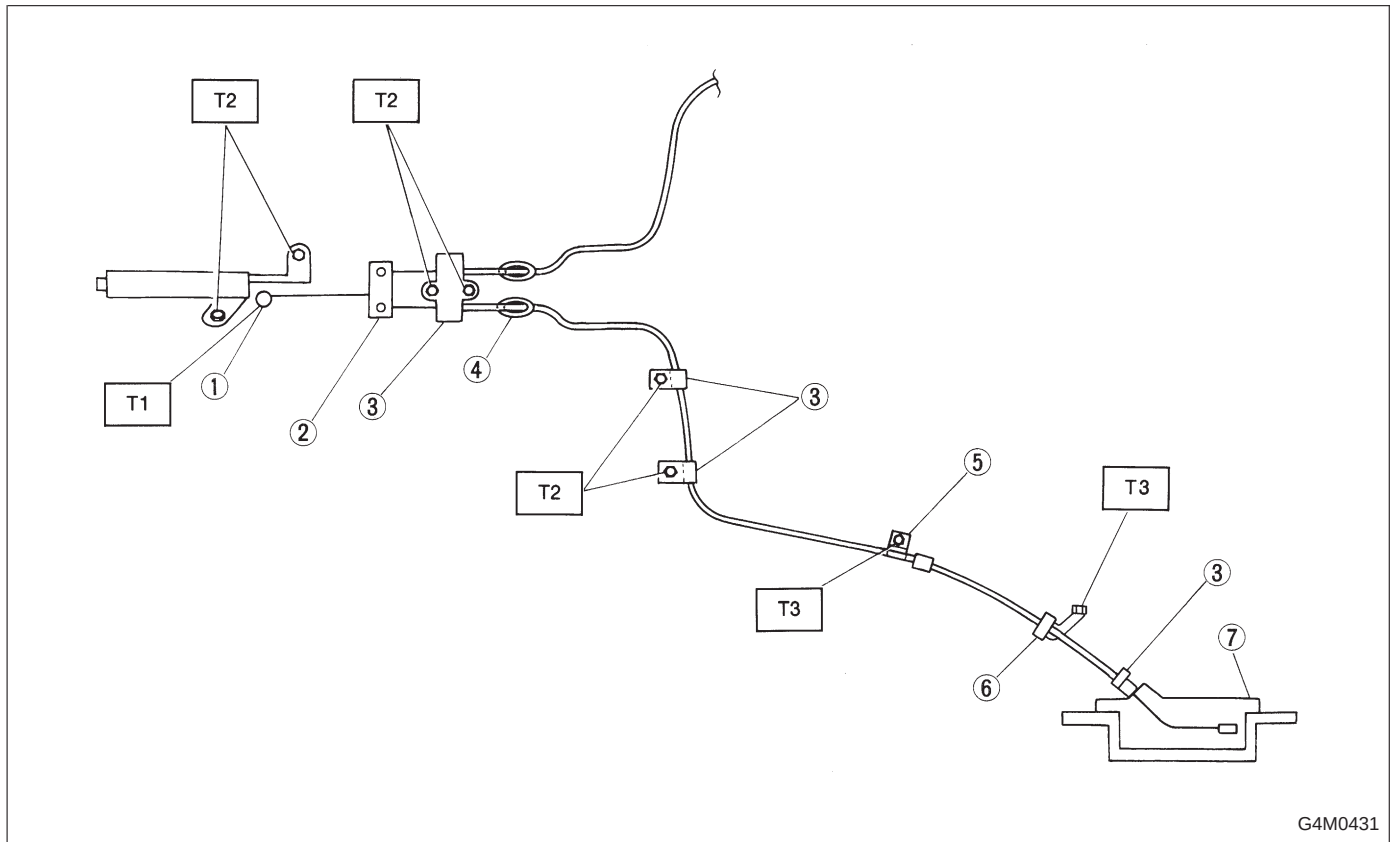
**7 to 8 notches when pulled
with a force of 196 N (20 kg, 44 lb)**

Tightening torque (Lock nut):

5.9 ± 1.5 N·m (0.60 ± 0.15 kg·m, 4.3 ± 1.1 ft·lb)

7. Parking Brake Cable

A: REPLACEMENT

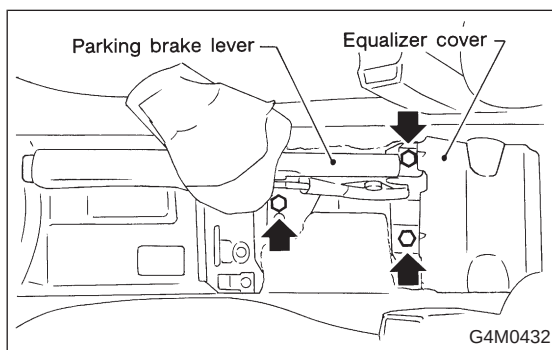


- ① Adjuster
- ② Equalizer
- ③ Clamp
- ④ Grommet
- ⑤ Bracket

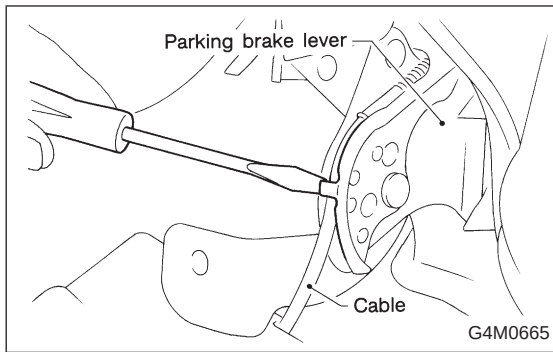
- ⑥ Cable guide (Trailing link)
- ⑦ Parking brake ASSY

Tightening torque: N·m (kg-m, ft-lb)
T1: 5.9±1.5 (0.60±0.15, 4.3±1.1)
T2: 18±5 (1.8±0.5, 13.0±3.6)
T3: 32±10 (3.3±1.0, 24±7)

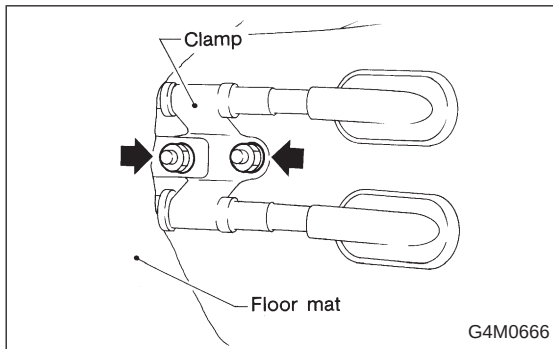
- 1) Lift-up vehicle.
- 2) Remove rear tires and wheels.
- 3) Remove rear cushion.
- 4) Remove console box from front floor.
- 5) Loosen parking cable adjuster, then remove inner cable end from equalizer, and detach clamps.



- 6) Remove parking brake lever.

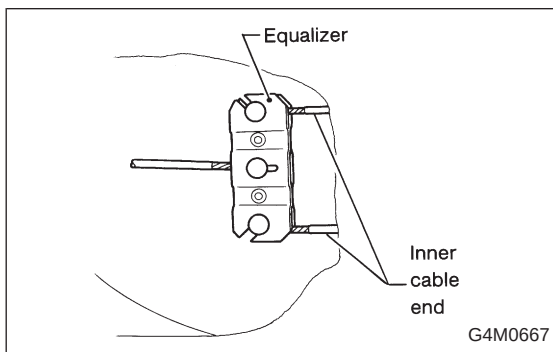


7) Unbend parking brake lever pawls and remove cable.



8) Roll up floor mat and remove clamps.

9) Remove equalizer cover.



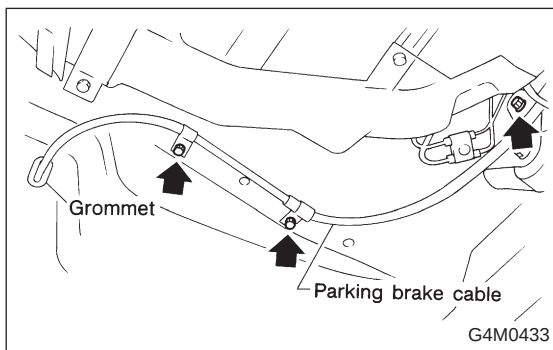
10) Remove inner cable end from equalizer.

11) Pull out parking brake cable from rear brake.

<Ref. to 4-4 [W2A0].>

12) Pull out clamp from rear brake.

13) Remove bolt and bracket from trailing link bracket.



14) Remove bolt and clamp from rear floor.

15) Detach grommet from rear floor.

16) Remove cable assembly from cabin by forcibly pulling it backward.

- 17) Detach parking brake cable from cable guide at rear trailing link.
- 18) Install (new) parking brake assembly in the reverse order of removal.

NOTE:

- Be sure to pass cable through cable guide inside the tunnel.
- Be sure to adjust the lever stroke. <Ref. to 4-4 [W6B1].>

8. Air Bleeding

A: GENERAL RULES FOR EFFECTIVE BLEEDING

- 1) Start with the brakes (wheels) connecting to the secondary chamber of the master cylinder.
- 2) The time interval between two brake pedal operations (from the time when the pedal is released to the time when it is depressed another time) shall be approximately 3 seconds.
- 3) The air bleeder on each brake shall be released for 1 to 2 seconds.

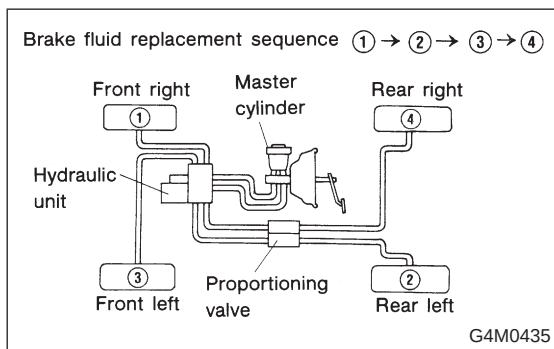
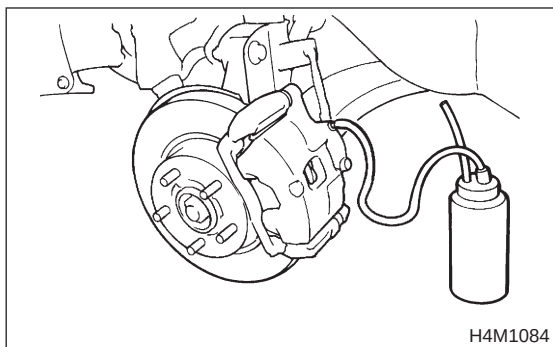
B: BLEEDING PROCEDURE

CAUTION:

- The FMVSS No. 116, fresh DOT3 or 4 brake fluid must be used.
- Cover bleeder with waste cloth, when loosening it, to prevent brake fluid from being splashed over surrounding parts.
- Avoid mixing different brands of brake fluid to prevent degrading the quality of the fluid.
- Be careful not to allow dirt or dust to get into the reservoir tank.

NOTE:

- During bleeding operation, keep the brake reserve tank filled with brake fluid to eliminate entry of air.
- Brake pedal operating must be very slow.
- For convenience and safety, it is advisable to have two men working.



- 1) Make sure that there is no leak from joints and connections of the brake system.
- 2) Fit one end of vinyl tube into the air bleeder and put the other end into a brake fluid container.
- 3) Slowly depress the brake pedal and keep it depressed. Then, open the air bleeder to discharge air together with the fluid.

Release air bleeder for 1 to 2 seconds.

Next, with the bleeder closed, slowly release the brake pedal.

Repeat these steps until there are no more air bubbles in the vinyl tube.

Allow 3 to 4 seconds between two brake pedal operations.

CAUTION:

Cover bleeder with waste cloth, when loosening it, to prevent brake fluid from being splashed over surrounding parts.

NOTE:

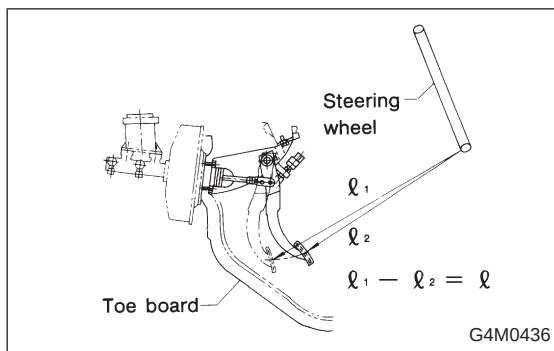
Brake pedal operating must be very slow.

- 4) Tighten air bleeder securely when no air bubbles are visible.

Air bleeder tightening torque:

$8 \pm 1 \text{ N}\cdot\text{m}$ ($0.8 \pm 0.1 \text{ kg}\cdot\text{m}$, $5.8 \pm 0.7 \text{ ft}\cdot\text{lb}$)

- 5) Perform these steps for the brakes connecting to the secondary chamber of master cylinder, first, and then for the ones connecting to primary chamber. With all procedures completed, fully depress the brake pedal and keep it in that position for approximately 20 seconds to make sure that there is no leak evident in the entire system.



- 6) Perform sequence control. (With ABS model) <Ref. to 4-4 [W12D1].>

- 7) Check the pedal stroke.

While the engine is idling, depress the brake pedal with a 490 N (50 kg, 110 lb) load and measure the distance between the brake pedal and steering wheel. With the brake pedal released, measure the distance between the pedal and steering wheel again. The difference between the two measurements must be more than specified.

Specified pedal stroke:

Without ABS

90 mm (3.54 in)

With ABS

95 mm (3.74 in)

When depressing brake pedal with a 490 N (50 kg, 110 lb) load.

- (1) Models without ABS

If the distance is more than specifications, there is a possibility that air is in the brake line. Bleed air from the brake line.

(2) Models with ABS

If the distance is more than specifications, there is a possibility air is in the inside of the hydraulic unit. Therefore, air must be bled from the inside of the hydraulic unit to the brake pipes in accordance with the bleeding sequence control. <Ref. to 4-4 [W12D1].>

8) Add brake fluid to the required level (MAX. level) of reserve tank.

9) As a final step, test run the vehicle at low speed and apply brakes relatively hard 2 to 3 times to ensure that brakes provide normal braking action on all four wheels without dragging and uneven braking.

9. Brake Fluid Replacement

A: REPLACEMENT

CAUTION:

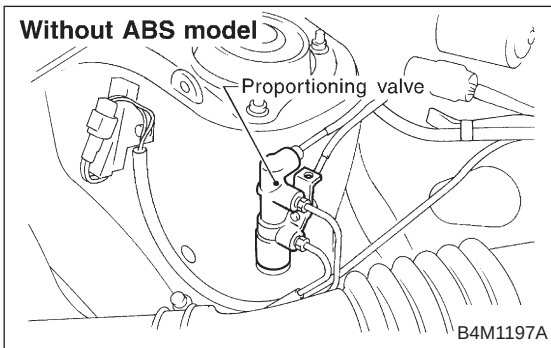
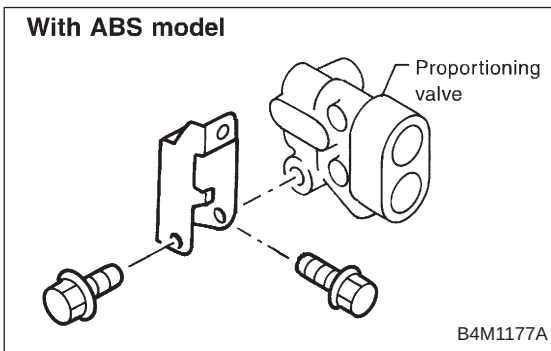
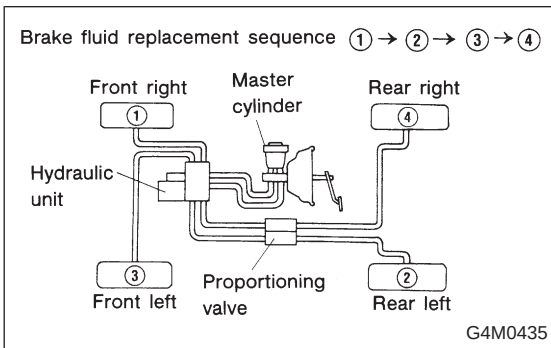
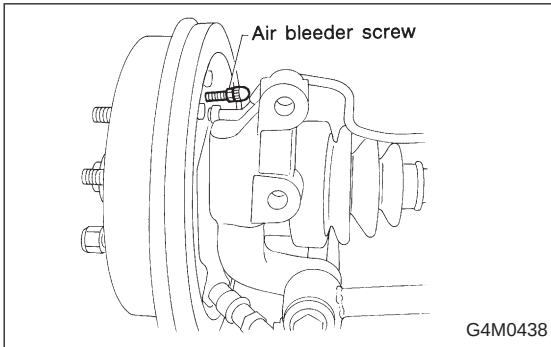
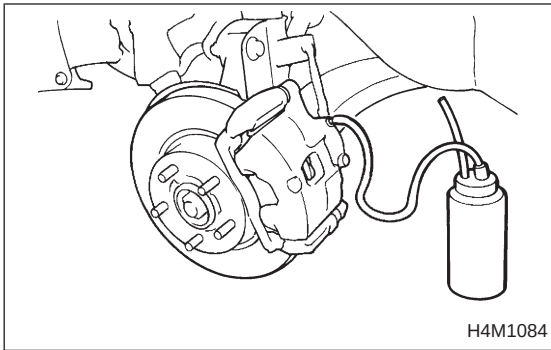
- To always maintain the brake fluid characteristics, replace the brake fluid according to maintenance schedule or earlier than that when used in severe condition.
- The FMVSS No. 116, fresh DOT3 or 4 brake fluid must be used.
- Cover bleeder with waste cloth, when loosening it, to prevent brake fluid from being splashed over surrounding parts.
- Avoid mixing different brands of brake fluid to prevent degrading the quality of the fluid.
- Be careful not to allow dirt or dust to get into the reservoir tank.

NOTE:

- During bleeding operation, keep the brake reserve tank filled with brake fluid to eliminate entry of air.
 - Brake pedal operating must be very slow.
 - For convenience and safety, it is advisable to have two men working.
 - The amount of brake fluid required is approximately 500 ml (16.9 US fl oz, 17.6 Imp fl oz) for total brake system.
- 1) Either jack-up vehicle and place a safety stand under it, or lift-up vehicle.
 - 2) Remove both front and rear wheels.
 - 3) Draw out the brake fluid from master cylinder with syringe.
 - 4) Refill reservoir tank with recommended brake fluid.

Recommended brake fluid:

FMVSS No. 116, fresh DOT3 or 4 brake fluid



5) Install one end of a vinyl tube onto the air bleeder of and insert the other end of the tube into a container to collect the brake fluid.

6) Instruct your co-worker to depress the brake pedal slowly two or three times and then hold it depressed.

7) Loosen bleeder screw approximately 1/4 turn until a small amount of brake fluid drains into container, and then quickly tighten screw.

8) Repeat steps 6) and 7) above until there are no air bubbles in drained brake fluid and new fluid flows through vinyl tube.

NOTE:

Add brake fluid as necessary while performing the air bleed operation, in order to prevent the tank from running short of brake fluid.

9) After completing the bleeding operation, hold brake pedal depressed and tighten screw and install bleeder cap.

Tightening torque (Bleeder screw):

8 ± 1 N·m (0.8 ± 0.1 kg·m, 5.8 ± 0.7 ft·lb)

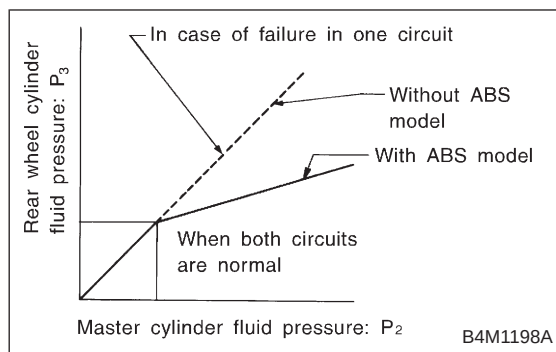
10) Bleed air from each wheel cylinder using the same procedures as described in steps 6) through 7) above.

11) Depress brake pedal with a force of approximately 294 N (30 kg, 66 lb) and hold it there for approximately 20 seconds. At this time check pedal to see if it shows any unusual movement.

Visually inspect bleeder screws and brake pipe joints to make sure that there is no fluid leakage.

12) Install wheels, and drive car for a short distance between 2 to 3 km (1 to 2 miles) to make sure that brakes are operating properly.

10. Proportioning Valve



A: INSPECTION

- 1) Install the oil pressure gauges to measure the master cylinder fluid pressure (front wheel brake fluid pressure) and rear wheel cylinder fluid pressure.
- 2) Bleed air from the oil pressure gauges.
- 3) Check the master cylinder fluid pressure and rear wheel cylinder fluid pressure. The standard values are shown in Figure.
- 4) For the oil pressure in case of split point, refer to A: SPECIFICATIONS 4-4 [S100].

B: REMOVAL

- 1) Remove brake pipe from proportioning valve at four places.
- 2) Remove proportioning valve from its bracket.

CAUTION:

Do not disassemble or adjust the proportioning valve. (The proportioning valve must be replaced as an assembly.)

C: INSTALLATION

- 1) Install proportioning valve to bracket.
- 2) Connect brake pipes correctly to proportioning valve.
- 3) Bleed air, then check each joint of brake pipe for oil leaks.

Tightening torque:

Proportioning valve to brake pipe flare nut:

15^{+3}_{-2} N·m ($1.5^{+0.3}_{-0.2}$ kg-m, $10.8^{+2.2}_{-1.4}$ ft-lb)

Proportioning valve to bracket:

Normal brake vehicle:

22 ± 4.4 N·m (2.25 ± 0.45 kg-m, 16.3 ± 3.3 ft-lb)

ABS equipped vehicle:

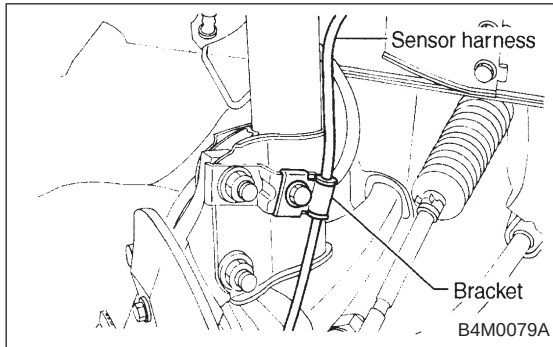
18 ± 5 N·m (1.8 ± 0.5 kg-m, 13.0 ± 3.6 ft-lb)

11. ABS Sensor

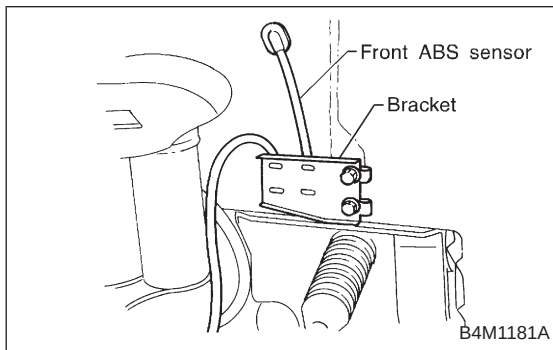
A: REMOVAL

1. FRONT ABS SENSOR

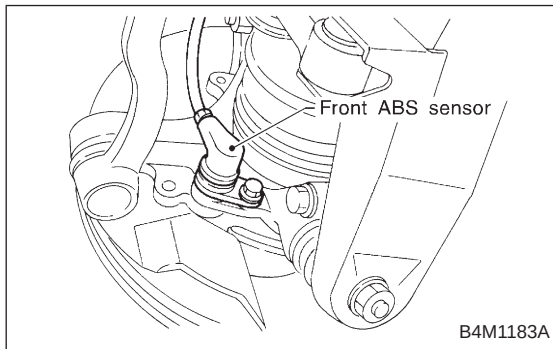
1) Disconnect front ABS sensor connector located in engine compartment.



2) Remove bolts which secure sensor harness to strut.



3) Remove bolts which secure sensor harness to body.



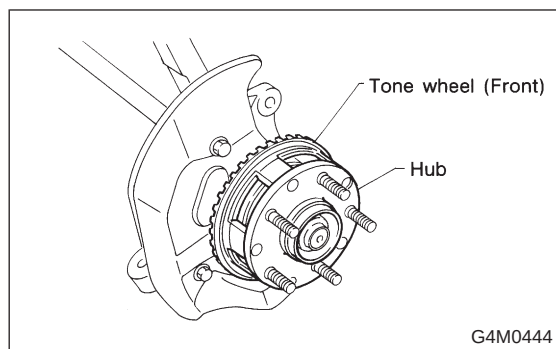
4) Remove bolts which secure front ABS sensor to housing, and remove front ABS sensor.

CAUTION:

- Be careful not to damage pole piece located at tip of the sensor and teeth faces during removal.
- Do not pull sensor harness during removal.

5) Remove front disc brake caliper and disc rotor from housing after removing front tire.

6) Remove front drive shaft and housing and hub assembly. <Ref. to 4-2 [W1A0].>



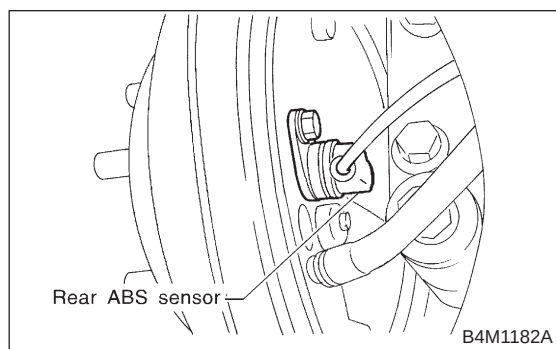
7) Remove tone wheel while removing hub from housing and hub assembly. <Ref. to 4-2 [W1B0].>

CAUTION:

Be careful not to damage teeth faces of tone wheel during removal.

2. REAR ABS SENSOR

- 1) Remove rear seat and disconnect rear ABS sensor connector.
- 2) Remove rear sensor harness bracket from rear trailing link and bracket.



3) Remove rear ABS sensor from rear back plate.

4) Remove rear tone wheel while removing hub from housing and hub assembly. <Ref. to 4-2 [W2A0].>

CAUTION:

- Be careful not to damage pole piece located at tip of the sensor and teeth faces during removal.
- Do not pull sensor harness during removal.

B: INSPECTION

1. ABS SENSOR

1) Check pole piece of ABS sensor for foreign particles or damage. If necessary, clean pole piece or replace ABS sensor.

2) Measure ABS sensor resistance.

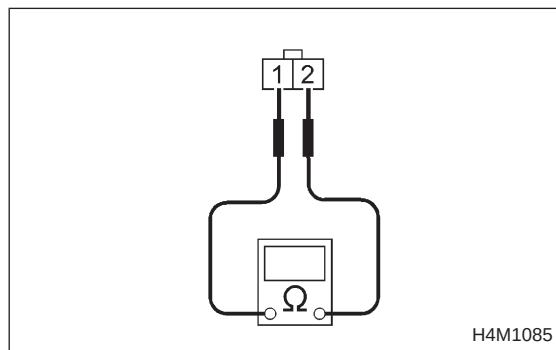
ABS sensor	Terminal No.	Standard
Front - LH	1 and 2	1.0±0.2 kΩ
Front - RH	1 and 2	
Rear - LH	1 and 2	
Rear - RH	1 and 2	

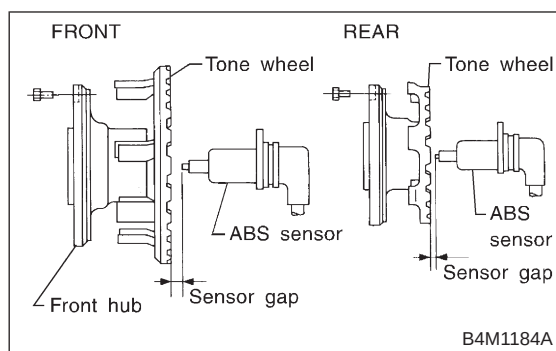
CAUTION:

If resistance is outside the standard value, replace ABS sensor with new one.

NOTE:

Check ABS sensor cable for discontinuity. If necessary, replace with a new one.





2. TONE WHEEL

- 1) Check tone wheel's teeth (44 pieces) for cracks or dents. If necessary, replace tone wheel with a new one.
- 2) Clearances (sensor gaps) should be measured one by one to ensure tone wheel and speed sensor are installed correctly.

ABS sensor clearance:

Front

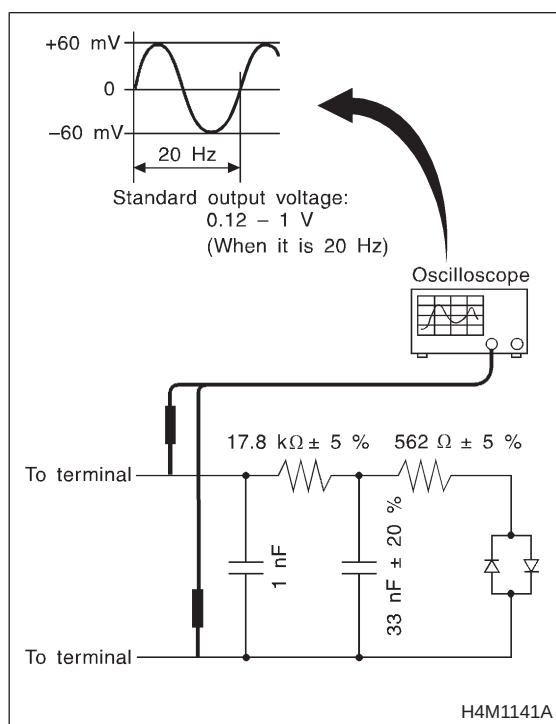
0.9 — 1.4 mm (0.035 — 0.055 in)

Rear

0.7 — 1.2 mm (0.028 — 0.047 in)

NOTE:

- If clearance is narrow, adjust by using spacer (Part No. 26755AA000).
- If clearance is wide, check the outputted voltage then replace ABS sensor or tone wheel if the outputted voltage is outside the specification.



3. OUTPUT VOLTAGE

Output voltage can be checked by the following method. Install resistor and condenser, then rotate wheel about 2.75 km/h (2 MPH) or equivalent.

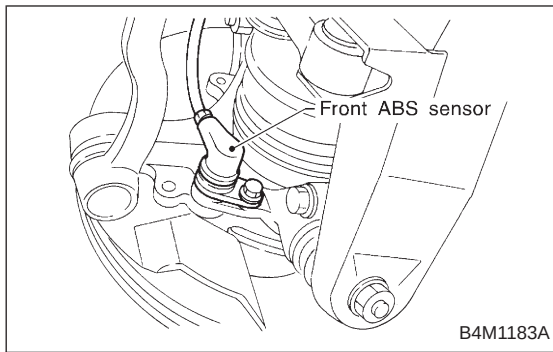
NOTE:

Regarding terminal No., please refer to item 1. ABS SENSOR.

C: INSTALLATION

1. FRONT ABS SENSOR

- 1) Install tone wheel on hub, then install housing on hub assembly. <Ref. to 4-2 [W1D0].>

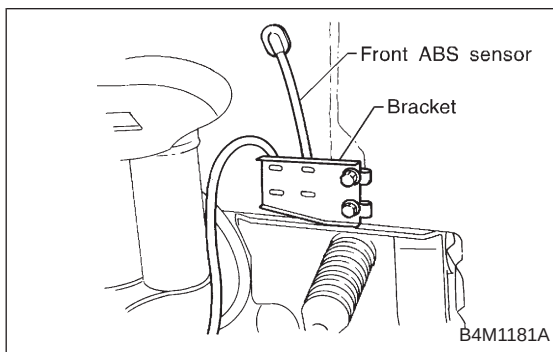


2) Temporarily install front ABS sensor on housing.

CAUTION:

Be careful not to strike ABS sensor's pole piece and tone wheel's teeth against adjacent metal parts during installation.

3) Install front drive shaft to hub spline. <Ref. to 4-2 [W1E0].>



4) Install front ABS sensor on strut and wheel apron bracket.

Tightening torque:

32 ± 10 N·m (3.3 ± 1.0 kg-m, 24 ± 7 ft-lb)

5) Place a thickness gauge between ABS sensor's pole piece and tone wheel's tooth face. After standard clearance is obtained over the entire perimeter, tighten ABS sensor on housing to specified torque.

ABS sensor standard clearance:

$0.9 - 1.4$ mm ($0.035 - 0.055$ in)

Tightening torque:

32 ± 10 N·m (3.3 ± 1.0 kg-m, 24 ± 7 ft-lb)

CAUTION:

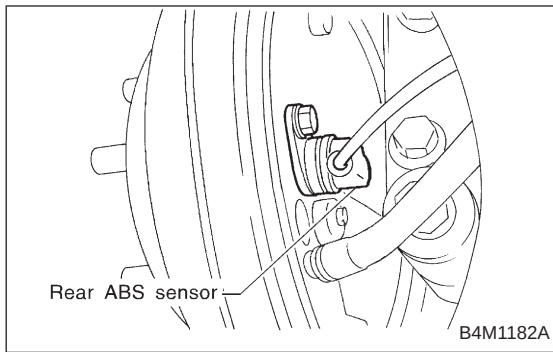
Check the marks on the harness to make sure that no distortion exists. (RH: white, LH: yellow)

NOTE:

If the clearance is outside specifications, readjust.

2. REAR ABS SENSOR

1) Install rear tone wheel on hub, then rear housing on hub. <Ref. to 4-2 [W2D0].>

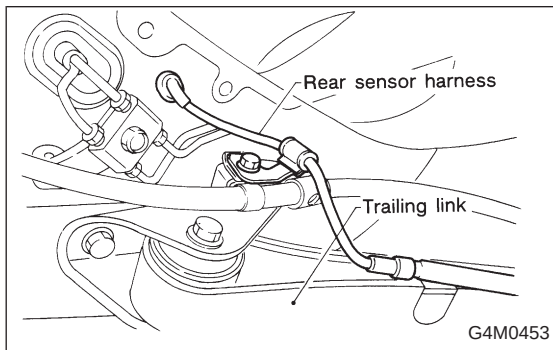


2) Temporarily install rear ABS sensor on back plate.

CAUTION:

Be careful not to strike ABS sensor's pole piece and tone wheel's teeth against adjacent metal parts during installation.

3) Install rear drive shaft to rear housing and rear differential spindle. <Ref. to 4-2 [W2E0].>



4) Install rear sensor harness on rear trailing link.

Tightening torque:

32 ± 10 N·m (3.3 ± 1.0 kg-m, 24 ± 7 ft-lb)

5) Place a thickness gauge between ABS sensor's pole piece and tone wheel's tooth face. After standard clearance is obtained over the entire perimeter, tighten ABS sensor on back plate to specified torque.

ABS sensor standard clearance:

$0.7 - 1.2$ mm ($0.028 - 0.047$ in)

Tightening torque:

32 ± 10 N·m (3.3 ± 1.0 kg-m, 24 ± 7 ft-lb)

CAUTION:

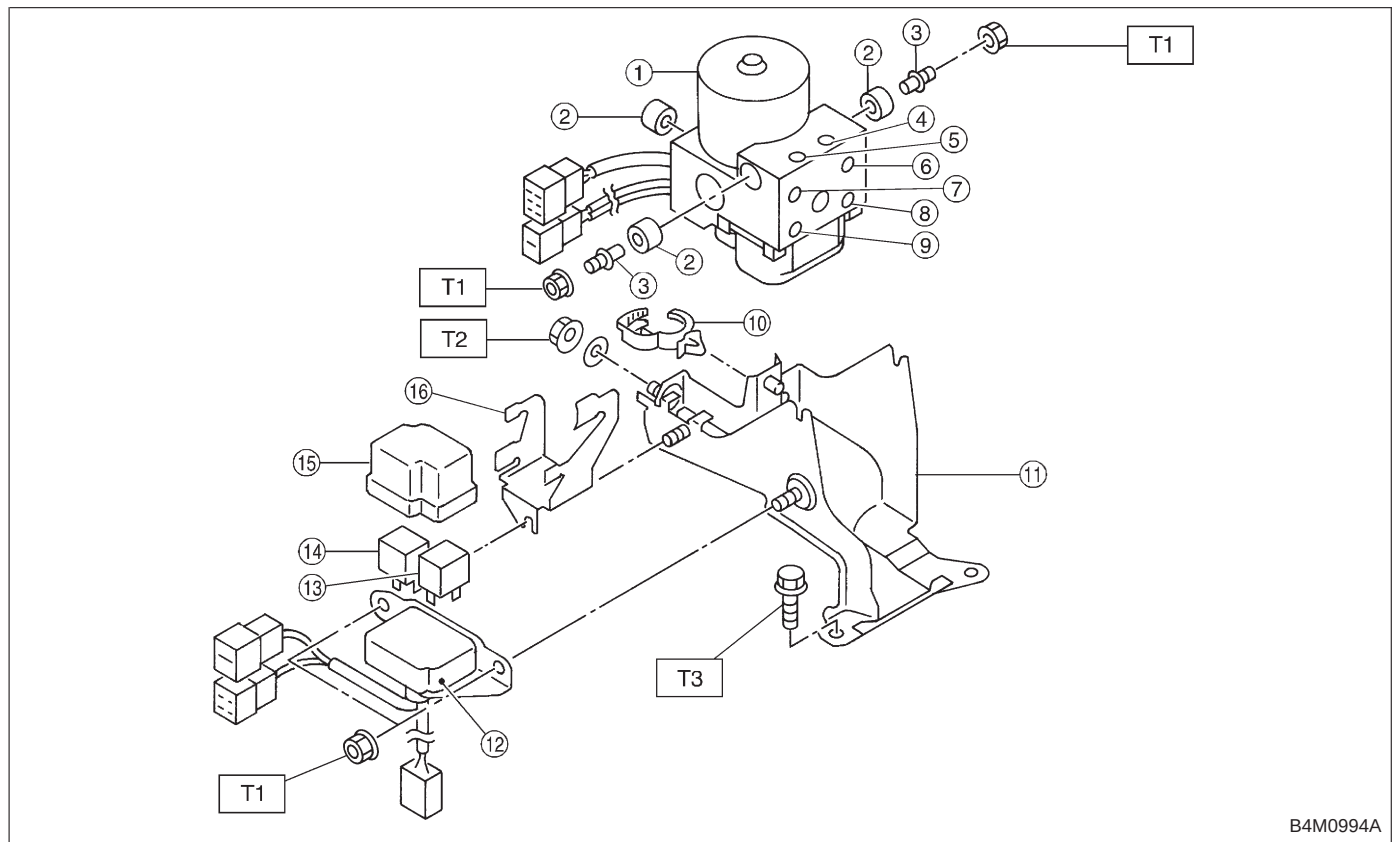
Check the marks on the harness to make sure that no distortion exists. (RH: white, LH: yellow)

NOTE:

If the clearance is outside specifications, readjust.

12. Hydraulic Unit for ABS System

A: REMOVAL



- | | |
|--------------------------|---------------------|
| ① Hydraulic control unit | ⑨ Front-RH outlet |
| ② Damper | ⑩ Cable clip |
| ③ Stud bolt | ⑪ Bracket |
| ④ Rear-RH outlet | ⑫ Relay box |
| ⑤ Rear-LH outlet | ⑬ Motor relay |
| ⑥ Secondary inlet | ⑭ Valve relay |
| ⑦ Primary inlet | ⑮ Cap |
| ⑧ Front-LH outlet | ⑯ Connector bracket |

Tightening torque: N·m (kg-m, ft-lb)

T1: 18±5 (1.8±0.5, 13.0±3.6)

T2: 29±7 (3.0±0.7, 21.7±5.1)

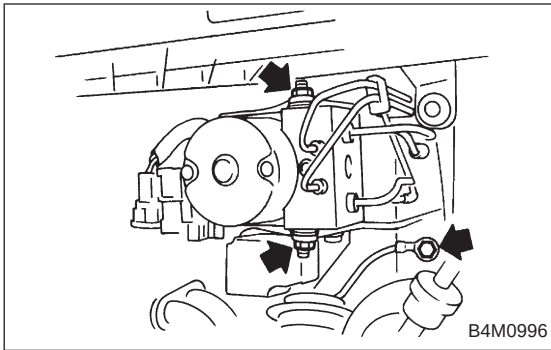
T3: 32±10 (3.3±1.0, 24±7)

1. HYDRAULIC UNIT

- 1) Disconnect ground cable from battery.
- 2) Remove air intake duct and canister from engine compartment to facilitate removal of hydraulic unit.
- 3) Disconnect connector from hydraulic unit.
- 4) Unlock cable clip.
- 5) Disconnect brake pipes from hydraulic unit.

CAUTION:

Wrap brake pipes with vinyl bag to avoid spilling brake fluid on vehicle body.



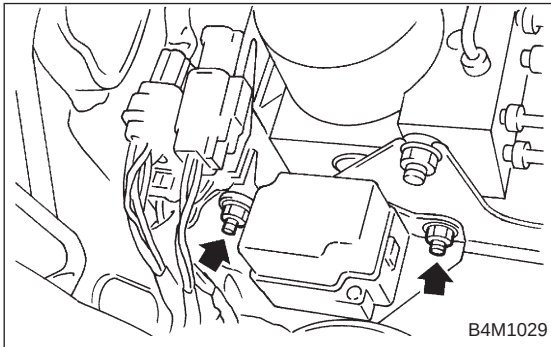
6) Remove nuts and bolt which secure hydraulic unit bracket, and remove hydraulic unit from engine compartment.

CAUTION:

- Hydraulic unit cannot be disassembled. Do not attempt to loosen bolts and nuts.
- Do not drop or bump hydraulic unit.
- Do not turn the hydraulic unit upside down or place it on its side.
- Be careful to prevent foreign particles from getting into hydraulic unit.
- When a new hydraulic unit is installed, apply a coat of rust-preventive wax (Nippeco LT or GB) to bracket attaching bolt after tightening.
- Do not pull harness disconnecting harness connector.

2. RELAY BOX

- 1) Disconnect ground cable from battery.
- 2) Remove air intake duct and canister from engine compartment to facilitate removal of relay box.



3) Disconnect connector from relay box.

4) Unlock cable clip.

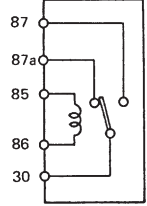
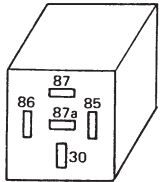
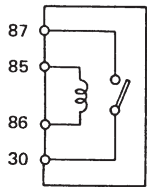
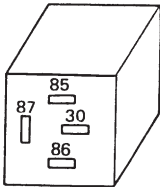
5) Remove nuts which secure relay box, and remove relay box and connector bracket.

CAUTION:

Do not drop or bump relay box.

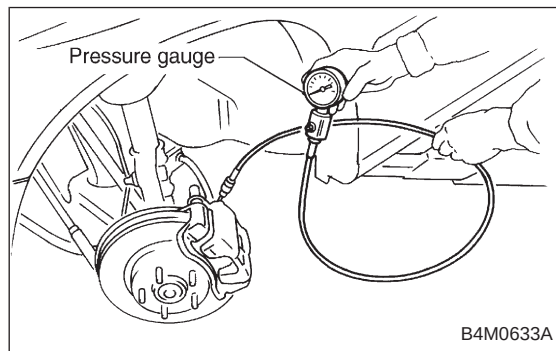
B: INSPECTION

- 1) Check connected and fixed condition of connector.
- 2) Check valve relay and motor relay for discontinuity or short circuits.

	Condition	Terminal number	Standard	Diagram	Terminal location
Valve relay	Turning off electricity.	85 — 86	103±10 Ω	 G4M0456	 G4M0457
		30 — 87a	less than 0.5 Ω		
		30 — 87	more than 1 MΩ		
	Turning on electricity between 85 and 86. (DC 12 V)	30 — 87a	more than 1 MΩ		
		30 — 87	less than 0.5 Ω		
Motor relay	Turning off electricity.	85 — 86	80±8 Ω	 G4M0458	 G4M0459
		30 — 87	more than 1 MΩ		
	Turning on electricity between 85 and 86. (DC 12 V)	30 — 87	less than 0.5 Ω		

C: CHECKING THE HYDRAULIC UNIT ABS OPERATION**1. CHECKING THE HYDRAULIC UNIT ABS OPERATION BY PRESSURE GAUGE**

- 1) Lift-up vehicle and remove wheels.
- 2) Disconnect the air bleeder screws from the FL and FR caliper bodies.



- 3) Connect two pressure gauges to the FL and FR caliper bodies.

CAUTION:

- Pressure gauges used exclusively for brake fluid must be used.
- Do not employ pressure gauge previously used for transmission since the piston seal is expanded which may lead to malfunction of the brake.

NOTE:

Wrap sealing tape around the pressure gauge.

- 4) Bleed air from the pressure gauges.
- 5) Perform ABS sequence control.
<Ref. to 4-4 [W12D1] or 4-4 [W12D2].>
- 6) When the hydraulic unit begins to work, and first the FL side performs decompression, holding, and compression, and then the FR side performs decompression, holding, and compression.

7) Read values indicated on the pressure gauge and check if the fluctuation of the values between decompression and compression meets the standard values. Also check if any irregular brake pedal tightness is felt.

	Initial value	When decompressed	When compressed
Front wheel	3,432 kPa (35 kg/cm ² , 498 psi)	490 kPa (5 kg/cm ² , 71 psi) or less	3,432 kPa (35 kg/cm ² , 498 psi) or more
Rear wheel	3,432 kPa (35 kg/cm ² , 498 psi)	490 kPa (5 kg/cm ² , 71 psi) or less	3,432 kPa (35 kg/cm ² , 498 psi) or more

8) Remove pressure gauges from FL and FR caliper bodies.

9) Remove air bleeder screws from the RL and RR caliper bodies.

10) Connect the air bleeder screws to the FL and FR caliper bodies.

11) Connect two pressure gauges to the RL and RR caliper bodies.

12) Bleed air from the pressure gauges and the FL and FR caliper bodies.

13) Perform ABS sequence control.

<Ref. to 4-4 [W12D1] or 4-4 [W12D2].>

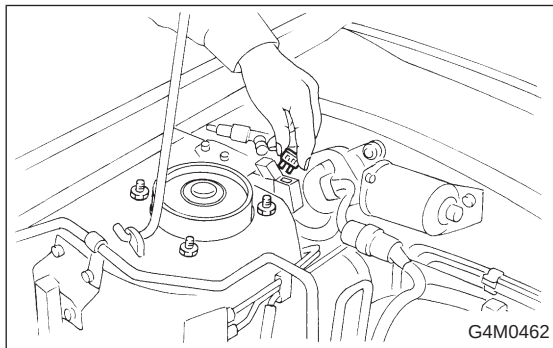
14) When the hydraulic unit begins to work, at first the RR side performs decompression, holding, and compression, and then the RL side performs decompression, holding, and compression.

15) Read values indicated on the pressure gauges and check if they meet the standard value.

16) After checking, remove the pressure gauges from caliper bodies.

17) Connect the air bleeder screws to RL and RR caliper bodies.

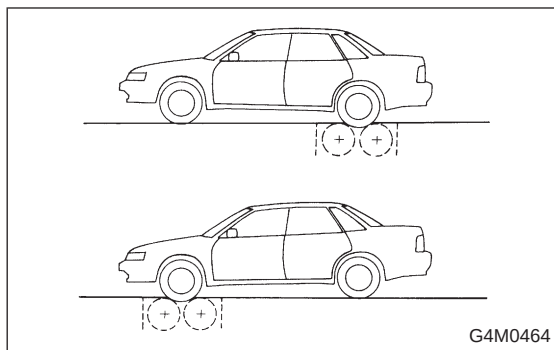
18) Bleed air from brake line.



2. CHECKING THE HYDRAULIC UNIT ABS OPERATION WITH BRAKE TESTER

1) In the case of AWD AT vehicles, install a spare fuse with the FWD connector in the engine compartment to simulate FWD vehicles.

2) Prepare for operating ABS sequence control. <Ref. to 4-4 [W12D1] or 4-4 [W12D2].>



3) Set the front wheels or rear wheels on the brake tester and set the select lever's position at "neutral".

4) Operate the brake tester.

5) Perform ABS sequence control. <Ref. to 4-4 [W12D1] or 4-4 [W12D2].>

6) Hydraulic unit begins to work; and check the following working sequence.

(1) The FL wheel performs decompression, holding, and compression in sequence, and subsequently the FR wheel repeats the cycle.

(2) The RR wheel performs decompression, holding, and compression in sequence, and subsequently the RL wheel repeats the cycle.

7) Read values indicated on the brake tester and check if the fluctuation of values, when decompressed and compressed, meet the standard values.

Unit: N (kg, lb)

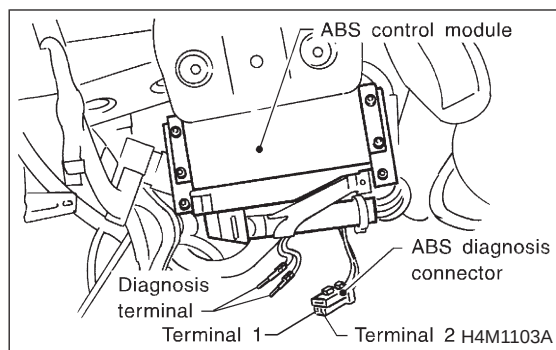
	Initial value	When decompressed	When compressed
Front wheel	981 (100, 221)	490 (50, 110) or less	981 (100, 221) or more
Rear wheel	981 (100, 221)	490 (50, 110) or less	981 (100, 221) or more

8) After checking, also check if any irregular brake pedal tightness is felt.

D: ABS SEQUENCE CONTROL

1) Under the ABS sequence control, after the hydraulic unit solenoid valve is driven, the operation of the hydraulic unit can be checked by means of the brake tester or pressure gauge.

2) ABS sequence control can be started by diagnosis connector or select monitor.



1. OPERATIONAL GUIDELINES OF THE ABS SEQUENCE CONTROL WITH ABS DIAGNOSIS CONNECTOR

1) Connect diagnosis terminals to terminals No. 1 and No. 2 of the diagnosis connector beside driver's seat heater unit.

2) Set the speed of all wheels at 4 km/h (2 MPH) or less.

3) Turn ignition switch OFF.

4) Within 0.5 seconds after the ABS warning light goes out, depress the brake pedal and hold it immediately after ignition switch is turned to ON.

CAUTION:**Do not depress the clutch pedal.****NOTE:**

- When the ignition switch is set to on, the brake pedal must not be depressed.
- Engine must not operate.

5) After completion of ABS sequence control, turn ignition switch OFF.

2. OPERATIONAL GUIDELINES OF THE ABS SEQUENCE CONTROL WITH SELECT MONITOR

- 1) Connect select monitor to data link connector beside driver's seat heater unit.
- 2) Turn ignition switch ON.
- 3) Put select monitor to ABS mode.

- 4) Press F D 1 ENT key.

A diagram showing four rectangular buttons arranged horizontally. From left to right, they are labeled 'F', 'D', '1', and 'ENT'.

B4M0635

- 5) The message shown in the figure is displayed.

A diagram showing two lines of text. The first line reads 'ABS FUNCTION' and the second line reads 'CHECK MODE'.

B4M0997

A diagram showing two lines of text. The first line reads 'BRAKE ON' and the second line reads 'KEEP 100-150'.

B4M0998

- 6) The message shown in the figure is displayed as follows:

- (1) When using the brake tester, depress brake pedal with braking force of 981 N (100 kg, 221 lb).
- (2) When using the pressure gauge, depress brake pedal so as to make the pressure gauge indicate 3,432 kPa (35 kg/cm², 498 psi).

CAUTION:**Do not depress the clutch pedal.**

MODE START
PRESS ENT KEY

B4M0999

- 7) When the message shown in the figure is displayed, press ENT key.
8) Check points will be displayed on select monitor.

FUNCTION START
UNABLE

B4M1000

- 9) When ABS sequence control cannot be started (by system malfunction, etc.), the message shown in the figure will be displayed.

NOTE:

Read the trouble codes. Repair faulty parts.

ABS FUNCTION
CHECK END

B4M1030

- 10) After completion of ABS sequence control.

MODE RESTART ?
0 : YES 1 : NO

H4M1144

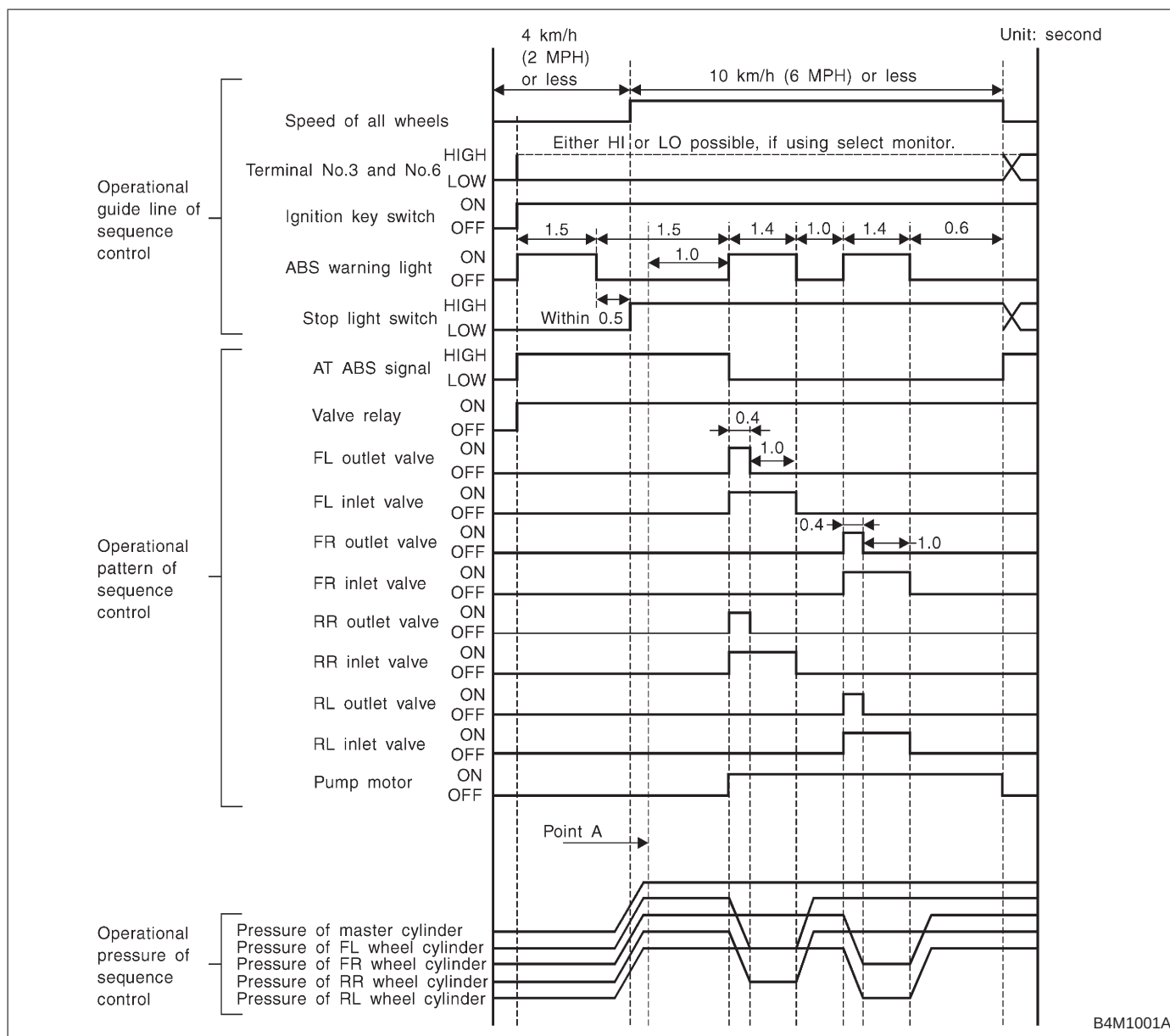
- 11) Press 0 key to start ABS sequence control again and press 1 key to end.

3. CONDITIONS FOR COMPLETION OF ABS SEQUENCE CONTROL

When the following conditions develop, the ABS sequence control stops and ABS operation is returned to the normal control mode.

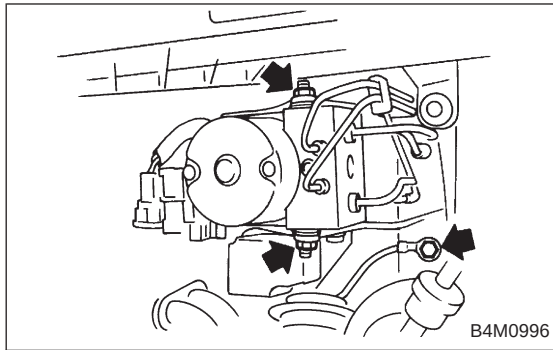
- 1) When the speed of at least one wheel reaches 10 km/h (6 MPH).
- 2) When terminal No. 3 or No. 6 are separated from diagnosis terminals. (When select monitor is not used.)
- 3) When the brake pedal is released during sequence control and the braking lamp switch is set to off.
- 4) When brake pedal is depressed after ignition key is turned to ON, and before ABS warning light goes out. (When select monitor is not used.)
- 5) When brake pedal is not depressed after ignition key is turned to ON, and within 0.5 seconds after ABS warning light goes out. (When select monitor is not used.)
- 6) After completion of the sequence control.
- 7) When malfunction is detected. (When select monitor is used.)

4. CONDITIONS FOR ABS SEQUENCE CONTROL



NOTE:

- When select monitor is used, control operation starts at point A. The patterns from IGN key ON to the point A show that operation is started by diagnosis connector.
- HIGH means high voltage.
- LOW means low voltage.

**E: INSTALLATION****1. HYDRAULIC UNIT**

1) Install hydraulic unit.

Tightening torque:

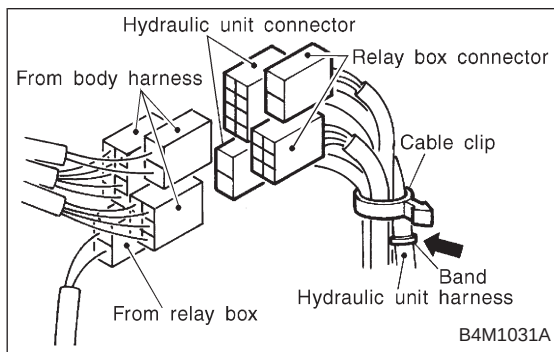
18 ± 5 N·m (1.8 ± 0.5 kg-m, 13.0 ± 3.6 ft-lb)

2) Connect hydraulic unit ground cable to body.

Tightening torque:

32 ± 10 N·m (3.3 ± 1.0 kg-m, 24 ± 7 ft-lb)

3) Connect brake pipes to their correct hydraulic unit connections. <Ref. to 4-4 [W15A2].>



4) Secure hydraulic unit connector to connector bracket.

CAUTION:

Align connector with mating receptacle.

5) Using cable clip, secure hydraulic unit harness to relay box harness.

CAUTION:

Make sure hydraulic unit harness band is secured beneath cable clip.

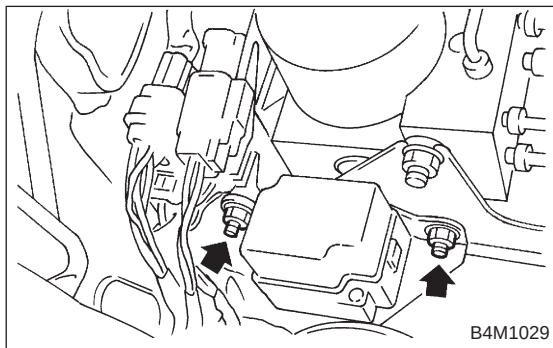
6) Connect connector to hydraulic unit.

7) Install canister.

8) Install air intake duct.

9) Connect ground cable to battery.

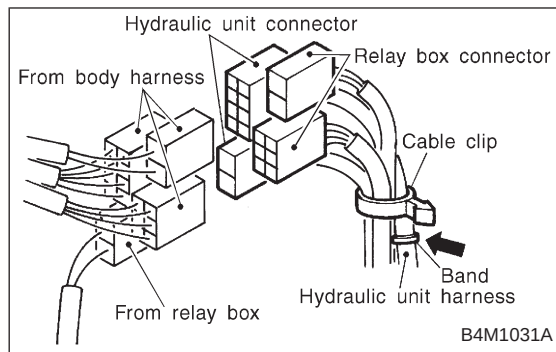
10) Bleed air from the brake system.

**2. RELAY BOX**

1) Install relay box and connector bracket.

Tightening torque:

18 ± 5 N·m (1.8 ± 0.5 kg-m, 13.0 ± 3.6 ft-lb)



2) Secure relay box connector to connector bracket.

CAUTION:

Align connector with mating receptacle.

3) Using cable clip, secure hydraulic unit harness to relay box harness.

CAUTION:

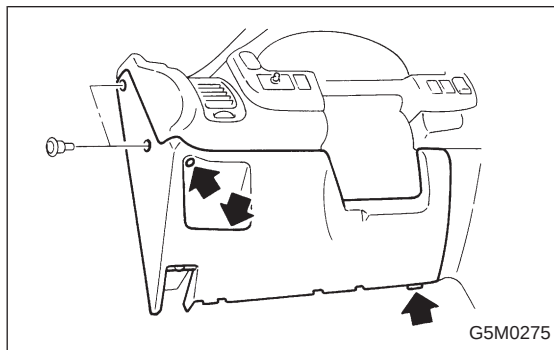
Make sure hydraulic unit harness band is secured beneath cable clip.

4) Connect connector to relay box.

5) Install canister.

6) Install air intake duct.

7) Connect ground cable to battery.



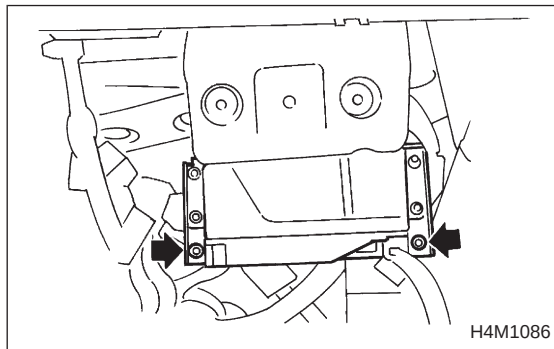
13. ABS Control Module

A: REMOVAL

1) Turn ignition switch to OFF.

2) Remove lower cover from instrument panel.

3) Disconnect connector from ABSCM.



4) Remove ABSCM.

CAUTION:

Do not drop or bump ABSCM.

B: INSPECTION

Check that connector is connected correctly and that connector terminal sliding resistance is correct.

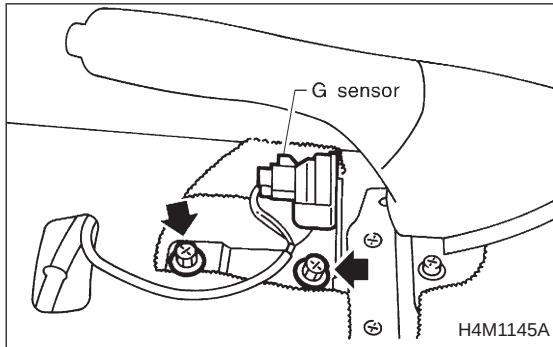
C: INSTALLATION

To install, reverse the removal procedure.

14. G Sensor for ABS System

A: REMOVAL AND INSTALLATION

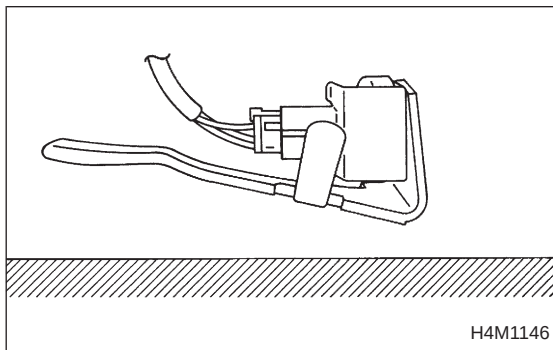
- 1) Turn ignition switch to OFF.
- 2) Remove console box. <Ref. to 5-4 [W1A0].>
- 3) Disconnect connector from G sensor.



- 4) Remove G sensor from body.
- 5) To install, reverse the removal procedure.

CAUTION:

Do not drop or bump G sensor.



B: INSPECTION WITH CIRCUIT TESTER

1. CHECK G SENSOR

- 1) Turn ignition switch to OFF.
- 2) Remove G sensor from vehicle.
- 3) Connect connector to G sensor.
- 4) Turn ignition switch to ON.
- 5) Measure voltage between G sensor connector terminals.

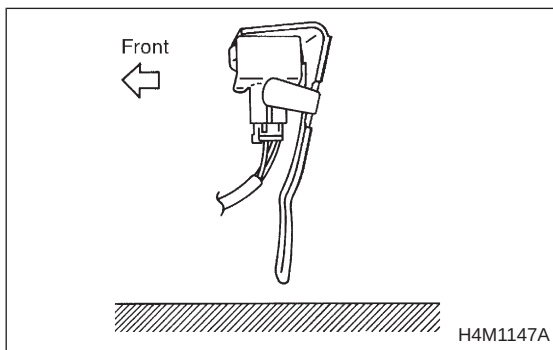
Connector & terminal

(P9) No. 2 (+) — No. 1 (-)

CHECK : *Is the voltage 2.3 ± 0.2 V when G sensor is horizontal?*

YES : Go to step 2.

NO : Replace G sensor.



2. CHECK G SENSOR (forwards)

Measure voltage between G sensor connector terminals.

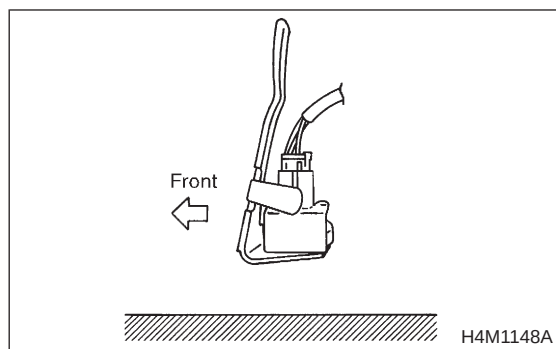
Connector & terminal

(P9) No. 2 (+) — No. 1 (-)

CHECK : *Is the voltage 3.9 ± 0.2 V when G sensor is inclined forwards to 90° ?*

YES : Go to step 3.

NO : Replace G sensor.



3. CHECK G SENSOR (backwards)

Measure voltage between G sensor connector terminals.

Connector & terminal
(P9) No. 2 (+) — No. 1 (-)

CHECK : Is the voltage 0.7 ± 0.2 V when G sensor is inclined backwards to 90° ?

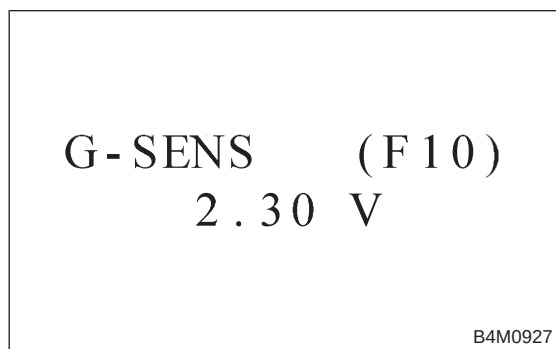
YES : G sensor is normal.

NO : Replace G sensor.

C: INSPECTION WITH SELECT MONITOR

1. CHECK G SENSOR

- 1) Turn ignition switch to OFF.
- 2) Connect select monitor connector to data link connector.
- 3) Turn select monitor into ABS mode.



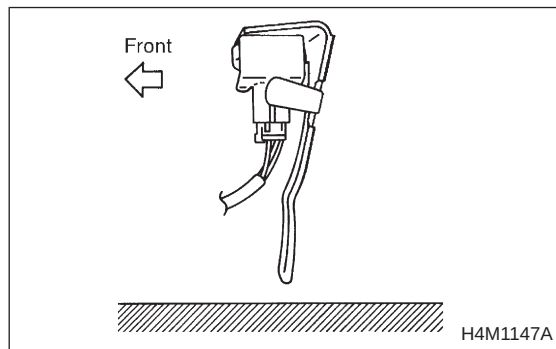
- 4) Press **F**, **1** and **0** on the select monitor.

- 5) Read the select monitor display.

CHECK : Is the indicated reading 2.3 ± 0.2 V when the vehicle is in horizontal position?

YES : Go to step 2.

NO : Replace G sensor.



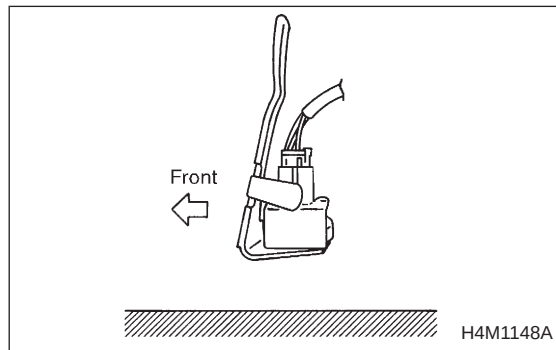
2. CHECK G SENSOR (forwards)

- 1) Remove console box.
- 2) Remove G sensor from vehicle. (Do not disconnect connector.)
- 3) Read the select monitor display.

CHECK : Is the indicated reading 3.9 ± 0.2 V when G sensor is inclined forwards to 90° ?

YES : Go to step 3.

NO : Replace G sensor.



3. CHECK G SENSOR (backwards)

Read the select monitor display.

CHECK : Is the indicated reading 0.7 ± 0.2 V when G sensor is inclined backwards to 90° ?

YES : G sensor is normal.

NO : Replace G sensor.

15. Brake Hose and Pipe

SUPPLEMENTAL RESTRAINT SYSTEM “AIRBAG”

Airbag system wiring harness is routed near the center brake pipe.

CAUTION:

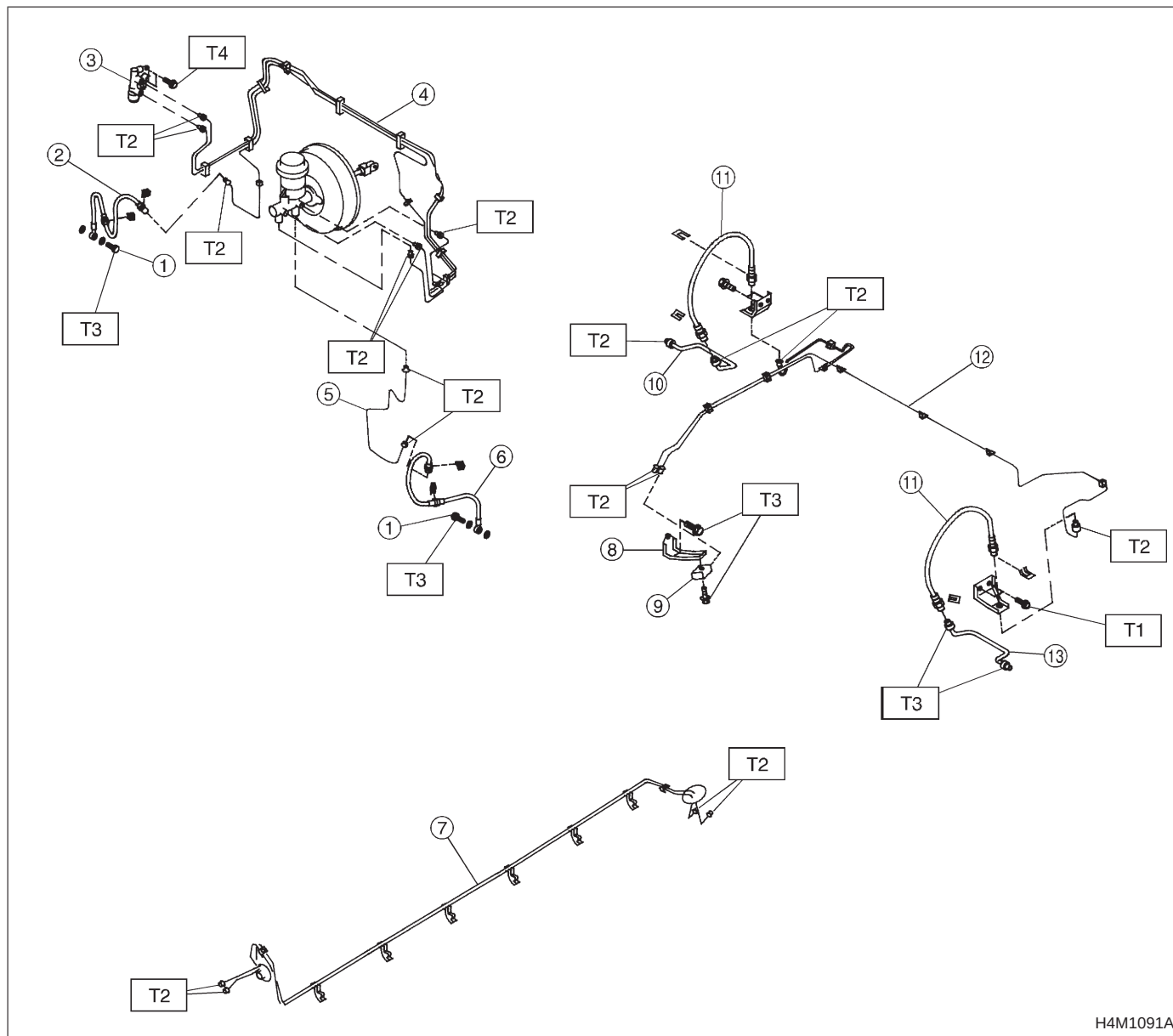
- All Airbag system wiring harness and connectors are colored yellow. Do not use electrical test equipment on these circuit.
- Be careful not to damage Airbag system wiring harness when servicing the center brake pipe.

A: REMOVAL AND INSTALLATION

CAUTION:

- When removing and installing the brake pipe, make sure that it is not bent.
- After installing the brake pipe and hose, bleed the air.
- After installing the brake hose, make sure that it does not touch the tire or suspension assembly, etc.

1. MODELS WITHOUT ABS



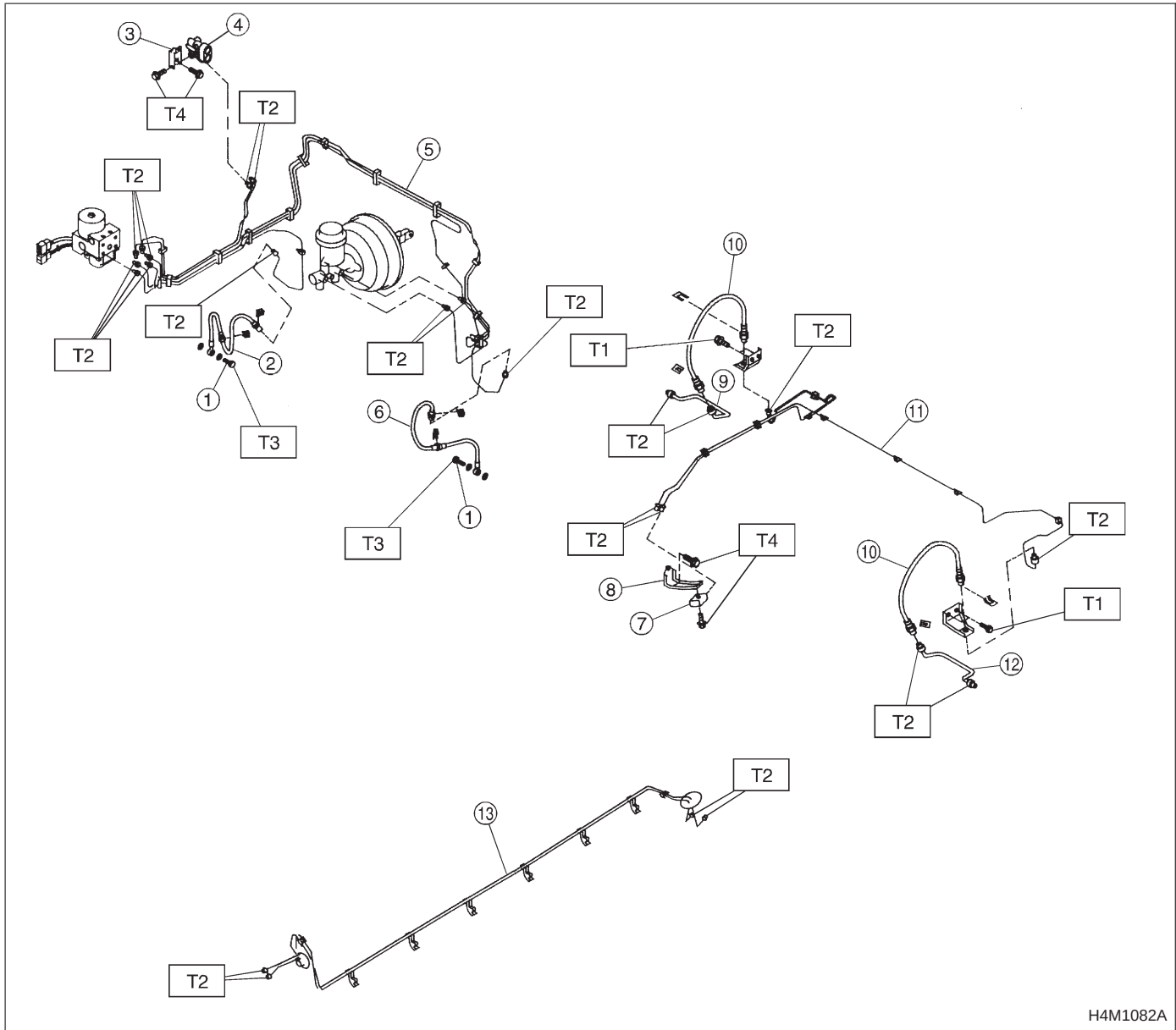
H4M1091A

- | | |
|--------------------------|------------------------|
| ① Union bolt | ⑧ Connector bracket |
| ② Front brake hose RH | ⑨ Two-way connector |
| ③ Proportioning valve | ⑩ Rear brake pipe RH |
| ④ Front brake pipe ASSY | ⑪ Rear brake hose |
| ⑤ Front adapter pipe | ⑫ Rear brake pipe ASSY |
| ⑥ Front brake hose LH | ⑬ Rear brake pipe LH |
| ⑦ Center brake pipe ASSY | |

Tightening torque: N·m (kg-m, ft-lb)

T1: 13 ± 3 (1.3 ± 0.3 , 9.4 ± 2.2)
T2: 14.7_{-2}^{+3} ($1.5_{-0.2}^{+0.3}$, $10.8_{-1.4}^{+2.2}$)
T3: 18 ± 3 (1.8 ± 0.3 , 13.0 ± 2.2)
T4: 18 ± 5 (1.8 ± 0.5 , 13.0 ± 3.6)

2. MODELS WITH ABS



H4M1082A

- | | |
|-------------------------|--------------------------|
| ① Union bolt | ⑧ Connector bracket |
| ② Front brake hose RH | ⑨ Rear brake pipe RH |
| ③ Valve bracket | ⑩ Rear brake hose |
| ④ Proportioning valve | ⑪ Rear brake pipe ASSY |
| ⑤ Front brake pipe ASSY | ⑫ Rear brake pipe LH |
| ⑥ Front brake hose LH | ⑬ Center brake pipe ASSY |
| ⑦ Two-way connector | |

Tightening torque: N·m (kg-m, ft-lb)

T1: 13 ± 3 (1.3 ± 0.3 , 9.4 ± 2.2)

T2: 15^{+3}_{-2} ($1.5^{+0.3}_{-0.2}$, $10.8^{+2.2}_{-1.4}$)

T3: 18 ± 3 (1.8 ± 0.3 , 13.0 ± 2.2)

T4: 18 ± 5 (1.8 ± 0.5 , 13.0 ± 3.6)

1. Entire Brake System

Trouble and possible cause	Corrective action
1. Insufficient braking	
(1) Fluid leakage from the hydraulic mechanism	Repair or replace (cup, piston seal, piston boot, master cylinder piston kit, pipe or hose).
(2) Entry of air into the hydraulic mechanism	Bleed the air.
(3) Excessively wide shoe clearance	Adjust the clearance.
(4) Wear, deteriorated surface material, adhering water or fluid on the lining	Replace, grind or clean.
(5) Improper operation of master cylinder, disc caliper, brake booster or check valve	Correct or replace.
2. Unstable or uneven braking	
(1) Fluid on the lining, drum or rotor	Eliminate cause of fluid leakage, clean, or replace.
(2) Drum or rotor eccentricity	Correct or replace the drum or rotor.
(3) Worn brake drum, or damage to the drum caused by sand	Correct by grinding, or replace.
(4) Improper lining contact, deteriorated surface material, improper inferior material, or wear	Correct by grinding, or replace.
(5) Deformed back plate	Correct or replace.
(6) Improper tire inflation	Inflate to correct pressure.
(7) Disordered wheel alignment	Adjust alignment.
(8) Loosened back plate or the support installing bolts	Retighten.
(9) Loosened wheel bearing	Retighten to normal tightening torque or replace.
(10) Trouble in the hydraulic system	Replace the cylinder, brake pipe or hose.
(11) Uneven effect of the parking brake	Check, adjust, or replace the rear brake and cable system.
3. Excessive pedal stroke	
(1) Entry of air into the hydraulic mechanism	Bleed the air.
(2) Excessive play in the master cylinder push rod	Adjust.
(3) Fluid leakage from the hydraulic mechanism	Repair or replace (cup, piston seal, piston boot, master cylinder piston kit, pipe or hose).
(4) Improperly adjusted shoe clearance	Adjust.
(5) Improper lining contact or worn lining	Correct or replace.

Trouble and possible cause	Corrective action
4. Brake dragging or improper brake return	
(1) Insufficient pedal play	Adjust play.
(2) Improper master cylinder return	Clean or replace the cylinder.
(3) Clogged hydraulic system	Replace.
(4) Improper return or adjustment of parking brake	Correct or adjust.
(5) Weakened spring tension or breakage of shoe return spring	Replace the spring.
(6) Excessively narrow shoe clearance	Adjust the clearance.
(7) Improper disc caliper operation	Correct or replace.
(8) Improper adjusted wheel bearing	Adjust or replace.
5. Brake noise (1) (creak sound)	
(1) Hardened or deteriorated lining	Replace the shoe assembly or pad.
(2) Worn lining	Replace the shoe assembly or pad.
(3) Loosened back plate or the support installing bolts	Retighten.
(4) Loose wheel bearing	Retighten to normal tightening torque.
(5) Dirty drum or rotor	Clean the drum or rotor, or clean and replace the brake assembly.
6. Brake noise (2) (hissing sound)	
(1) Worn lining	Replace the shoe assembly or pad.
(2) Improper installed shoe or pad	Correct or replace the shoe assembly or pad.
(3) Loose or bent drum or rotor	Retighten or replace.
7. Brake noise (3) (click sound)	
In the case of the disc brake:	
(1) Excessively worn pad or the support	Replace the pad or the support.
In the case of the drum brake:	
(1) Excessively worn shoe ridge	Replace the back plate.
(2) Lack of oil on the shoe ridge surface and anchor	Add more grease.

HEATER AND VENTILATOR 4-6

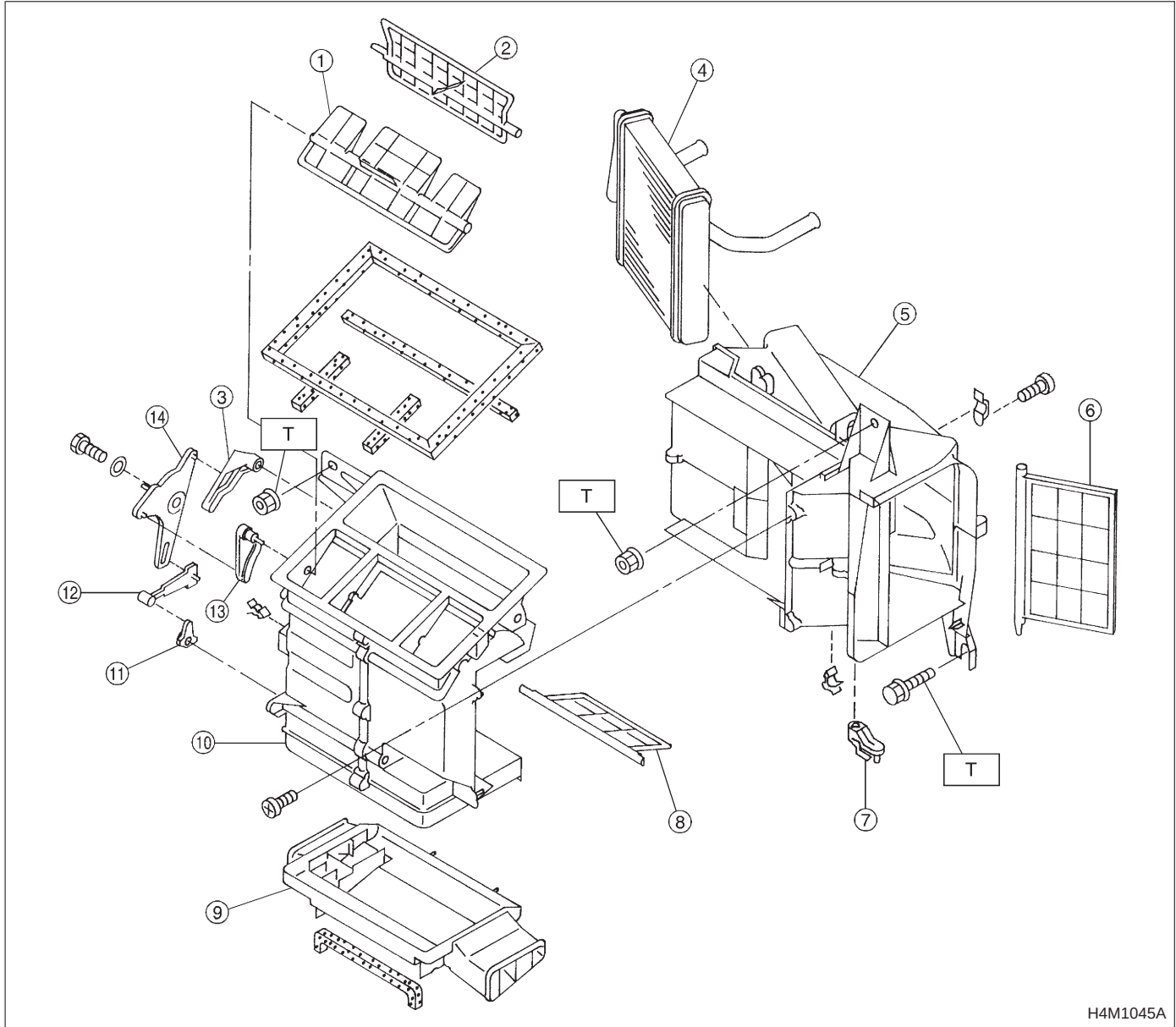
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3. Control Unit.....	5
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1. Supplemental Restraint System "Airbag"	6
2. Heater Unit.....	6
3. Blower Motor Assembly	7
4. Control Unit.....	7

1. Specifications

A: HEATER SYSTEM

Item		Specifications	Condition
Heating capacity		4.652 kW (4,000 kcal/h, 15,872 BTU/h) or more	● Mode selector switch : HEAT
			● Temperature control switch : FULL HOT
			● Temperature difference between hot water and inlet air : 65°C (149°F)
			● Hot water flow rate : 360 ℓ (95.1 US gal, 79.2 Imp gal)/h
Air flow rate		270 m³ (9,534 cu ft)/h	Heat mode (FRESH), FULL HOT at 12.5 V
Max air flow rate		480 m³ (16,949 cu ft)/h	● Temperature control switch : FULL COLD
			● Blower fan speed : 4th position
			● Mode selector lever : RECIRC
Heater core size (height x length x width x thickness)		192.4 x 152.0 x 25.0 x 1.8 mm (7.57 x 5.98 x 0.984 x 0.071 in)	—
Blower motor	Type	Magnet motor 200 W or less	at 12 V
	Fan type and size (diameter x width)	Sirocco fan type 150 x 75 mm (5.91 x 2.95 in)	—

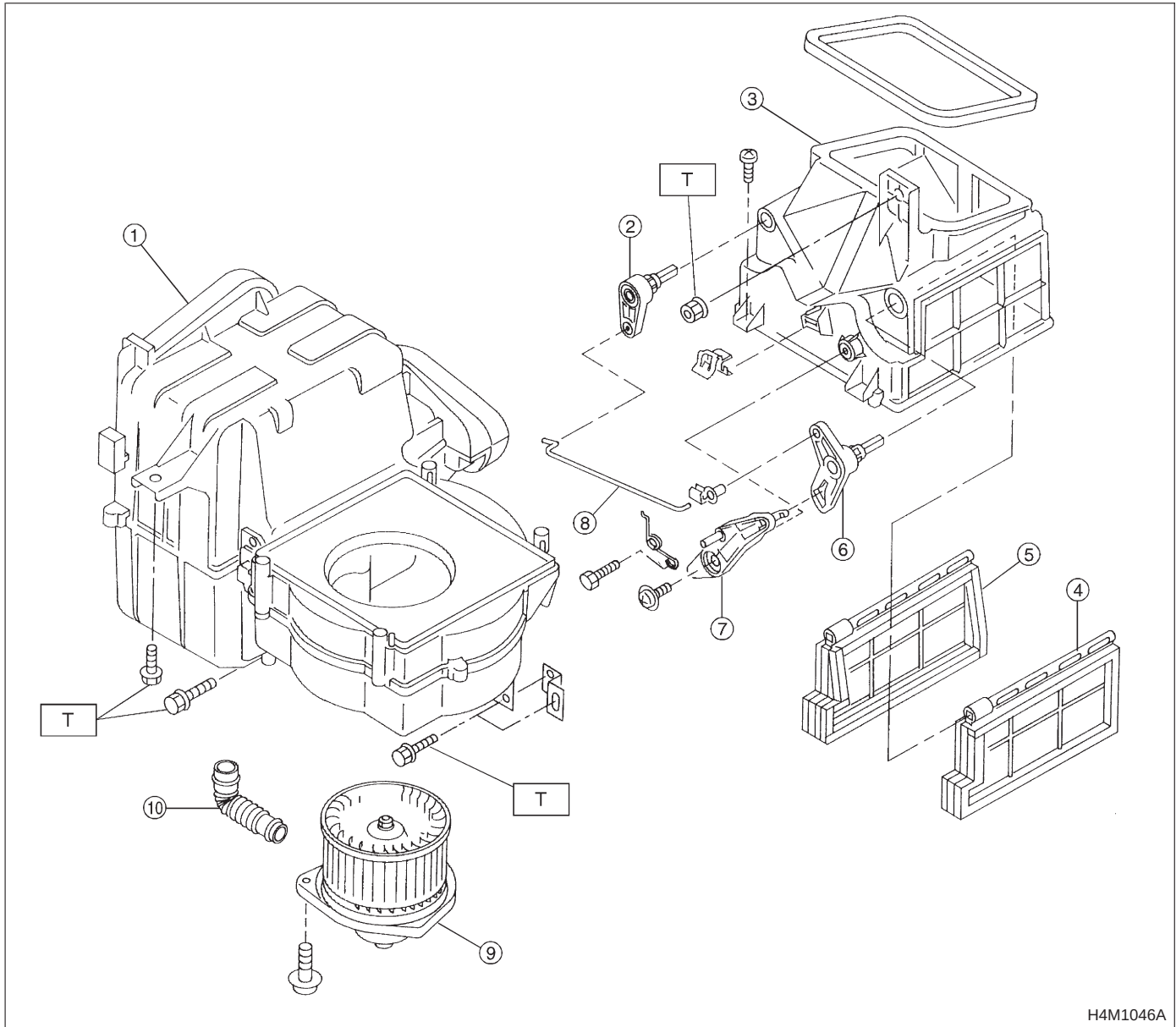
1. Heater Unit



- | | |
|---------------------|--------------------|
| ① Vent door | ⑧ Foot door |
| ② DEF door | ⑨ Foot duct |
| ③ DEF lever | ⑩ Heater case REAR |
| ④ Heater core | ⑪ Foot lever lower |
| ⑤ Heater case FRONT | ⑫ Foot lever upper |
| ⑥ Mix door | ⑬ Vent lever |
| ⑦ Mix lever | ⑭ Side link |

Tightening torque: N·m (kg·m, ft·lb)
T: 7.35±1.96
(0.750±0.200, 5.421±1.446)

2. Intake Unit

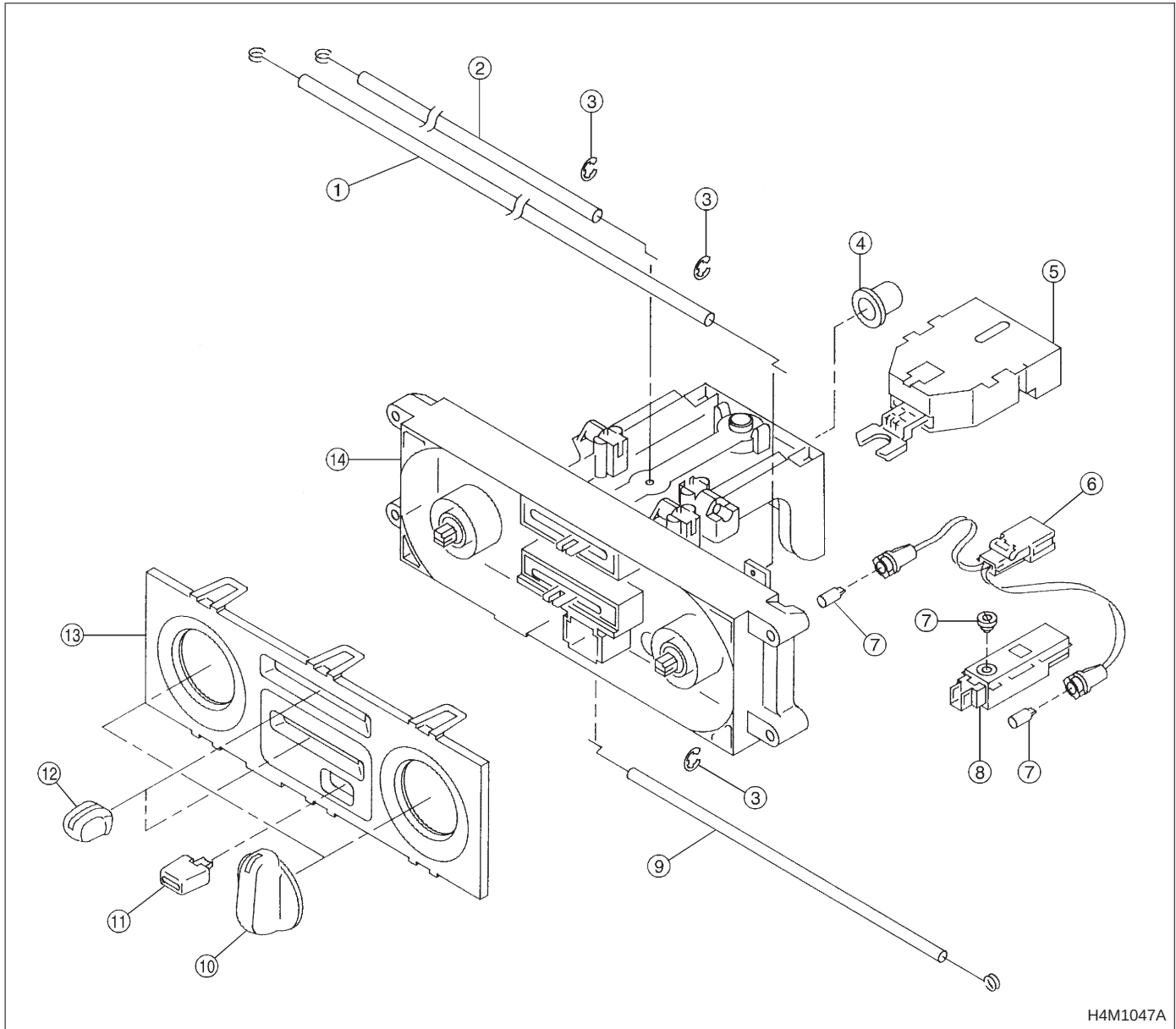


- ① Intake unit case lower
- ② Lever (B)
- ③ Intake unit case upper
- ④ Door (A)
- ⑤ Door (B)

- ⑥ Lever (A)
- ⑦ Link
- ⑧ Rod
- ⑨ Blower motor ASSY
- ⑩ Aspirator pipe

Tightening torque: N·m (kg·m, ft·lb)
T: 7.35±1.96
(0.750±0.200, 5.421±1.446)

3. Control Unit



H4M1047A

- ① Temperature control cable
- ② Recirc control cable
- ③ Clip
- ④ Grommet
- ⑤ Blower switch ASSY

- ⑥ Harness ASSY
- ⑦ Bulb
- ⑧ A/C switch ASSY
- ⑨ Mode control cable
- ⑩ Control dial knob

- ⑪ A/C switch knob
- ⑫ Control lever knob
- ⑬ Plate
- ⑭ Base unit

1. Supplemental Restraint System "Airbag"

Airbag system wiring harness is routed near the instrument panel, heater unit, blower motor and control unit.

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 instrument panel, heater unit, blower motor and control unit.

2. Heater Unit

A: REMOVAL AND INSTALLATION

- 1) Disconnect GND cable from battery.
- 2) Remove heater hoses (inlet, outlet) in engine compartment.

NOTE:

Drain as much coolant from heater unit as possible, and plug disconnected hose with cloth.

<Ref. to 2-5 [W1A0].>

- 3) Remove instrument panel.

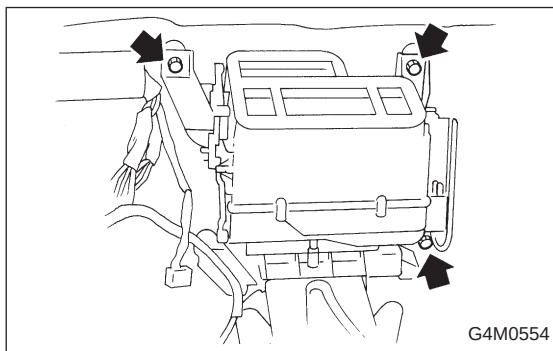
<Ref. to 5-4 [W1A0].>

- 4) Remove steering support beam.

<Ref. to 5-1 [C600].>

- 5) Remove cooling unit.

<Ref. to 4-7 [W14A0].>



- 6) Remove heater unit.

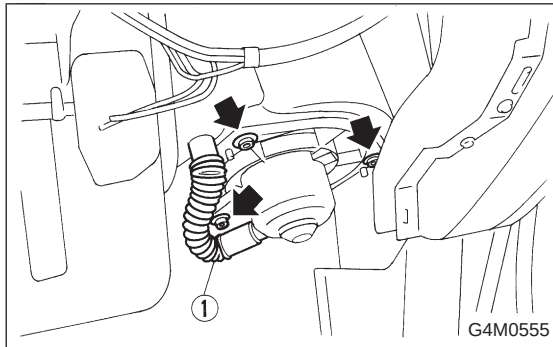
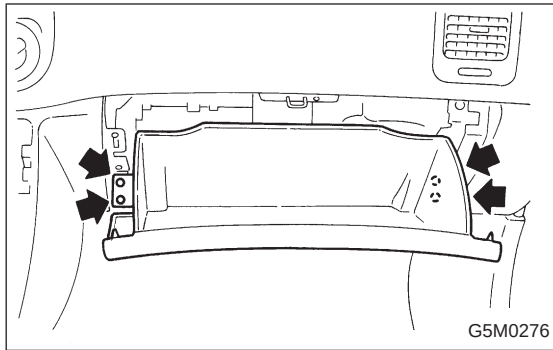
- 7) Installation is in the reverse order of removal.

Fitted length of heater hose over pipe:

27.5±2.5 mm (1.083±0.098 in)

- 8) Pour coolant.

<Ref. to 2-5 [W1B0].>

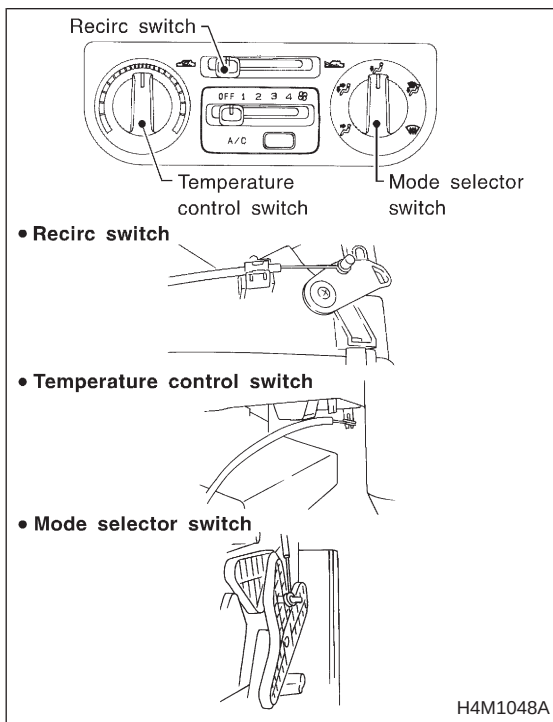


3. Blower Motor Assembly

A: REMOVAL AND INSTALLATION

- 1) Disconnect GND cable from battery.
- 2) Remove glove box.
- 3) Disconnect blower motor harness connector.

- 4) Disconnect aspirator pipe ①.
- 5) Remove blower motor mounting screw.
- 6) Remove blower motor assembly.
- 7) Installation is in the reverse order of removal.



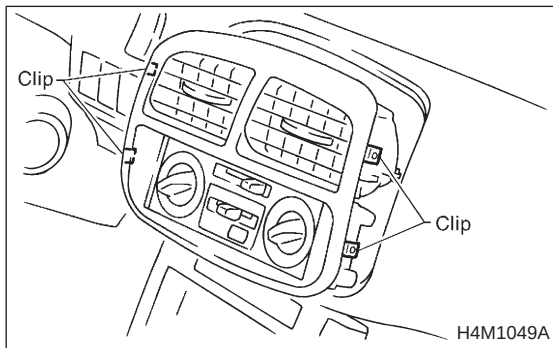
4. Control Unit

A: REMOVAL AND INSTALLATION

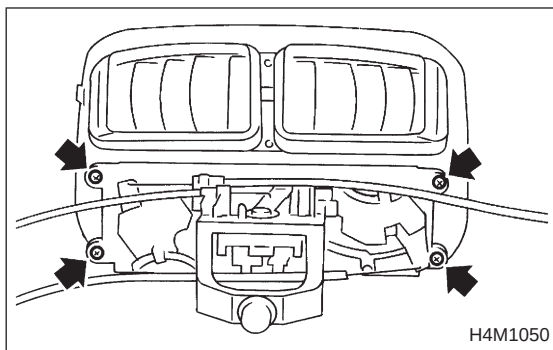
- 1) Disconnect GND cable from battery.
- 2) Set temperature control switch to "FULL HOT" and mode selector switch to "DEF" position and recirc switch to "FRESH" position.
- 3) Disconnect temperature control cable and mode door control cable from heater unit then disconnect recirc control cable from intake unit.

NOTE:

Do not attempt to move links during installation.



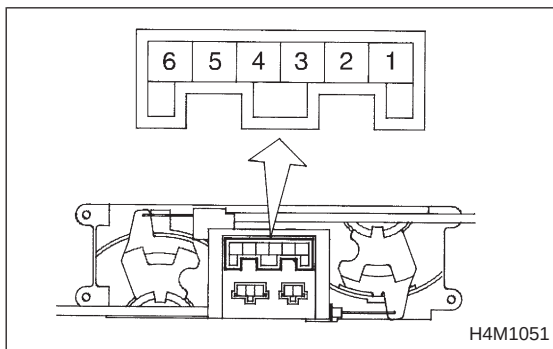
- 4) Remove center panel from instrument panel then disconnect connectors.



- 5) Remove control unit assembly from center panel.
- 6) Installation is in the reverse order of removal.

NOTE:

Before installing control unit, set temperature control switch to "FULL HOT" and mode selector switch to "DEF" position and recirc switch to "FRESH" position.

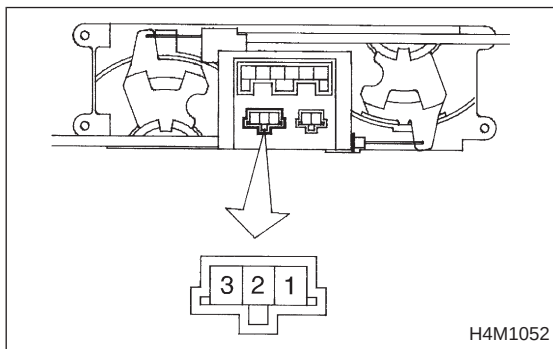


B: INSPECTION

1. FAN SWITCH

Check continuity between terminals at each switch position.

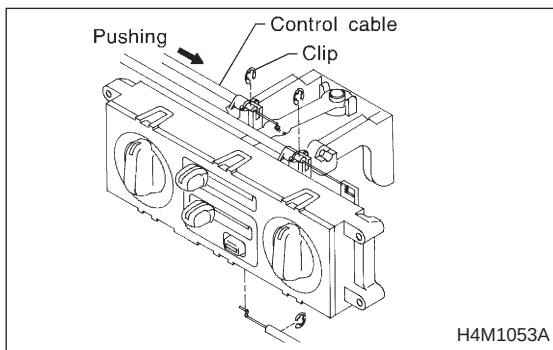
Switch position	Terminals					
	1	2	3	4	5	6
1	○				○	○
2	○			○		○
3	○		○			○
4	○	○				○
	IGN					GND



2. A/C SWITCH

Check A/C switch continuity between each terminal.

Terminal	Switch ON	Illumi.
1		○
2	○	○
3	○	○



C: ADJUSTMENT

- 1) Operate temperature control switch to "FULL COLD" and mode selector switch to "VENT" position and recirc switch to "RECIRC" position.
- 2) Install control cable to lever. While pushing outer cable, secure control cable with clip.

PEDAL SYSTEM AND CONTROL CABLES

4-5

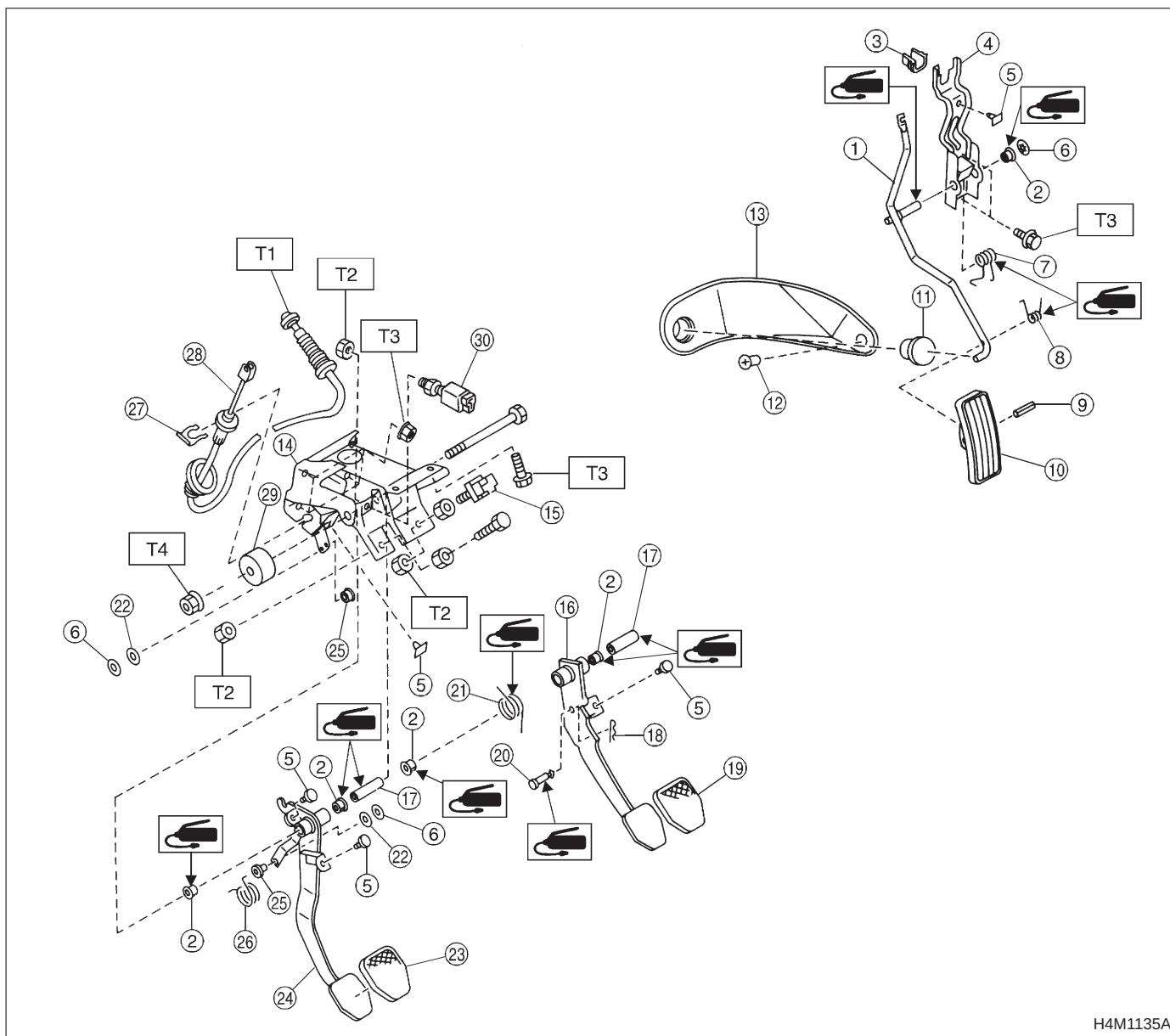
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1. Pedal	5
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1. Pedal System and Control Cables	16

1. Service Data

Brake pedal	Free play		1 — 3 mm (0.04 — 0.12 in) [Depress brake pedal pad with a force of less than 10 N (1 kg, 2 lb).]
Clutch pedal	Free play	At clutch pedal pad	10 — 20 mm (0.39 — 0.79 in)
	Full stroke	At clutch pedal pad	140 — 145 mm (5.51 — 5.71 in)
Accelerator pedal	Free play	At pedal pad	1 — 4 mm (0.04 — 0.16 in)
	Stroke	At pedal pad	46 — 50 mm (1.81 — 1.97 in)

1. Pedal

A: MT MODEL



H4M1135A

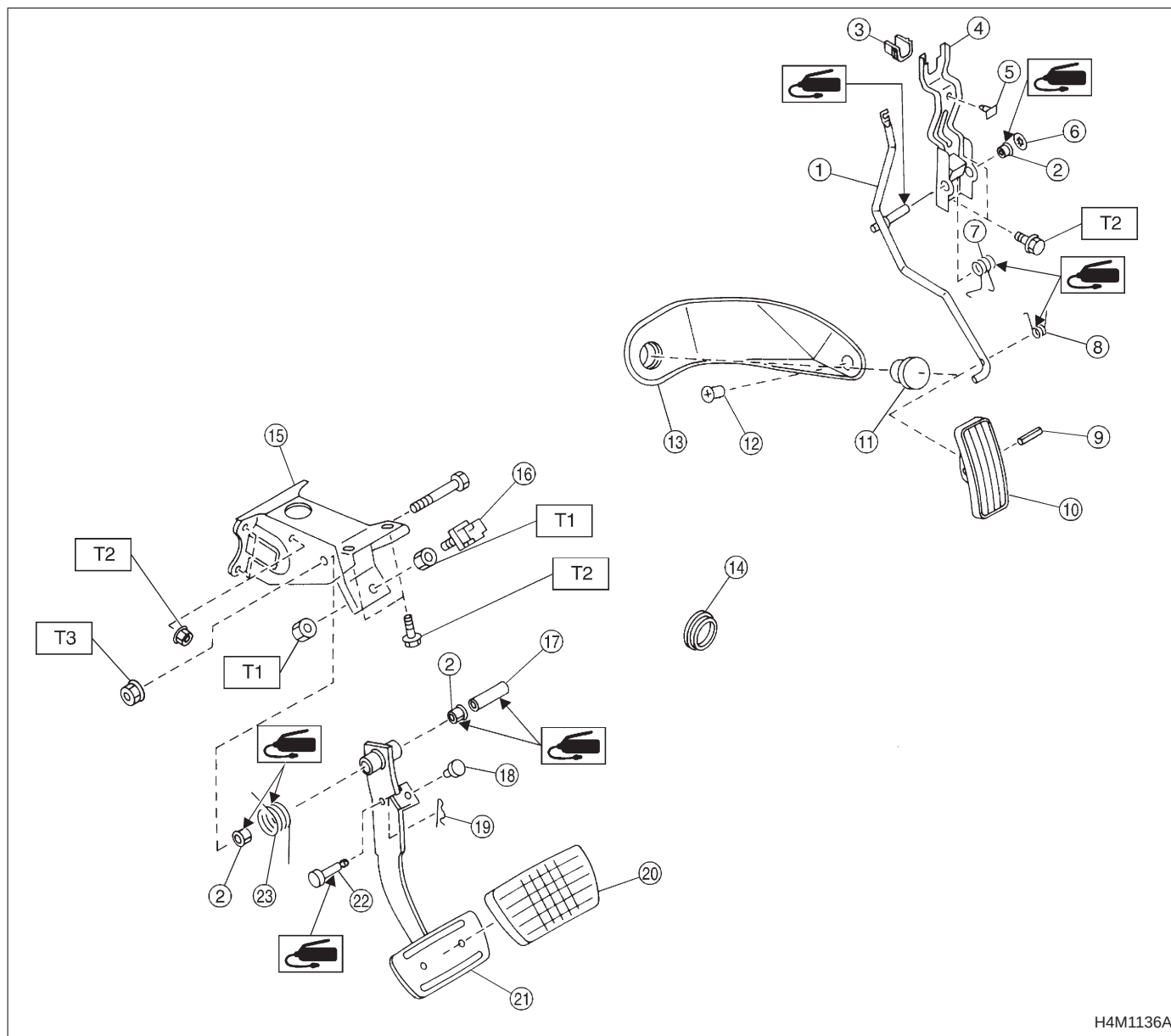
- ① Accelerator pedal
- ② Bushing
- ③ Holder
- ④ Accelerator bracket
- ⑤ Stopper
- ⑥ Clip
- ⑦ Accelerator spring
- ⑧ Accelerator pedal spring
- ⑨ Spring pin
- ⑩ Accelerator pedal pad
- ⑪ Accelerator stopper
- ⑫ Clip

- ⑬ Accelerator plate
- ⑭ Pedal bracket
- ⑮ Stop light switch
- ⑯ Brake pedal
- ⑰ Spacer
- ⑱ Snap pin
- ⑲ Brake pedal pad
- ⑳ Clevis pin
- ㉑ Brake pedal spring
- ㉒ Washer
- ㉓ Clutch pedal pad
- ㉔ Clutch pedal

- ㉕ Bushing assist
- ㉖ Spring assist
- ㉗ Clutch cable clamp
- ㉘ Clutch cable
- ㉙ Mass damper
- ㉚ Clutch switch (Starter interlock)

Tightening torque: N·m (kg-m, ft-lb)
T1: 5.9±1.5 (0.60±0.15, 4.3±1.1)
T2: 8±2 (0.8±0.2, 5.8±1.4)
T3: 18±5 (1.8±0.5, 13.0±3.6)
T4: 29±7 (3.0±0.7, 21.7±5.1)

B: AT MODEL



- ① Accelerator pedal
- ② Bushing
- ③ Holder
- ④ Accelerator bracket
- ⑤ Stopper
- ⑥ Clip
- ⑦ Accelerator spring
- ⑧ Accelerator pedal spring
- ⑨ Spring pin
- ⑩ Accelerator pedal

- ⑪ Accelerator stopper
- ⑫ Clip
- ⑬ Accelerator plate
- ⑭ Plug
- ⑮ Pedal bracket
- ⑯ Stop light switch
- ⑰ Spacer
- ⑱ Stopper
- ⑲ Snap pin
- ⑳ Brake pedal pad

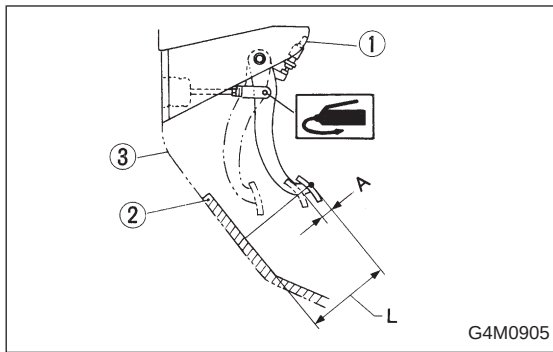
- ㉑ Brake pedal
- ㉒ Clevis pin
- ㉓ Brake pedal spring

Tightening torque: N·m (kg-m, ft-lb)

T1: 8±2 (0.8±0.2, 5.8±1.4)

T2: 18±5 (1.8±0.5, 13.0±3.6)

T3: 29±7 (3.0±0.7, 21.7±5.1)



1. Pedal

A: ON-CAR SERVICE

1. BRAKE PEDAL

1) Check position of pedal pad.

① Stop light switch

② Mat

③ Toe board

Pedal height: L

158 mm (6.22 in)

2) If it is not in specified value, adjust it by adjusting brake booster operating rod length.

3) Check free play by operating pedal by hand.

If it is not in specified value, adjust it by adjusting position of stop light switch.

CAUTION:

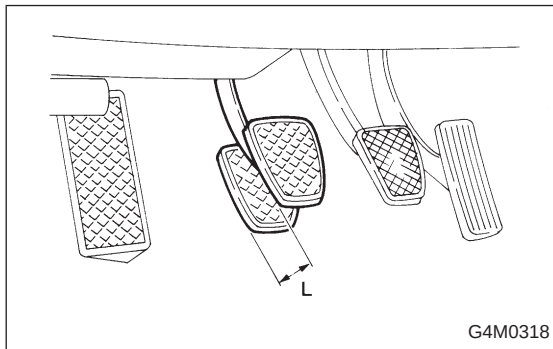
Be careful not to rotate stop light switch.

Brake pedal free play: A

1 — 3 mm (0.04 — 0.12 in)

[Depress brake pedal pad with a force of less than 10 N (1 kg, 2 lb).]

4) Apply grease to operating rod connecting pin to prevent it from wearing.

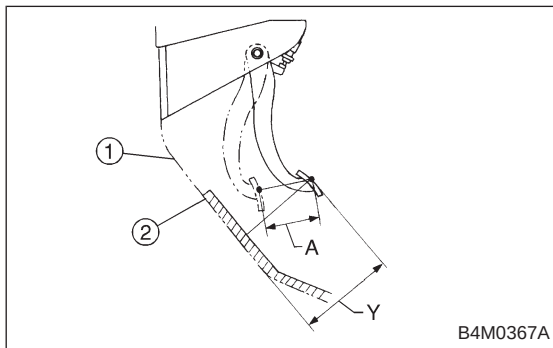


2. CLUTCH PEDAL

1) Check clutch pedal free play by operating pedal by hand.

Free play: L (At clutch pedal pad)

10 — 20 mm (0.39 — 0.79 in)



Pedal height: Y

158 mm (6.22 in)

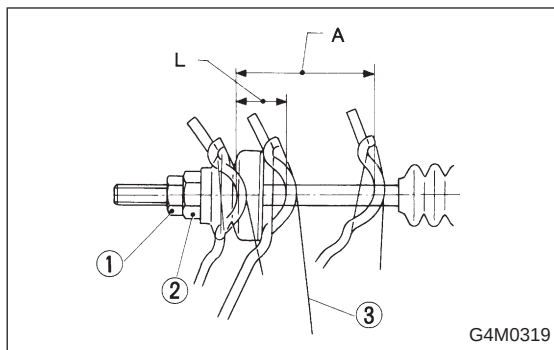
Pedal stroke: A

140 — 145 mm (5.51 — 5.71 in)

① Toe board

② Mat

1. Pedal



2) If it is not in specified value, adjust it by turning adjusting nut on engine side end of clutch cable.

Free play: L

2 — 4 mm (0.08 — 0.16 in)

Full stroke: A

25.5 — 27 mm (1.004 — 1.063 in)

3) Apply grease to connecting portion of clutch pedal and clutch cable.

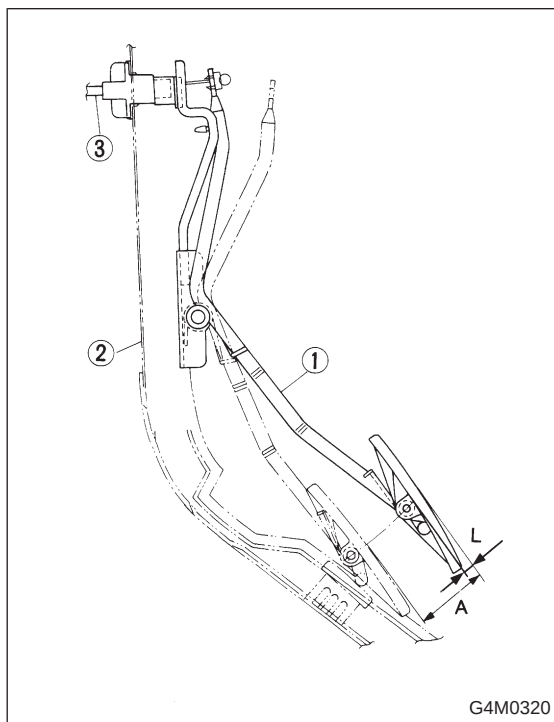
① Lock nut

② Adjusting nut

③ Release fork

Lock nut tightening torque:

5.9±1.5 N·m (0.60±0.15 kg-m, 4.3±1.1 ft-lb)



3. ACCELERATOR PEDAL

Check pedal stroke and free play by operating accelerator pedal by hand.

If it is not within specified value, adjust it by turning nut connecting accelerator cable to throttle body.

Free play at pedal pad: L

1 — 4 mm (0.04 — 0.16 in)

Stroke at pedal pad: A

46 — 50 mm (1.81 — 1.97 in)

① Accelerator pedal

② Toe board

③ Accelerator cable

Accelerator cable lock nut tightening torque:

14±4 N·m (1.4±0.4 kg-m, 10.1±2.9 ft-lb)

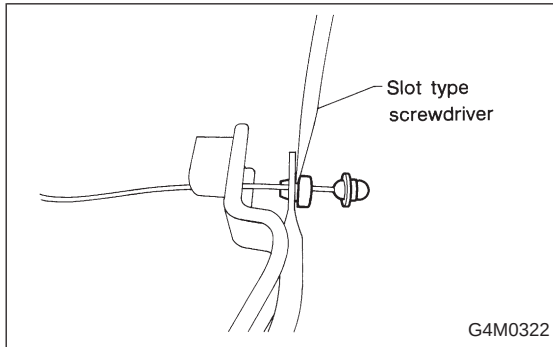
B: REMOVAL**1. ACCELERATOR PEDAL**

- 1) Disconnect ground cable from battery.
- 2) Disconnect accelerator cable from throttle body.

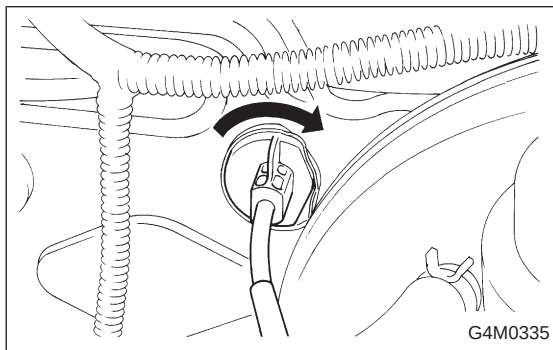
CAUTION:

Be careful not to kink accelerator cable.

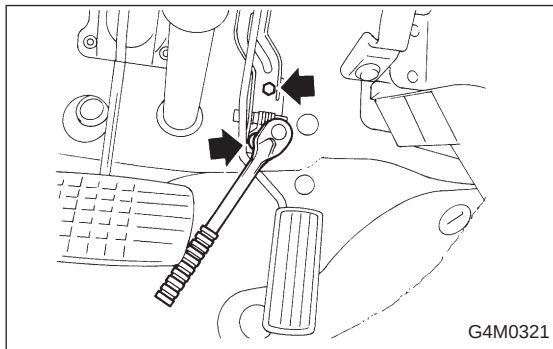
- 3) Remove instrument panel lower cover from instrument panel, and connector.



- 4) Disconnect accelerator cable from accelerator pedal lever.



- 5) Working inside engine compartment, remove casing cap out of the toe board by turning it clockwise.
- 6) Pull out the cable from the toe board hole.

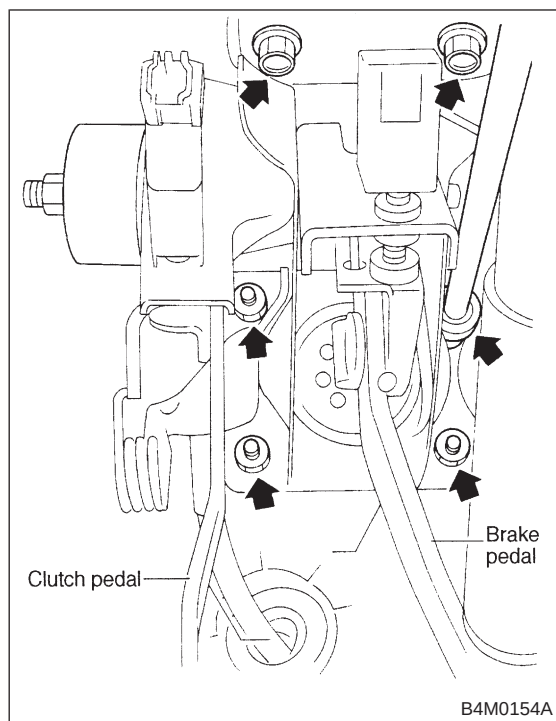


- 7) Remove accelerator pedal connecting bolt from accelerator pedal bracket.

2. BRAKE AND CLUTCH PEDAL (MT model)

- 1) Disconnect ground cable from battery.
- 2) Disconnect clutch cable from release lever.
- 3) Remove instrument panel lower cover from instrument panel.
- 4) Disconnect the following parts from pedal bracket.
 - (1) Operating rod of brake booster
 - (2) Electrical connectors (for stop light switch, etc.)
- 5) Remove clevis pin which secures pedal to push rod.

1. Pedal

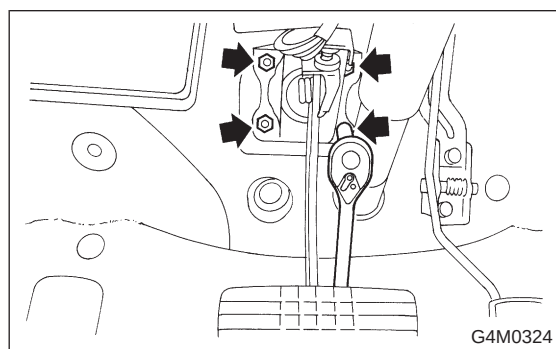


6) Remove bolts and nuts which secure brake and clutch pedals, and remove pedal bracket and clutch cable as a unit.

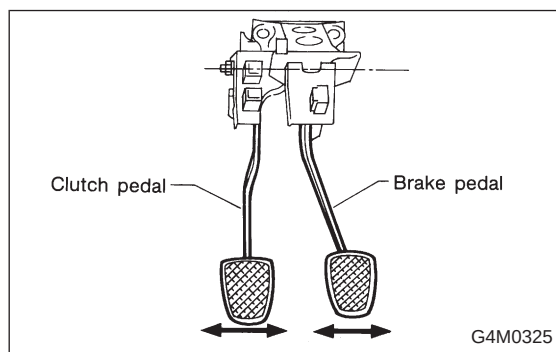
CAUTION:

Before removing clutch cable from toe board, remove grommet. Slowly remove clutch cable, being careful not to scratch it.

7) Depress clutch pedal, disconnect clutch cable from clutch pedal.

**3. BRAKE PEDAL (AT model)**

- 1) Disconnect ground cable from battery.
- 2) Remove instrument panel lower cover from instrument panel.
- 3) Remove clevis pin which secures brake pedal to brake booster operating rod. Also disconnect stop lamp switch connector.
- 4) Remove two bolts and four nuts which secure brake pedal to pedal.

**C: INSPECTION****1. BRAKE AND CLUTCH PEDALS**

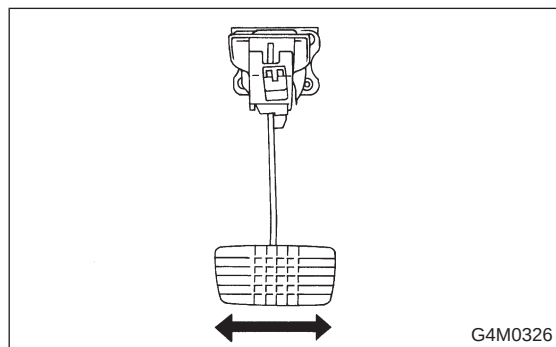
Move brake and clutch pedal pads in the lateral direction with a force of approximately 10 N (1 kg, 2 lb) to ensure pedal deflection is in specified range.

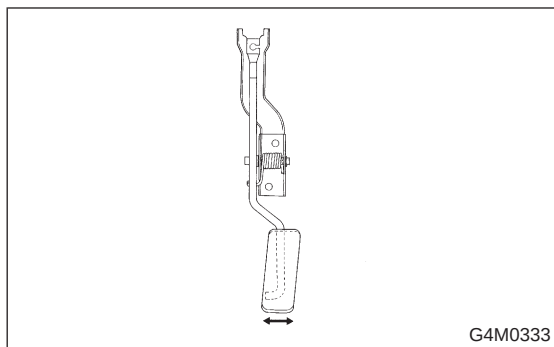
Deflection of brake and clutch pedal:***Service limit***

5.0 mm (0.197 in) or less

CAUTION:

If excessive deflection is noted, replace bushings with new ones.





2. ACCELERATOR PEDAL

Lightly move pedal pad in lateral the direction to ensure pedal deflection is in specified range.

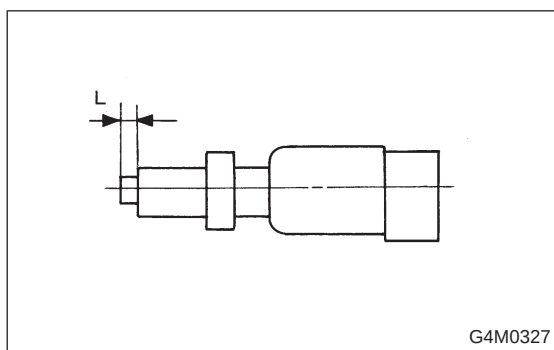
Deflection of accelerator pedal:

Service limit

5.0 mm (0.197 in) or less

CAUTION:

If excessive deflection is noted, replace bushing and clip with new ones.

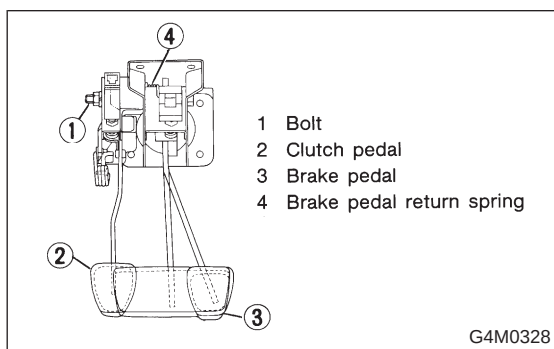


3. STOP LIGHT SWITCH

If stop light switch does not operate properly (or if it does not stop at the specified position), replace with a new one.

Specified position: L

$2^{+1.5}_0$ mm (0.079 $^{+0.059}_0$ in)



D: ASSEMBLY

1. BRAKE AND CLUTCH PEDAL

1) Attach stop light switch, etc. to pedal bracket temporarily.

2) Clean inside of bores of clutch pedal and brake pedal, apply grease, and set bushings into bores.

3) Align bores of pedal bracket, clutch pedal and brake pedal, attach brake pedal return spring and clutch pedal effort reducing spring (vehicle with Hill holder), and then install pedal bolt.

Tightening torque:

T2: 29±7 N·m (3.0±0.7 kg-m, 21.7±5.1 ft-lb)

NOTE:

Clean up inside of bushings and apply grease before installing spacer.

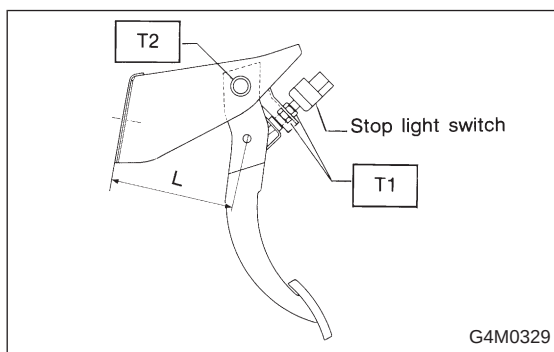
4) Set brake pedal position by adjusting position of stop light switch.

Pedal position: L

125.9 mm (4.96 in)

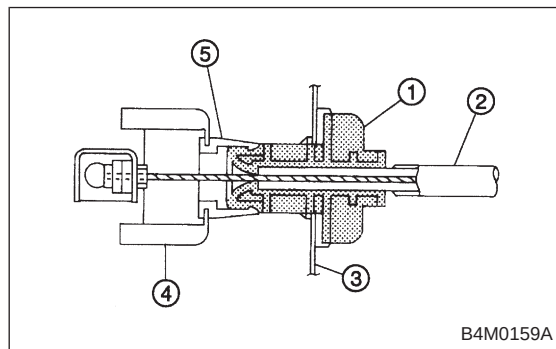
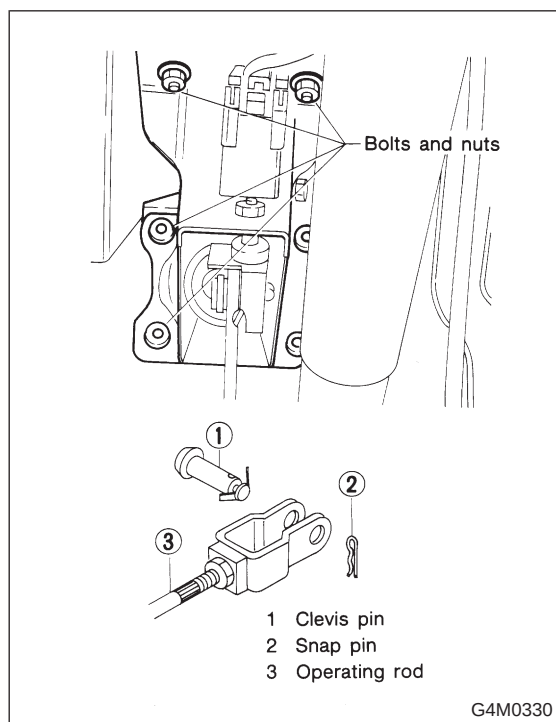
Tightening torque:

T1: 8±2 N·m (0.8±0.2 kg-m, 5.8±1.4 ft-lb)



2. ACCELERATOR PEDAL

Clean and apply grease to spacer and inside bore of accelerator pedal. Install accelerator pedal onto pedal bracket.

**E: INSTALLATION**

1) Installation is in the reverse order of removal procedures.

CAUTION:

- Be careful not to bend clutch cable too much.
- Never fail to cover outer cable end with boot.
- Be careful not to kink accelerator cable.

● Make sure that holder and casing cap are securely connected.

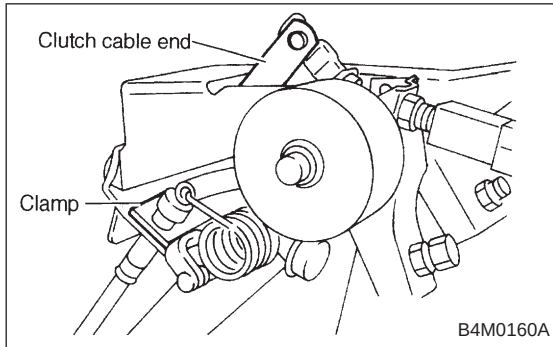
- ① Casing cap
- ② Accelerator cable
- ③ Toe board
- ④ Accelerator pedal bracket
- ⑤ Holder

2) Adjustment after pedal installation <Ref. to 4-5 [W1A0].>

2. Clutch Cable

A: REMOVAL

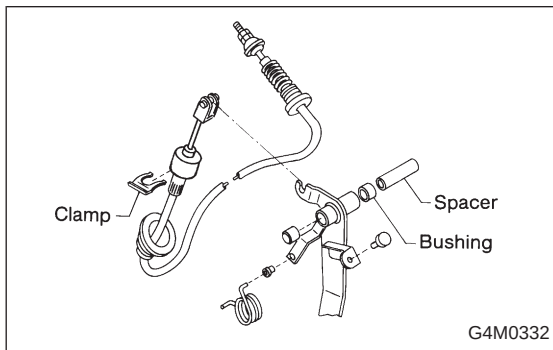
- 1) Disconnect clutch cable from release lever.



- 2) Remove clutch cable clamp from pedal bracket.
- 3) Disconnect clutch cable from pedal bracket and pedal end.
- 4) Remove clutch cable from body.

CAUTION:

Before removing clutch cable from toe board, remove grommet. Slowly remove clutch cable, being careful not to scratch it.

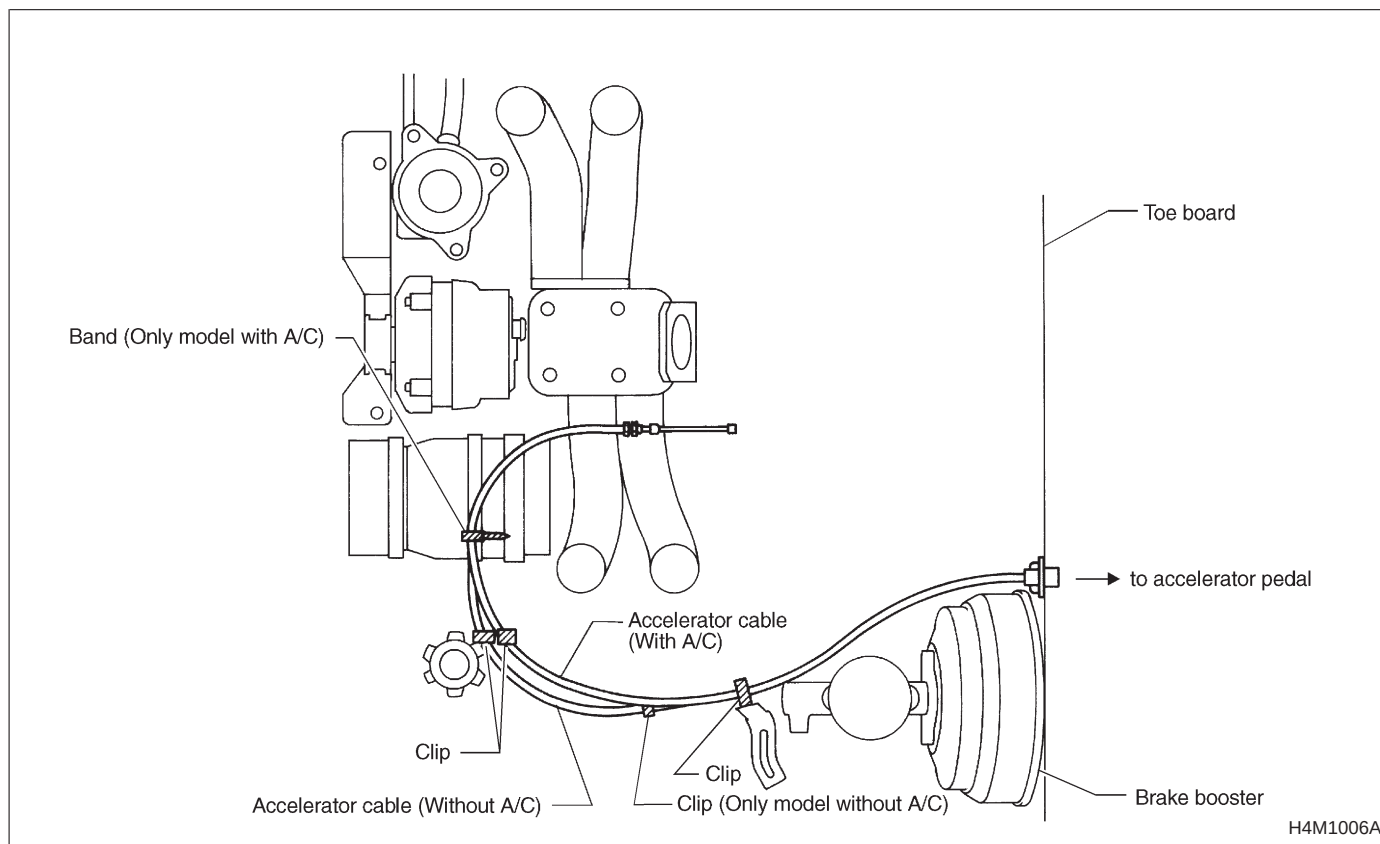


B: INSTALLATION

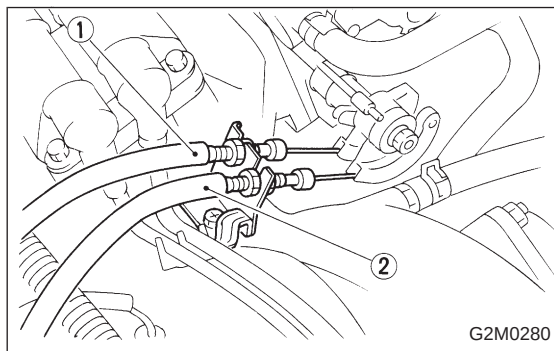
- 1) Clean clutch pedal fitting hole, and apply grease. Connect clutch cable to clutch pedal.
- 2) Fit clutch pedal to pedal bolt, and connect clutch cable to bracket with clamp.
- 3) Connect clutch cable end to pedal end.
- 4) Connect clutch cable from release lever.
- 5) Install grommet to toe board.
- 6) Adjustment after cable installation <Ref. to 4-5 [W1A2].>

3. Accelerator Cable

A: REMOVAL



1) Disconnect accelerator cable from connector inside engine compartment first.

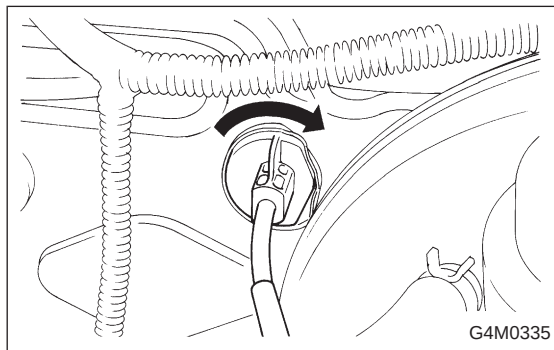


- 2) Remove lock nut from accelerator cable bracket.
- 3) Separate accelerator cable ① from bracket, then unlock inner cable.
- 4) Remove cable end from throttle cam using your fingertips.

CAUTION:

Be careful not to bend inner cable.

- 5) Disconnect cable end from accelerator cable bracket inside driver compartment.
- 6) Remove clip inside engine compartment.



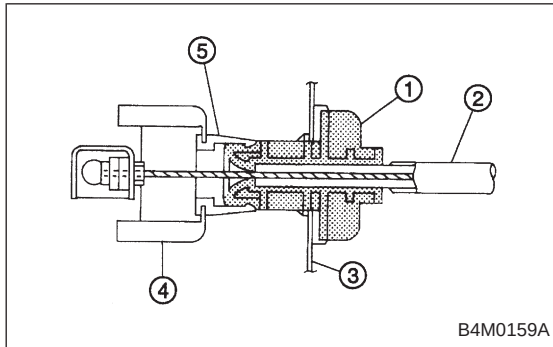
- 7) Working inside engine compartment, remove cable connection by turning toe board clockwise.
- 8) Pull out the cable from the toe board hole.

B: INSTALLATION

1) Installation is in the reverse order of removal procedures.

CAUTION:

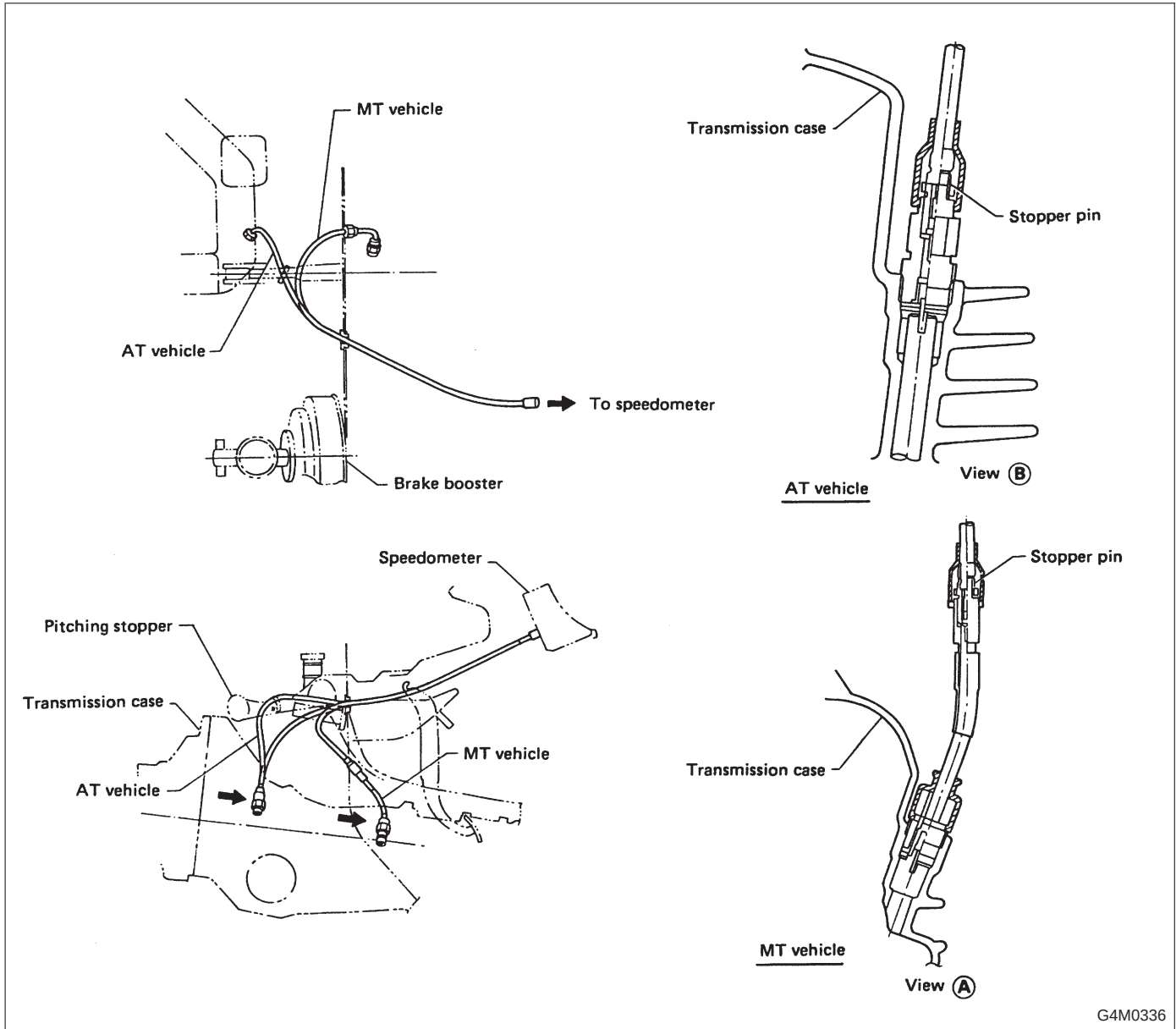
- Be careful not to kink accelerator cable.
- Make sure that holder and casing cap are securely connected.



- ① Casing cap
- ② Accelerator cable
- ③ Toe board
- ④ Accelerator pedal bracket
- ⑤ Holder

2) Adjustment after cable installation <Ref. to 4-4 [W1A3].>

4. Speedometer Cable



G4M0336

A: REMOVAL

- 1) Remove speedometer cable, starting with its midpoint connection inside engine compartment.
- 2) While holding up boot located at speedometer cable connection, slightly expand clip. Extract speedometer cable by pulling it upward 2 to 3 mm (0.08 to 0.12 in) on speedometer side. Then, release clip and remove speedometer cable.
- 3) After disconnecting cable from speedometer, pull it out of toe board.
- 4) Remove screw which secures speedometer cable to transmission side.

B: INSTALLATION

- 1) After manually screwing speedometer cable on transmission side, tighten it 45 to 90° using a wrench.
- 2) Securely install boot onto midpoint connection of speedometer cable to prevent entry of water.

1. Pedal System and Control Cables

Trouble	Corrective action
Excessively worn brake pedal pad	Replace.
Failure of clutch and/or accelerator pedals to operate	Connect cables correctly.
Speedometer does not work.	Connect speedometer cable correctly.
Stop light switch does not light up.	Adjust position of stop light switch.
Stop light switch is not smooth and/or stroke is not correct.	Replace.
Insufficient pedal play	Adjust pedal play.
Clutch and/or brake pedal free play insufficient	Adjust pedal free play.
Maladjustment of brake pedal or booster push rod	Inspect and adjust.
Excessively worn and damaged pedal shaft and/or bushing	Replace bushing and/or shaft with new one.

STEERING SYSTEM 4-3

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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. Steering System

A: SPECIFICATIONS

Whole system	Minimum turning radius	m (ft)	5.1 (16.7)
	Steering angle (Inside-Outside)		37.4°±1.5° — 32.5°±1.5°
	Steering wheel diameter	mm (in)	385 (15.16)
	Overall gear ratio (Turns, lock to lock)		16.5 (3.2)
Gearbox	Type		Rack and pinion, Integral
	Backlash		0 (Automatically adjustable)
	Valve (Power steering system)		Rotary valve
Pump (Power steering system)	Type		Vane pump
	Oil tank		Installed on pump
	Output	cm ³ (cu in)/rev.	7.2 (0.439)
	Relief pressure	kPa (kg/cm ² , psi)	1800 cc model: 6,375 (65, 924) 2200 cc model: 7,355 (75, 1,067)
	Hydraulic fluid control		Dropping in response to increased engine revolutions
	Hydraulic fluid	ℓ (US qt, Imp qt)	1,000 rpm: 7 (7.4, 6.2) 3,000 rpm: 5 (5.3, 4.4)
	Range of revolution	rpm	500 — 7,500
	Revolving direction		Clockwise
Working fluid (Power steering system)	Name		ATF DEXRON II, IIE or III
	Capacity	Oil tank ℓ (US qt, Imp qt) Total	0.3 (0.3, 0.3) 0.7 (0.7, 0.6)

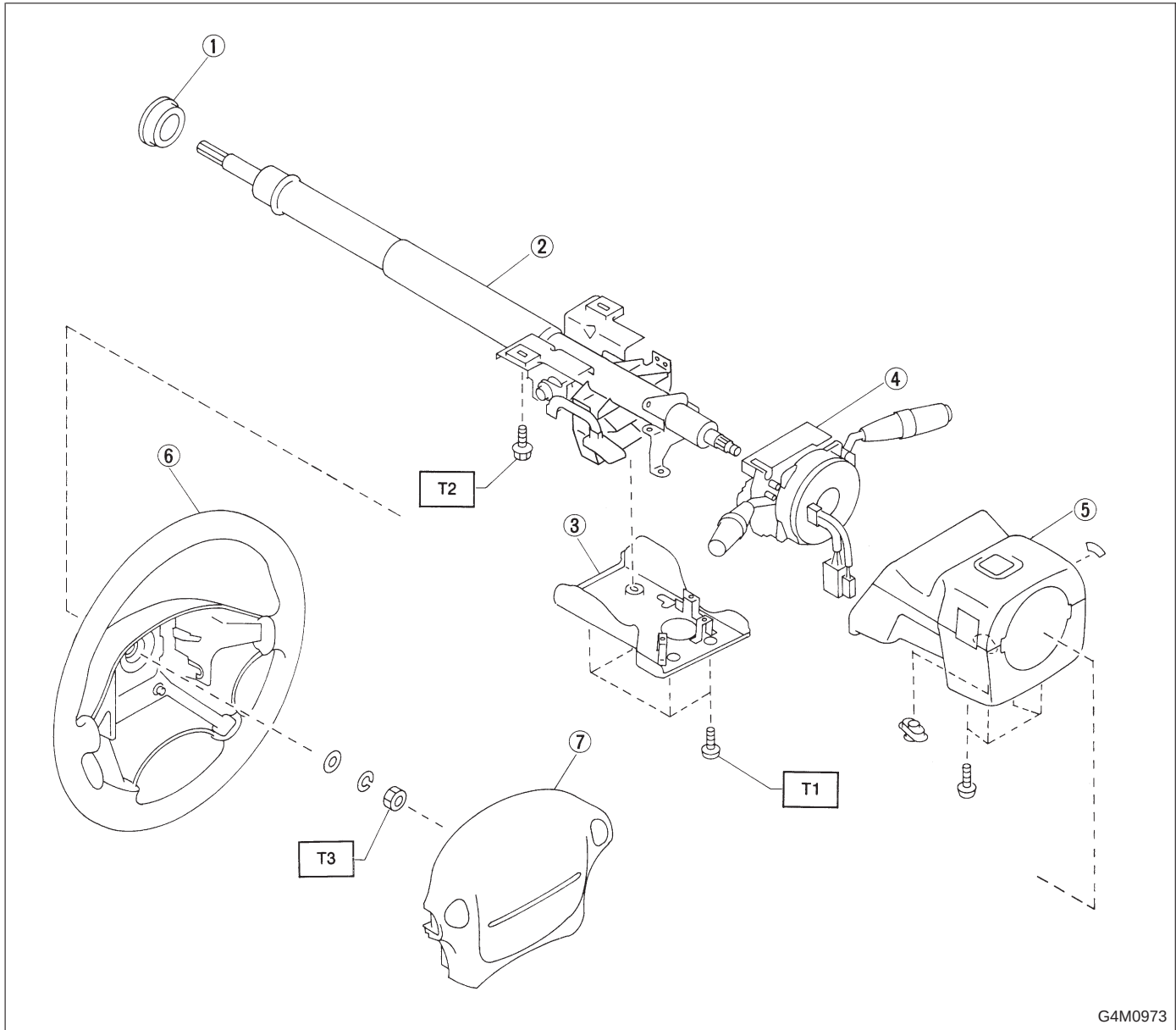
B: SERVICE DATA

Steering wheel	Free play mm (in)	17 (0.67)
Turning angle	Inner tire & wheel	37.4°±1.5°
	Outer tire & wheel	32.5°±1.5°
Steering shaft	Clearance between steering wheel and column cover mm (in)	3.0 (0.118)
Steering gearbox (Power steering system)	Sliding resistance N (kg, lb)	240.3 (24.5, 54.0) or less
	Rack shaft play in radial direction Right-turn steering Left-turn steering mm (in)	0.15 (0.0059) or less Horizontal movement: 0.3 (0.012) or less Vertical movement: 0.15 (0.0059) or less
	Input shaft play In radial direction In axial direction mm (in)	0.18 (0.0071) or less 0.1 (0.004) or less
	Turning resistance N (kg, lb)	Within 30 mm (1.18 in) from rack center in straight ahead position: Less than 11.18 (1.14, 2.51) Maximum allowable value: 12.7 (1.3, 2.9)
Oil pump (Power steering system)	Pulley shaft Radial play Axial play mm (in)	0.4 (0.016) or less 0.9 (0.035) or less
	Pulley Ditch deflection Resistance to rotation mm (in) N (kg, lb)	1.0 (0.039) or less 9.22 (0.94, 2.07) or less
	Regular pressure kPa (kg/cm ² , psi)	981 (10, 142) or less
	Relief pressure kPa (kg/cm ² , psi)	6,375 (65, 924)
Steering wheel effort (Power steering system)	At standstill with engine idling on a concrete road N (kg, lb)	31.4 (3.2, 7.1) or less
	At standstill with engine stalled on a concrete road N (kg, lb)	147 (15, 33) or less

C: RECOMMENDED POWER STEERING FLUID

Recommended power steering fluid	Manufacturer
ATF DEXRON II, IIE or III	B.P.
	CALTEX
	CASTROL
	MOBIL
	SHELL
	TEXACO

1. Steering Wheel and Column (Tilt)



G4M0973

- ① Bushing
- ② Steering shaft
- ③ Knee protector
- ④ Steering roll connector
- ⑤ Column cover
- ⑥ Steering wheel
- ⑦ Airbag module

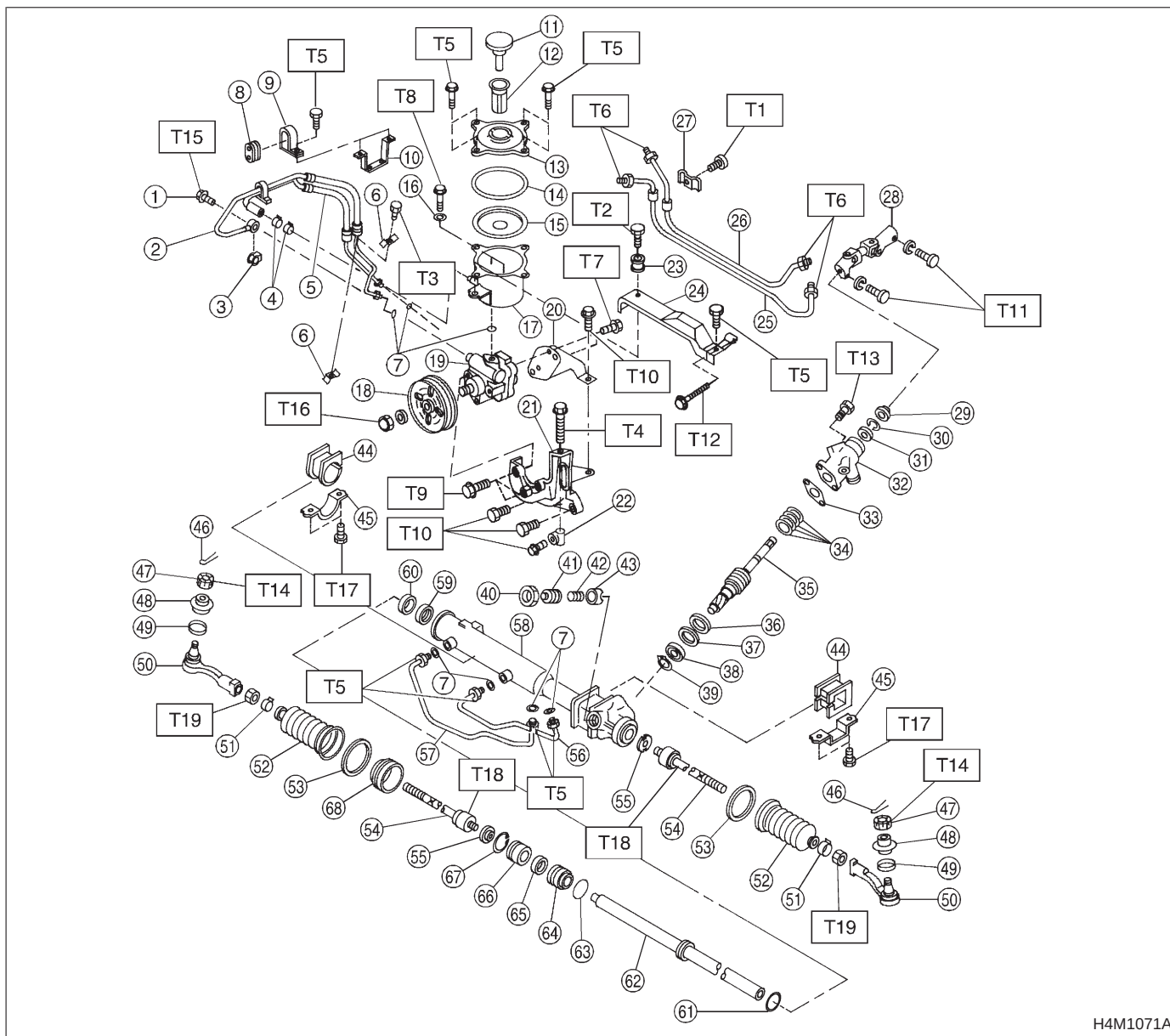
Tightening torque: N·m (kg·m, ft·lb)

T1: 3.4±1.0 (0.35±0.1, 2.5±0.7)

T2: 25±5 (2.5±0.5, 18.1±3.6)

T3: 34±5 (3.5±0.5, 25.3±3.6)

2. Power Steering System



H4M1071A

Tightening torque: N·m (kg·m, ft·lb)

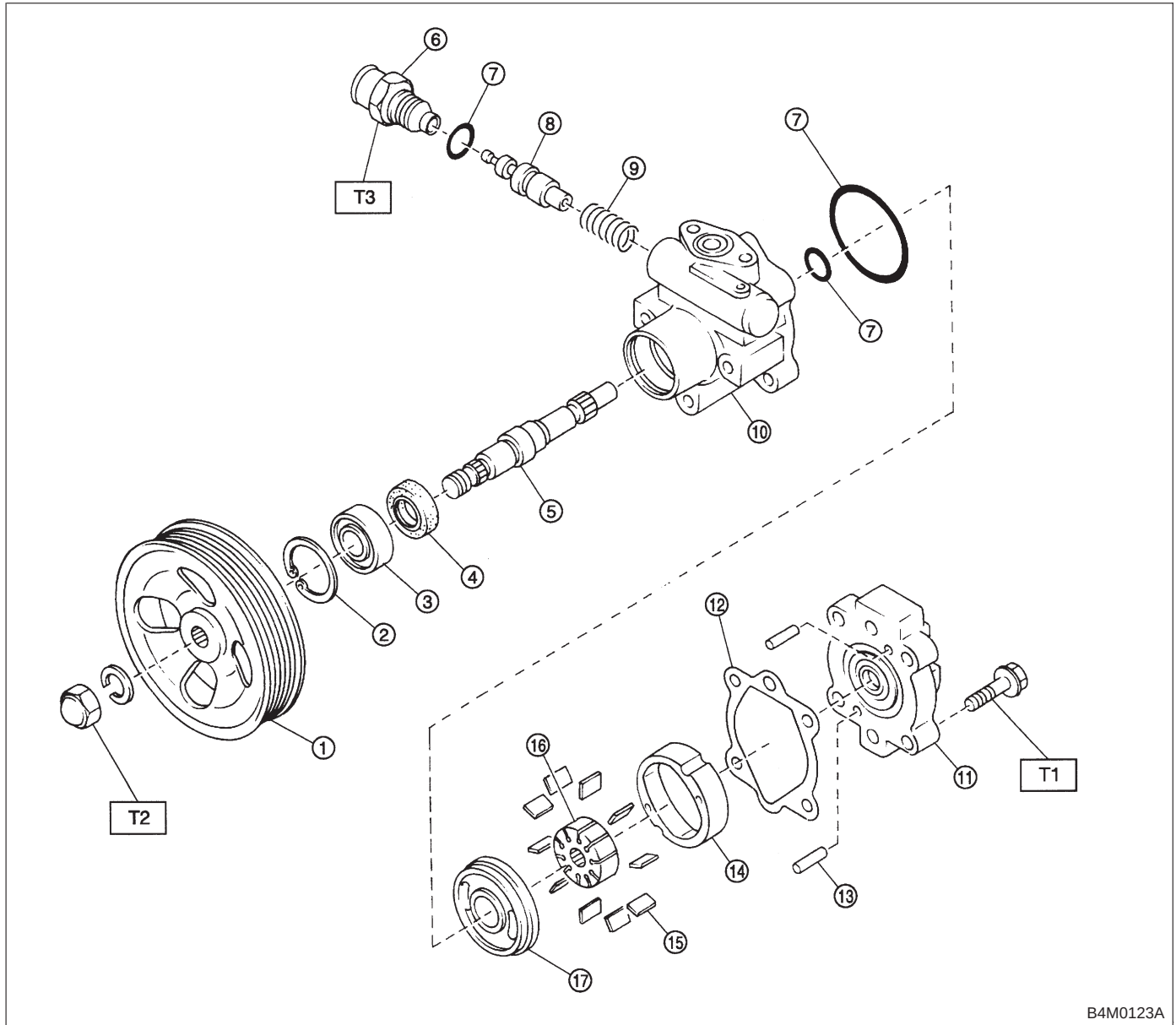
T1: 5.4 ± 1.5 (0.55 ± 0.15 , 4.0 ± 1.1)
T2: 6.4 ± 1.0 (0.65 ± 0.1 , 4.7 ± 0.7)
T3: 7.4 ± 2.0 (0.75 ± 0.20 , 5.4 ± 1.4)
T4: 8 ± 2 (0.8 ± 0.2 , 5.8 ± 1.4)
T5: 13 ± 3 (1.3 ± 0.3 , 9.4 ± 2.2)
T6: 15 ± 5 (1.5 ± 0.5 , 10.8 ± 3.6)
T7: 15.7 ± 2.4 (1.60 ± 0.24 , 11.6 ± 1.7)
T8: 18^{+5}_0 ($1.8^{+0.5}_0$, $13.0^{+3.6}_0$)
T9: 20.1 ± 2.5 (2.05 ± 0.25 , 14.8 ± 1.8)

T10: 22 ± 2 (2.2 ± 0.2 , 15.9 ± 1.4)
T11: 24 ± 3 (2.4 ± 0.3 , 17.4 ± 2.2)
T12: 25 ± 2 (2.5 ± 0.2 , 18.1 ± 1.4)
T13: 25 ± 5 (2.5 ± 0.5 , 18.1 ± 3.6)
T14: 27 ± 2 (2.75 ± 0.2 , 19.9 ± 1.4)
T15: 39 ± 5 (4.0 ± 0.5 , 28.9 ± 3.6)
T16: 52 ± 10 (5.3 ± 1.0 , 38 ± 7)
T17: 59 ± 12 (6.0 ± 1.2 , 43 ± 9)
T18: 78 ± 10 (8.0 ± 1.0 , 58 ± 7)
T19: 83 ± 5 (8.5 ± 0.5 , 61.5 ± 3.6)

2. Power Steering System

- | | |
|--------------------|--------------------------|
| ① Eye bolt | ③⑤ Pinion and valve ASSY |
| ② Pipe C | ③⑥ Oil seal |
| ③ Gasket | ③⑦ Back-up washer |
| ④ Clip | ③⑧ Ball bearing |
| ⑤ Pipe D | ③⑨ Snap ring |
| ⑥ Clamp E | ④① Lock nut |
| ⑦ O-ring | ④② Adjusting screw |
| ⑧ Adapter | ④③ Spring |
| ⑨ Clamp | ④④ Sleeve |
| ⑩ Hose bracket | ④⑤ Adapter |
| ⑪ Cap | ④⑥ Clamp |
| ⑫ Strainer | ④⑦ Cotter pin |
| ⑬ Shell upper | ④⑧ Castle nut |
| ⑭ Rubber | ④⑨ Dust seal |
| ⑮ Buffle | ④⑩ Clip |
| ⑯ Seal washer | ⑤① Tie-rod end |
| ⑰ Shell lower | ⑤② Small clip |
| ⑱ Pulley | ⑤③ Boot |
| ⑲ Oil pump | ⑤④ Large clip |
| ⑳ Stiffener | ⑤⑤ Tie-rod |
| ㉑ Bracket | ⑤⑥ Lock washer |
| ㉒ Belt tension nut | ⑤⑦ Pipe B |
| ㉓ Bush | ⑤⑧ Pipe A |
| ㉔ Belt cover | ⑤⑨ Housing ASSY |
| ㉕ Pipe E | ⑤⑩ Back-up washer |
| ㉖ Pipe F | ⑥① Oil seal |
| ㉗ Clamp plate | ⑥② Piston ring |
| ㉘ Universal joint | ⑥③ Rack |
| ㉙ Dust seal | ⑥④ O-ring |
| ㉚ C-ring | ⑥⑤ Rack bushing |
| ㉛ Oil seal | ⑥⑥ Oil seal |
| ㉜ Valve housing | ⑥⑦ Rack stopper |
| ㉝ Packing | ⑥⑧ Circlip |
| ㉞ Seal ring | ⑥⑨ Spacer |

3. Power Steering Oil Pump



B4M0123A

- ① Pulley
- ② Snap ring
- ③ Bearing
- ④ Oil seal
- ⑤ Shaft
- ⑥ Connector
- ⑦ O-ring
- ⑧ Spool valve

- ⑨ Spring
- ⑩ Front casing
- ⑪ Rear cover
- ⑫ Gasket
- ⑬ Knock pin
- ⑭ Cam ring
- ⑮ Vane
- ⑯ Rotor

- ⑰ Side plate

Tightening torque: N·m (kg·m, ft·lb)

T1: 16±2 (1.6±0.2, 11.6±1.4)

T2: 61±7 (6.2±0.7, 44.8±5.1)

T3: 74±5 (7.5±0.5, 54.2±3.6)

1. Supplemental Restraint System "Airbag" AIRBAG

A: PRECAUTION

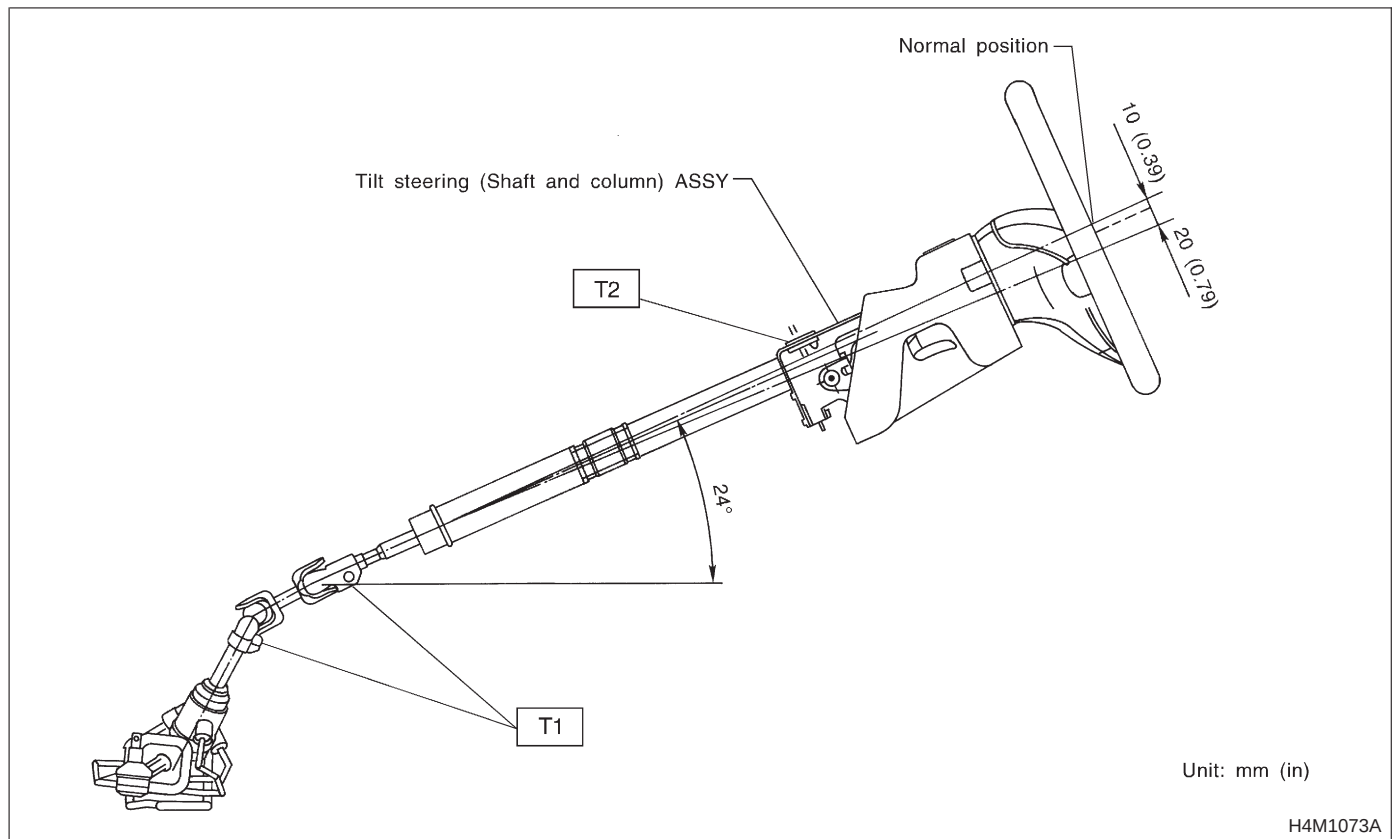
Airbag system wiring harness is routed near the steering wheel, steering shaft and column.

WARNING:

- 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 steering wheel, steering shaft and column.

2. Tilt Steering Column

A: REMOVAL



Tightening torque: N·m (kg·m, ft·lb)

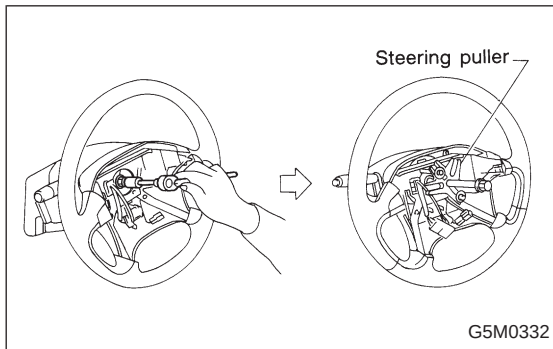
T1: 24±3 (2.4±0.3, 17.4±2.2)

T2: 25±5 (2.5±0.5, 18.1±3.6)

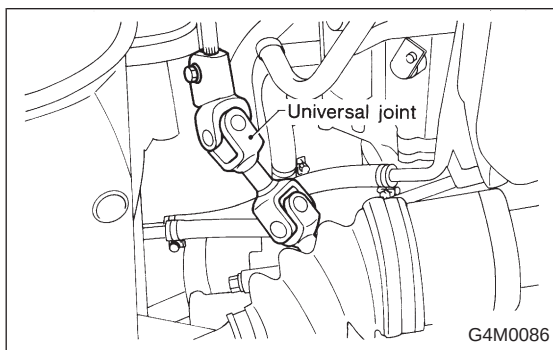
- 1) Disconnect battery minus terminal.
- 2) Lift-up vehicle.
- 3) Remove airbag module. (with airbag model) <Ref. to 5-5 [W3A0].>

WARNING:

Always refer to “5-5 Supplemental Restraint System” before performing airbag module service (if so equipped). <Ref. to 5-5 [W3A0].>



4) Remove steering wheel nut, then draw out steering wheel from shaft using steering puller.



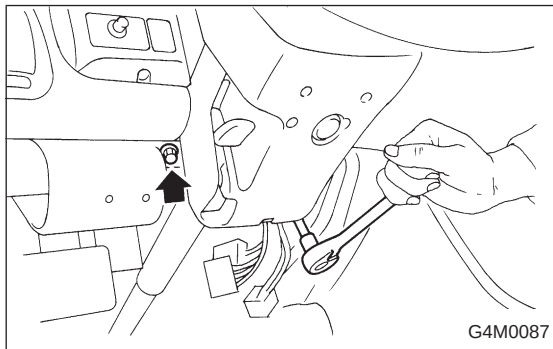
5) Remove universal joint bolts and then remove universal joint.

CAUTION:

Scribe alignment marks on universal joint so that it can be reassembled at the original serration.

6) Remove trim panel under instrument panel.

7) Disconnect connectors for ignition switch and combination switch wiring harness under instrument panel.

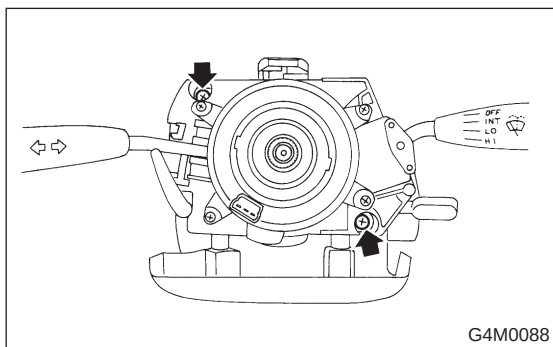


8) Remove the two bolts under instrument panel securing steering shaft.

9) Pull out steering shaft assembly from hole on toe board.

CAUTION:

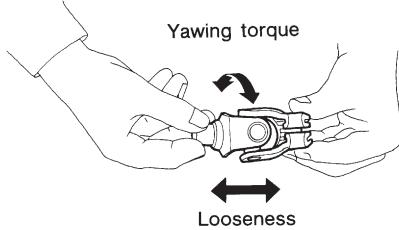
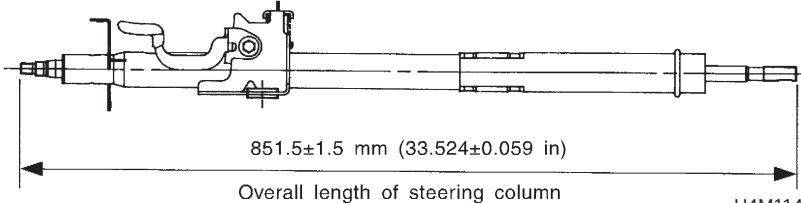
Be sure to remove universal joint before removing steering shaft assembly installing bolts when removing steering shaft assembly or when lowering it for servicing of other parts.

**B: DISASSEMBLY**

1) Remove the four screws securing upper and lower steering column covers, and the two screws securing combination switch, then remove related parts.

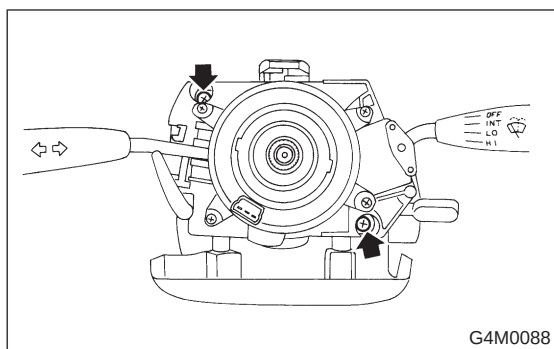
C: INSPECTION**1. BASIC INSPECTION**

Clean the disassembled parts with a cloth, and check for wear, damage, or any other faults. If necessary, repair or replace faulty parts.

Part name	Inspection	Corrective action
Universal joint	● Free play ● Swinging torque ● Yawing torque ● Looseness  Standard value of universal joint free play: 0 mm (0 in) Max. value of universal joint swinging torque: 0.3 N·m (0.03 kg-m, 0.2 ft-lb) G4M0089	Replace if faulty.
Steering column	● Overall length of steering column Measure overall length of steering column. Standard overall length of steering column:  851.5±1.5 mm (33.524±0.059 in) Overall length of steering column H4M1142A	Replace steering column assembly.

2. AIRBAG MODEL INSPECTION**WARNING:**

For airbag model inspection procedures, refer to 5-5 Supplemental Restraint System. <Ref. to 5-5 [W2F0] and [W2G0].>



D: ASSEMBLY

- 1) Insert combination switch to upper column shaft, and install lower column cover with tilt lever held in the lowered position. Then route ignition key harness and combination switch harness between column cover mounting bosses.
- 2) Fit upper column cover to lower column cover, and tighten combination switch and column cover.

Tightening torque:

$1.2 \pm 0.2 \text{ N}\cdot\text{m}$ ($0.12 \pm 0.02 \text{ kg}\cdot\text{m}$, $0.9 \pm 0.1 \text{ ft}\cdot\text{lb}$)

CAUTION:

Don't overtorque screw.

E: INSTALLATION

- 1) Insert end of steering shaft into toeboard grommet.
- 2) Tighten steering shaft mounting bolts under instrument panel.

Tightening torque:

$25 \pm 5 \text{ N}\cdot\text{m}$ ($2.5 \pm 0.5 \text{ kg}\cdot\text{m}$, $18.1 \pm 3.6 \text{ ft}\cdot\text{lb}$)

- 3) Connect ignition and combination switch connectors under instrument panel.
- 4) Connect airbag system connector at harness spool.

NOTE:

Make sure to apply double lock.

- 5) Install universal joint.

(1) Align bolt hole on the long yoke side of universal joint with the cutout at the serrated section of shaft end, and insert universal joint.

(2) Align bolt hole on the short yoke side of universal joint with the cutout at the serrated section of gearbox assembly. Lower universal joint completely.

(3) Temporarily tighten bolt on the short yoke side. Raise universal joint to make sure the bolt is properly passing through the cutout at the serrated section.

(4) Tighten bolt on the long yoke side, then that on the short yoke side.

Tightening torque:

$24 \pm 3 \text{ N}\cdot\text{m}$ ($2.4 \pm 0.3 \text{ kg}\cdot\text{m}$, $17.4 \pm 2.2 \text{ ft}\cdot\text{lb}$)

CAUTION:

- Make sure that universal joint bolts is tightened through notch in shaft serration.
- Excessively large tightening torque of universal joint bolts may lead to heavy steering wheel operation.

Standard clearance between gearbox to DOJ:

Over 15 mm (0.59 in)

- 6) Align center of roll connector. (with airbag model)
<Ref. to 5-5 [W6B1].>

CAUTION:

Ensure that front wheels are set in straight forward direction.

- 7) Set steering wheel to neutral and install it onto steering shaft.

Tightening torque:

34±5 N·m (3.5±0.5 kg-m, 25.3±3.6 ft-lb)

Column cover-to-steering wheel clearance:

2 — 4 mm (0.08 — 0.16 in)

CAUTION:

Insert roll connector guide pin into guide hole on lower end of surface of steering wheel to prevent damage.

Draw out airbag system connector, horn connector and cruise control connectors from guide hole of steering wheel lower end. (with airbag model)

8) Install airbag module to steering wheel. (with airbag model)

WARNING:

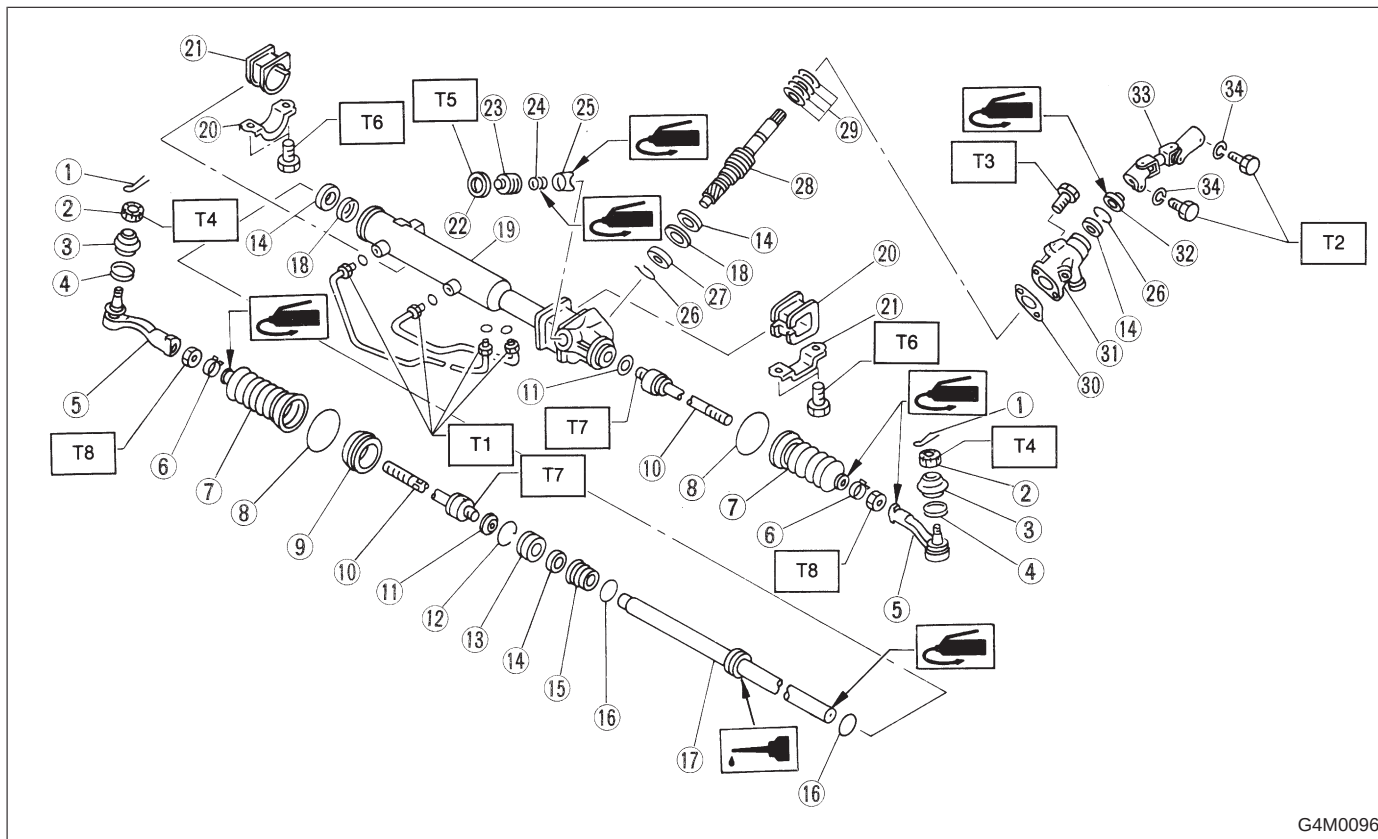
Always refer to 5-5 Supplemental Restraint System before performing the service operation. <Ref. to 5-5 [W3A0].>

3. Steering Gearbox (Power Steering System)

A: REMOVAL

NOTE:

For disassembly and assembly of gearbox unit, refer to section Control Valve (Power Steering Gearbox).



G4M0096

- ① Cotter pin
- ② Castle nut
- ③ Dust cover
- ④ Clip
- ⑤ Tie-rod end
- ⑥ Clip
- ⑦ Boot
- ⑧ Clip
- ⑨ Spacer
- ⑩ Tie-rod
- ⑪ Lock washer
- ⑫ Circlip
- ⑬ Rack stopper
- ⑭ Oil seal
- ⑮ Rack bushing

- ⑯ O-ring
- ⑰ Rack
- ⑱ Back-up washer
- ⑲ Rack housing
- ⑳ Adapter
- ㉑ Clamp
- ㉒ Lock nut
- ㉓ Adjusting screw
- ㉔ Spring
- ㉕ Sleeve
- ㉖ C-ring
- ㉗ Ball bearing
- ㉘ Valve
- ㉙ Seal ring
- ㉚ Packing

- ⑳ Valve housing
- ㉑ Dust seal
- ㉒ Universal joint
- ㉓ Spring washer

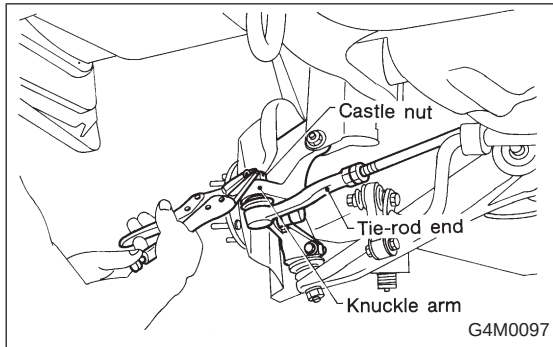
Tightening torque: N·m (kg-m, ft-lb)

- T1: 13±3 (1.3±0.3, 9.4±2.2)
- T2: 25±5 (2.5±0.5, 18.1±3.6)
- T3: 24±3 (2.4±0.3, 17.4±2.2)
- T4: 27.0±2.5
(2.75±0.25, 19.9±1.8)
- T5: 39±10 (4.0±1.0, 29±7)
- T6: 59±12 (6.0±1.2, 43±9)
- T7: 78±10 (8.0±1.0, 58±7)
- T8: 83±5 (8.5±0.5, 61.5±3.6)

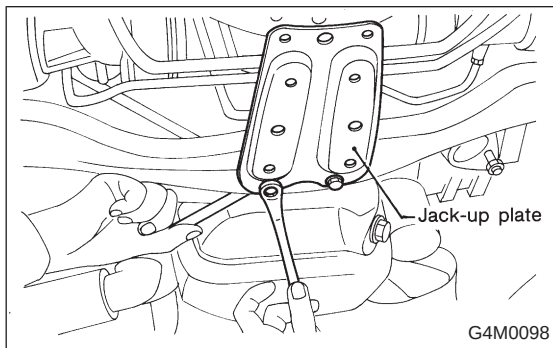
- 1) Disconnect battery minus terminal.
- 2) Loosen front wheel nut.
- 3) Lift vehicle and remove front wheels.
- 4) Remove front exhaust pipe assembly.

WARNING:

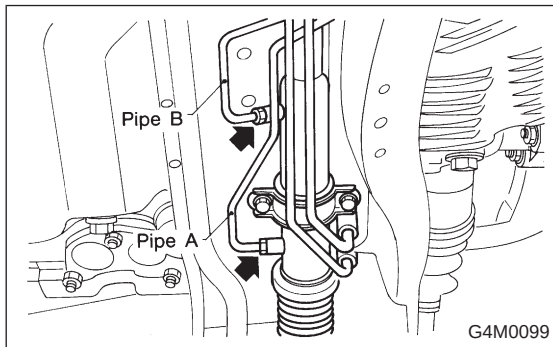
Be careful, exhaust pipe is hot.



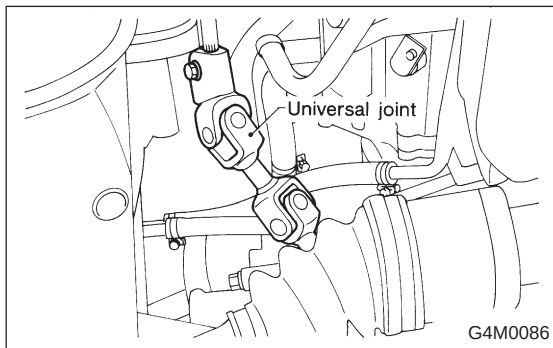
- 5) Using a puller, remove tie-rod end from knuckle arm after pulling off cotter pin and removing castle nut.



- 6) Remove jack-up plate and front stabilizer.



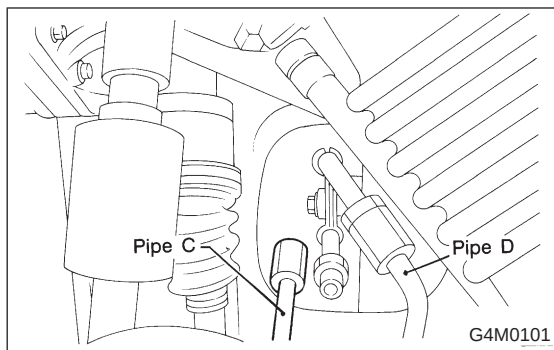
- 7) Remove one pipe joint at the center of gearbox, and connect vinyl hose to pipe and joint. Discharge fluid by turning steering wheel fully clockwise and counterclockwise. Discharge fluid similarly from the other pipe.



- 8) Remove lower side bolt of universal joint, then remove upper side bolt and lift the joint upward.

NOTE:

Place a mark on the joint and mating serration so that they can be re-installed at the original position.



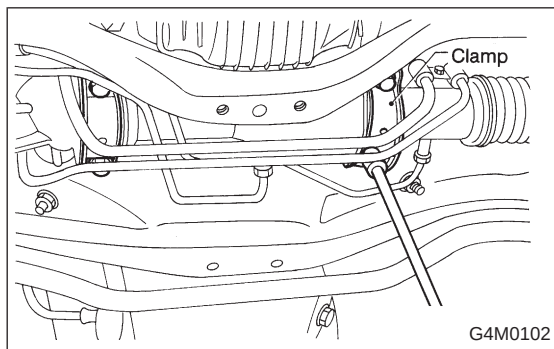
9) Disconnect pipes C and D from pipe of gearbox.

CAUTION:

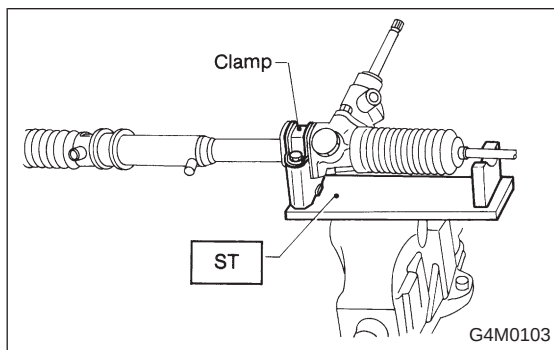
Be careful not to damage these pipes.

NOTE:

Disconnect upper pipe D first, and lower pipe C second.



10) Remove clamp bolts securing gearbox to crossmember, and remove gearbox.



B: DISASSEMBLY

1) Disconnect four pipes from gearbox.

2) Secure gearbox removed from vehicle in vice using ST.

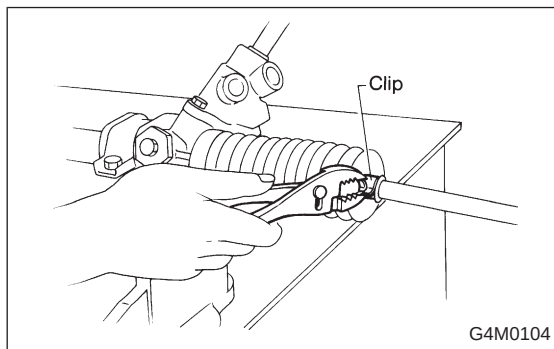
ST 926200000 STAND

CAUTION:

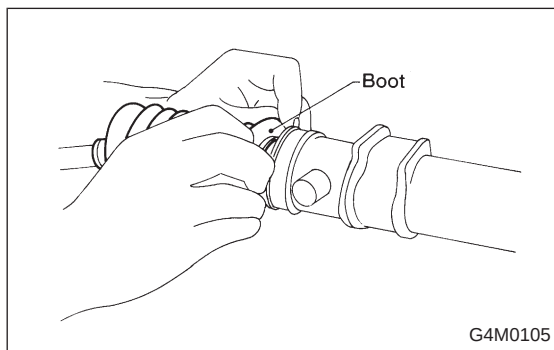
Secure the gearbox in a vice using the ST as shown.

Do not attempt to secure it without this ST.

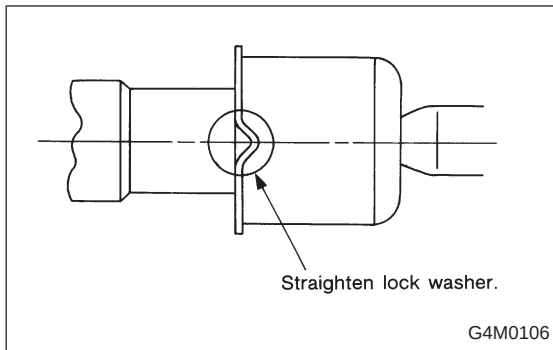
3) Remove tie-rod end and lock nut from gearbox.



4) Remove small clip from boot using pliers, and move boot to tie-rod end side.



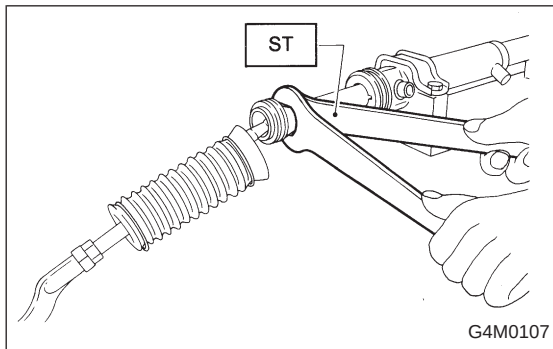
5) Remove boot together with large clips.



6) Straighten lock washer under ball joint.

CAUTION:

- Be extremely careful not to hit surface of right hand rack; otherwise, oil leakage may result.
- Tie-rod lock washer must be replaced with a new one whenever it is removed.

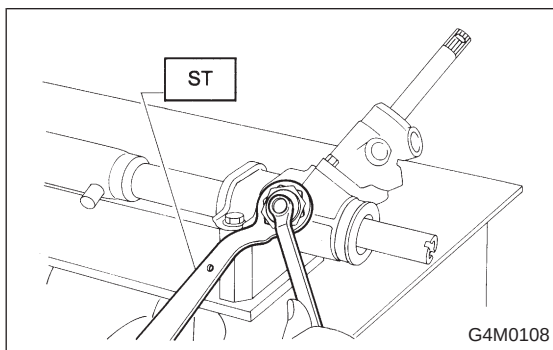


7) Loosen ball joint using ST and spanner and remove tie-rod from rack.

NOTE:

When loosening ball joint, securely fix the rack using ST.

ST 925700000 WRENCH



8) Loosen lock nut using ST, and remove adjusting screw.

ST 926230000 SPANNER

9) Remove spring and sleeve.

10) Remove dust seal.

CAUTION:

Be careful not to damage housing and input shaft, or to allow foreign matters to get inside when removing dust seal.

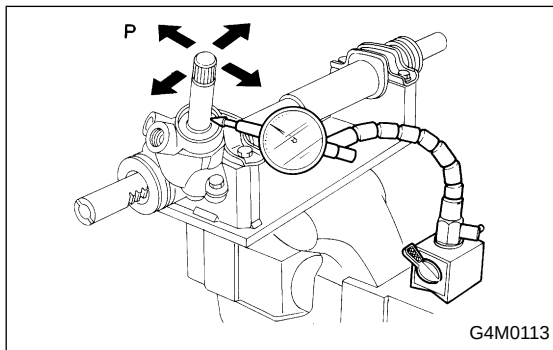
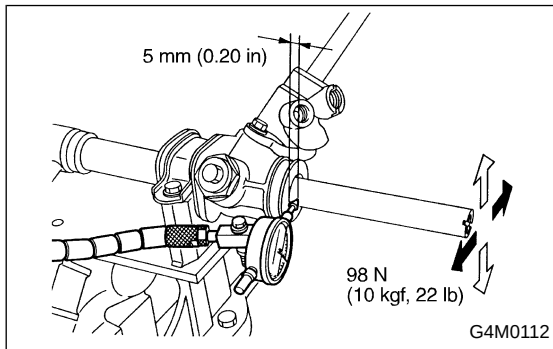
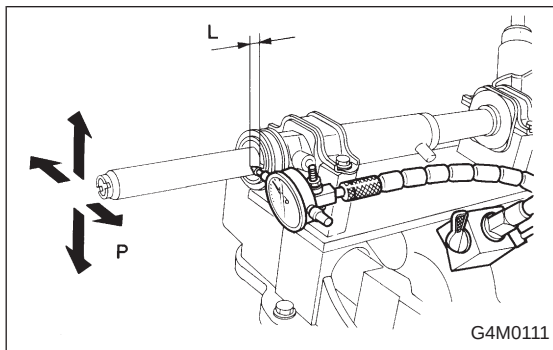
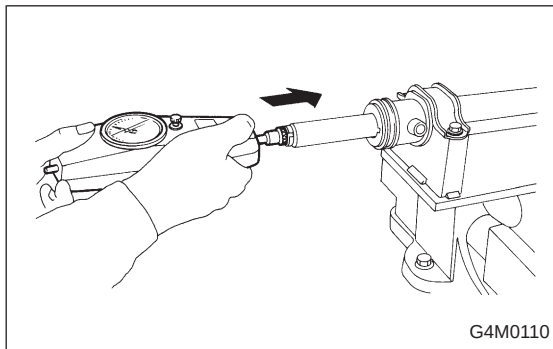
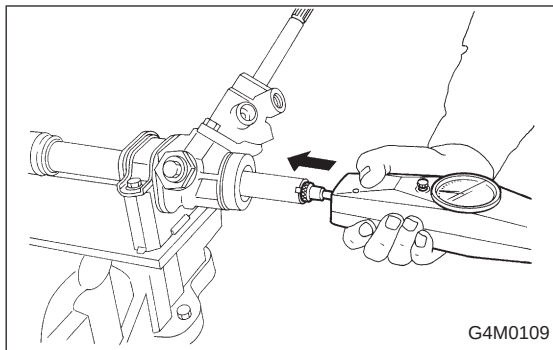
C: INSPECTION

1) Clean all disassembled parts, and check for wear, damage, or any other faults, then repair or replace as necessary.

2) When disassembling, check inside of gearbox for water. If any water is found, carefully check boot for damage, input shaft dust seal, adjusting screw and boot clips for poor sealing. If faulty, replace with new parts.

No.	Parts	Inspection	Corrective action
1	Input shaft	(1) Bend of input shaft (2) Damage on serration	If bend or damage is excessive, replace entire gearbox.
2	Dust seal	(1) Crack or damage (2) Wear	If outer wall slips, lip is worn out or damage is found, replace it with new one.
3	Rack and pinion	Poor mating of rack with pinion	(1) Adjust backlash properly. By measuring turning torque of gearbox and sliding resistance of rack, check if rack and pinion engage uniformly and smoothly with each other. (Refer to "Service limit".) (2) Keeping rack pulled out all the way so that all teeth emerge, check teeth for damage. Even if abnormality is found in either (1) or (2), replace entire gearbox.
4	Gearbox unit	(1) Bend of rack shaft (2) Bend of cylinder portion (3) Crack or damage on cast iron portion	Replace gearbox with new one.
		(4) Wear or damage on rack bush	If free play of rack shaft in radial direction is out of the specified range, replace gearbox with new one. (Refer to "Service limit".)
		(5) Wear on input shaft bearing	If free plays of input shaft in radial and axial directions are out of the specified ranges, replace gearbox with new one. (Refer to "Service limit".)
5	Boot	Crack, damage or deterioration	Replace.
6	Tie-rod	(1) Looseness of ball joint (2) Bend of tie-rod	Replace.
7	Tie-rod end	Damage or deterioration on dust seal	Replace.
8	Adjusting screw spring	Deterioration	Replace.
9	Boot clip	Deterioration	Replace.
10	Sleeve	Damage	Replace.
11	Pipes	(1) Damage to flared surface (2) Damage to flare nut (3) Damage to pipe	Replace.

3. Steering Gearbox (Power Steering System)

**1. SERVICE LIMIT**

Make a measurement as follows. If it exceeds the specified service limit, adjust or replace.

NOTE:

When making a measurement, vise gearbox by using ST. Never vise gearbox by inserting aluminum plates, etc. between vise and gearbox.

ST 926200000 STAND

Sliding resistance of rack shaft:**Service limit**

240.3 N (24.5 kg, 54.0 lb) or less

2. RACK SHAFT PLAY IN RADIAL DIRECTION**Right-turn steering:****Service limit**

0.15 mm (0.0059 in) or less

On condition

L: 5 mm (0.20 in)

P: 98 N (10 kg, 22 lb)

Left-turn steering:**Service limit**

Direction ⇐ ⇨

0.3 mm (0.012 in) or less

Direction ⇐ ⇨

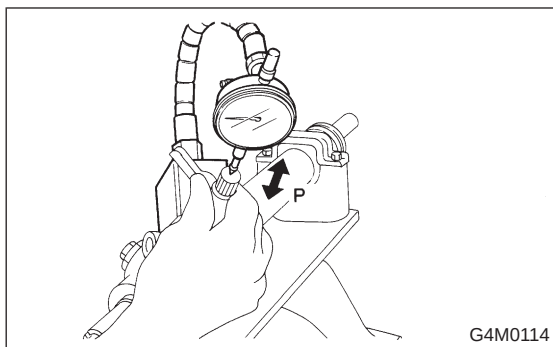
0.15 mm (0.0059 in) or less

3. INPUT SHAFT PLAY**In radial direction:****Service limit**

0.18 mm (0.0071 in) or less

On condition

P: 98 N (10 kg, 22 lb)



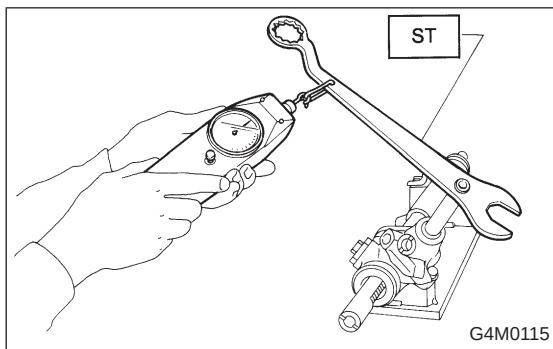
In axial direction:

Service limit

0.1 mm (0.004 in) or less

On condition

P: 20 — 49N (2 — 5 kg, 4 — 11 lb)



4. TURNING RESISTANCE OF GEARBOX

Using ST, measure gearbox turning resistance.

ST 926230000 SPANNER

Service limit:

**Straight-ahead position within 30 mm (1.18 in)
from rack center**

Less than 11.18 N (1.14 kg, 2.51 lb)

Maximum allowable resistance

12.7 N (1.3 kg, 2.9 lb)

D: ASSEMBLY

CAUTION:

Use only SUBARU genuine grease for gearbox.

Grease:

VALIANT GREASE M2

[Part No. 003608001, net 0.5 kg (1.1 lb)]

1) Apply grease to teeth of rack so that grease applied is about as high as teeth, and also apply a thin film of grease to sliding portion of rack shaft.

CAUTION:

- When moving rack to stroke end without tie-rod attached, prevent shocks from being applied at the end.

- Do not apply grease to threaded portion at end of rack shaft.

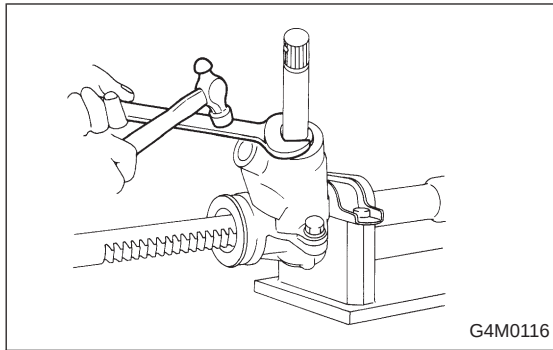
- Move rack shaft to stroke end two (2) or three (3) times to squeeze grease which accumulates on both ends. Remove grease to prevent it from choking air passage hole.

2) Apply grease to sleeve insertion hole.

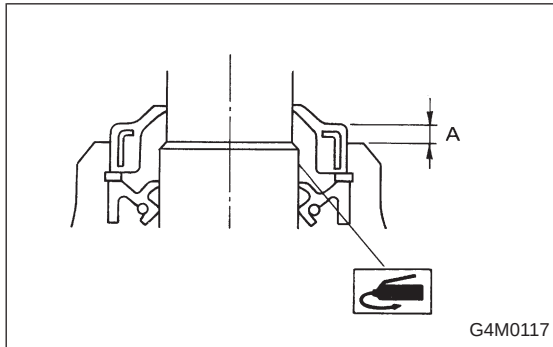
3) Apply grease to dust seal insertion hole.

CAUTION:

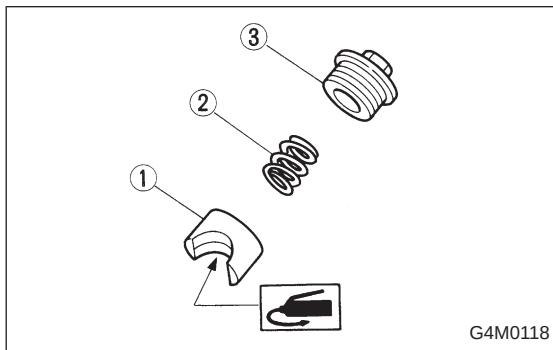
Apply clean grease with clean hands. If material having a sharp edge is used for applying grease, oil seal at the inside might be damaged.



4) Press-fit dust seal into gearbox housing while tapping it via a spanner or the like so that stepping between gearbox and dust seal is normally 2 mm (0.08 in).

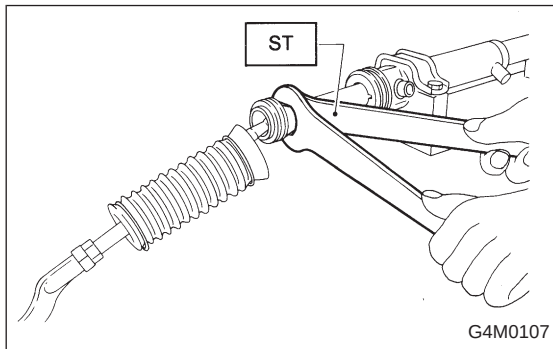


Depth: A
2 mm (0.08 in)



5) Apply grease to sliding surface of sleeve and spring seat, then insert sleeve into pinion housing. Fit spring into sleeve screw, pack grease inside of screw, then install the screw.

- ① Sleeve
- ② Spring
- ③ Adjusting screw



6) Fit new lock washer on screwed portion of rack end. Aligning cut portion of rack and nail of washer, screw in and tighten ball joint by using ST and spanner.

ST 925700000 WRENCH

Tightening torque (Ball joint):

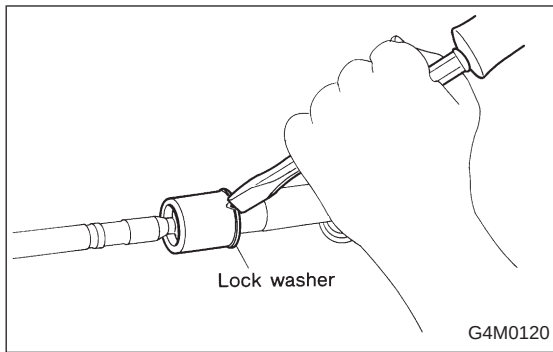
$78 \pm 10 \text{ N}\cdot\text{m}$ ($8.0 \pm 1.0 \text{ kg}\cdot\text{m}$, $58 \pm 7 \text{ ft}\cdot\text{lb}$)

CAUTION:

Pay attention to prevent rack surface on the right side from being damaged by a tool or the like, otherwise oil leakage might be caused.

NOTE:

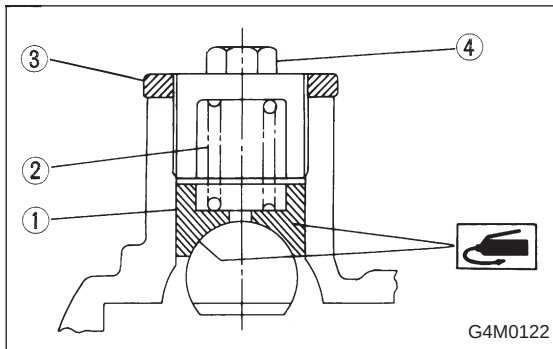
While tightening ball joint, hold rack with ST to prevent it from revolving.



7) Bend lock washer using a chisel.

CAUTION:

Be careful not to scratch rack when bending lock washer.



8) Rack and pinion backlash adjustment

(1) Loosen adjusting screw.

(2) Rotate input shaft so that rack is in the straight ahead direction.

(3) Apply grease to sleeve.

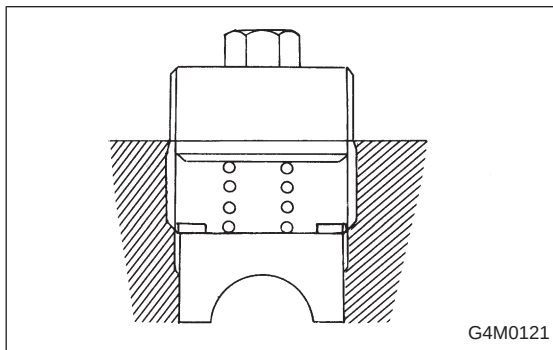
① Sleeve

② Spring

③ Lock nut

④ Adjusting screw

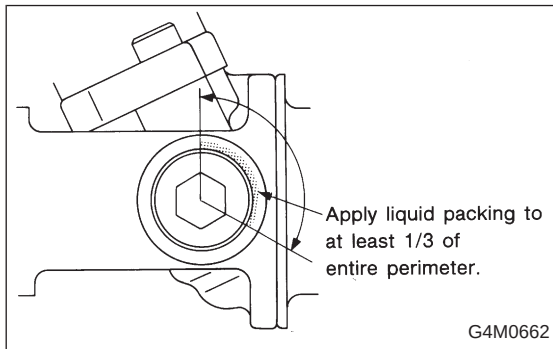
(4) Tighten adjusting screw by two threads.



(5) Apply liquid packing to at least 1/3 of entire perimeter of adjusting screw thread.

Liquid packing:

THREE BOND 1141



(6) Tighten adjusting screw to 15 N·m (1.5 kg-m, 11 ft-lb) and back off 20°.

(7) Install lock nut. While holding adjusting screw with a wrench, tighten lock nut using ST.

ST 926230000 SPANNER

Tightening torque (Lock nut):

39±10 N·m (4.0±1.0 kg-m, 29±7 ft-lb)

NOTE:

● Hold adjusting screw with a wrench to prevent it from turning while tightening lock nut.

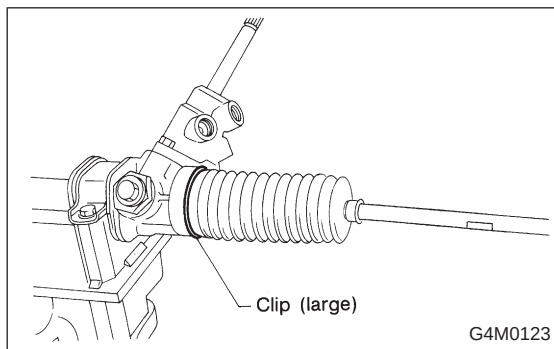
- Make adjustment so that steering wheel can be rotated fully from lock to lock without binding.

9) Check for service limit as per article of "Service limit".
<Ref. to 4-3 [W3C1].> Make replacement and adjustment if necessary.

10) Install boot and mounting rubber to housing.

NOTE:

Apply grease through small hole in boot.



11) Fit clip (large) to boot, and then install boot to gearbox while holding boot flange.

After installing boot, fold back boot flange to the extent that large clip can not be seen.

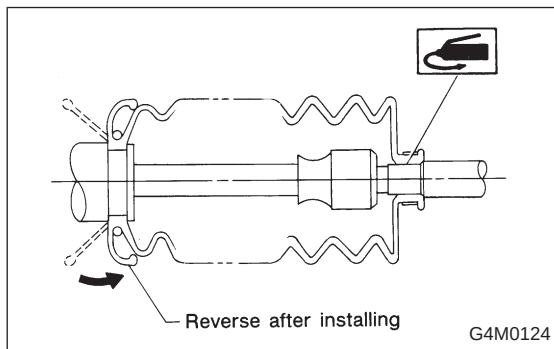
NOTE:

- Before installing boot, be sure to apply grease to the groove of tie-rod.

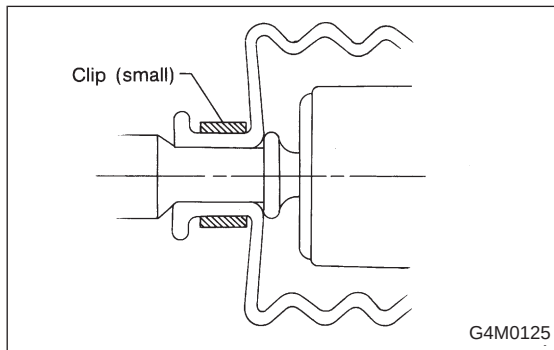
● Install fitting portions of boots to the following portions in both sides of assembled steering gearbox.

1. The groove on gearbox
2. The groove on the rod

- Make sure that boot is installed without unusual inflation or deflation.



12) Turn boot until it seats well on gearbox and rubber mounting, then bend boot flange back.



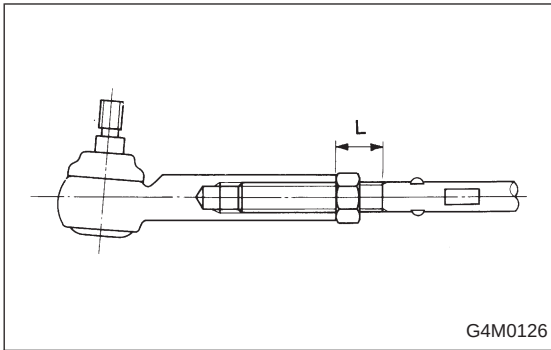
13) Fix boot end with clip (small).

CAUTION:

Use screwdriver with blunted tip to prevent boot from damage, when installing.

NOTE:

After installing, check boot end is positioned into groove on tie-rod.

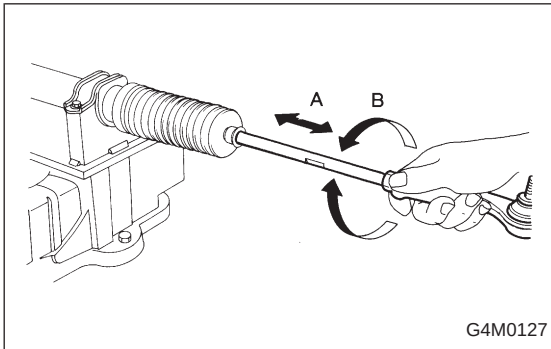


14) If tie-rod end was removed, screw in lock nut and tie-rod end to screwed portion of tie-rod, and tighten lock nut temporarily in a position as shown in figure.

Installed tie-rod length: L
15 mm (0.59 in)

NOTE:

Pay attention to difference between right and left tie-rod ends.



15) Inspect gearbox as follows:

- A. Holding tie-rod end, repeat lock to lock two (2) or three (3) times as quickly as possible.
- B. Holding tie-rod end, turn it slowly at a radius one (1) or two (2) times as large as possible.

After all, make sure that boot is installed in the specified position without deflation.

16) Remove gearbox from ST.

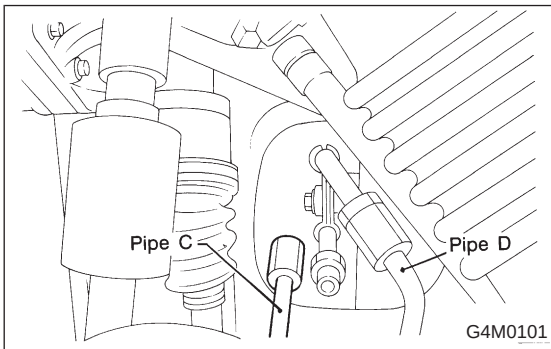
ST 926200000 STAND

17) Install four pipes on gearbox.

- (1) Connect pipes A and B to four pipe joints of gearbox. Connect upper pipe B first, and lower pipe A.

Tightening torque:

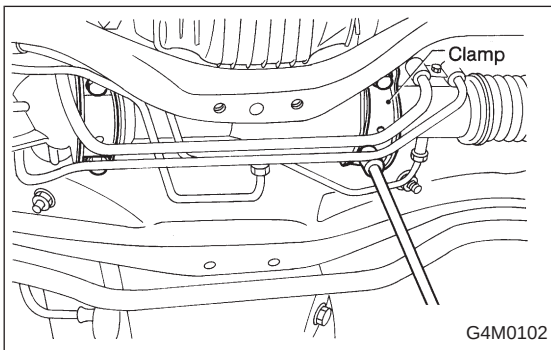
$13 \pm 3 \text{ N}\cdot\text{m}$ ($1.3 \pm 0.3 \text{ kg}\cdot\text{m}$, $9.4 \pm 2.2 \text{ ft}\cdot\text{lb}$)



- (2) Connect pipes C and D to gearbox. Connect lower pipe C first, and upper pipe D second.

Tightening torque:

$15 \pm 5 \text{ N}\cdot\text{m}$ ($1.5 \pm 0.5 \text{ kg}\cdot\text{m}$, $10.8 \pm 3.6 \text{ ft}\cdot\text{lb}$)



E: INSTALLATION

- 1) Insert gearbox into crossmember, being careful not to damage gearbox boot.
- 2) Tighten gearbox to crossmember bracket via clamp with bolt to the specified torque.

Tightening torque:

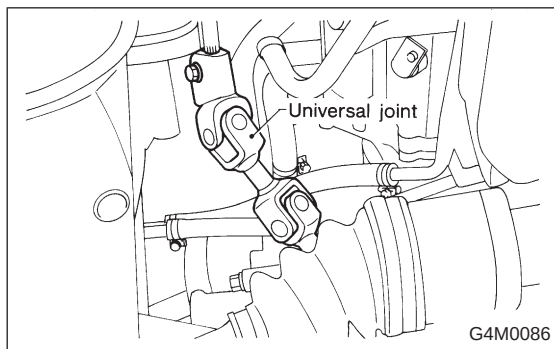
$59 \pm 12 \text{ N}\cdot\text{m}$ ($6.0 \pm 1.2 \text{ kg}\cdot\text{m}$, $43 \pm 9 \text{ ft}\cdot\text{lb}$)

3) How to install the joint.

(1) Push the long yoke of the joint, all the way into the serrated portion of the steering shaft, setting the bolt hole in the cutout.

(2) Then pull the short yoke all way out of the serrated portion of the gear box, setting the bolt hole in the cut-out.

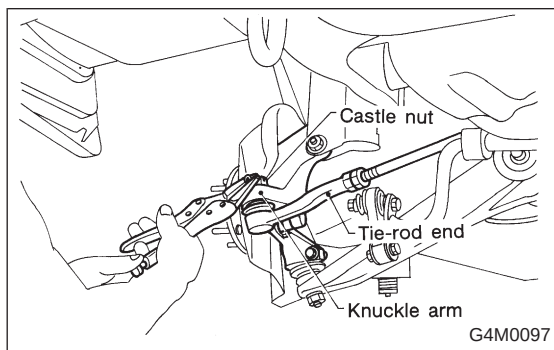
(3) Insert the bolt through the short yoke, pull the joint and confirm that the bolt is on cutout of the gearbox.



(4) Fasten the short yoke side with a spring washer and bolt, then fasten the long yoke side.

Tightening torque:

$24\pm 3 \text{ N}\cdot\text{m}$ ($2.4\pm 0.3 \text{ kg}\cdot\text{m}$, $17.4\pm 2.2 \text{ ft}\cdot\text{lb}$)



4) Connect tie-rod end and knuckle arm, and tighten with castle nut. Fit cotter pin into the nut and bend the pin to lock.

Castle nut tightening torque:

Tighten to $27.0\pm 2.5 \text{ N}\cdot\text{m}$ ($2.75\pm 0.25 \text{ kg}\cdot\text{m}$, $19.9\pm 1.8 \text{ ft}\cdot\text{lb}$), and tighten further within 60° until cotter pin hole is aligned with a slot in the nut.

CAUTION:

When connecting, do not hit cap at the bottom of tie-rod end with hammer.

5) Install front stabilizer to vehicle.

6) Install front exhaust pipe assembly.

<Ref. to 2-9 [W1B0].>

7) Install tires.

8) Tighten wheel nuts to the specified torque.

Tightening torque:

$88\pm 10 \text{ N}\cdot\text{m}$ ($9.0\pm 1.0 \text{ kg}\cdot\text{m}$, $65\pm 7 \text{ ft}\cdot\text{lb}$)

9) Connect ground cable to battery.

10) Pour fluid into oil tank, and bleed air. <Ref. to 4-3 [W7A0].>

11) Check for fluid leaks.

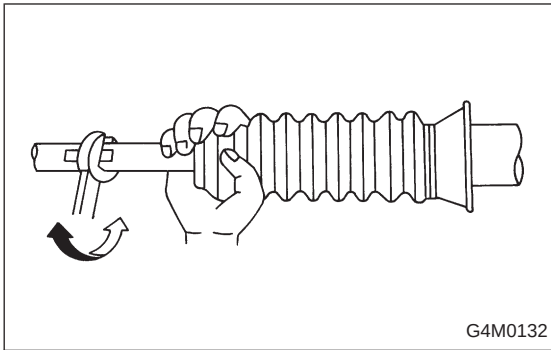
12) Install jack-up plate.

WARNING:

Be careful, exhaust manifold is hot.

13) Lower vehicle.

14) Check fluid level in oil tank.



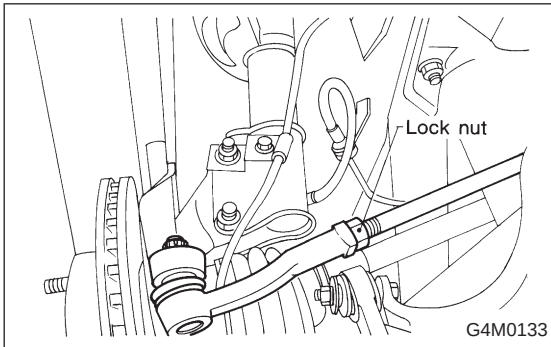
15) After adjusting toe-in and steering angle, tighten lock nut on tie-rod end.

Tightening torque:

$83 \pm 5 \text{ N} \cdot \text{m}$ ($8.5 \pm 0.5 \text{ kg} \cdot \text{m}$, $61.5 \pm 3.6 \text{ ft} \cdot \text{lb}$)

CAUTION:

When adjusting toe-in, hold boot as shown to prevent it from being rotated or twisted. If twisted, straighten it.



F: ADJUSTMENT

1) Adjust front toe.

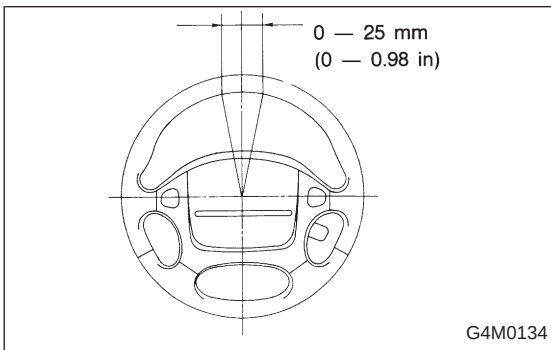
Standard of front toe:

IN 3 — OUT 3 mm (IN 0.12 — OUT 0.12 in)

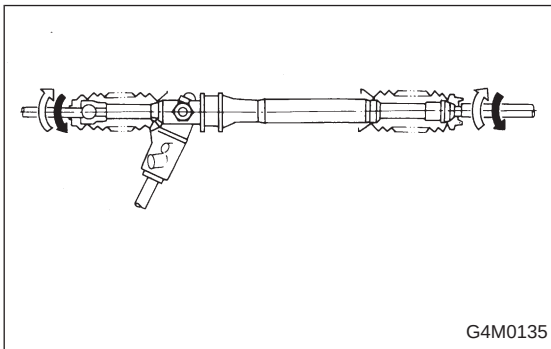
2) Adjust steering angle of wheels.

Inner wheel: $37.4^\circ \pm 1.5^\circ$

Outer wheel: $32.5^\circ \pm 1.5^\circ$



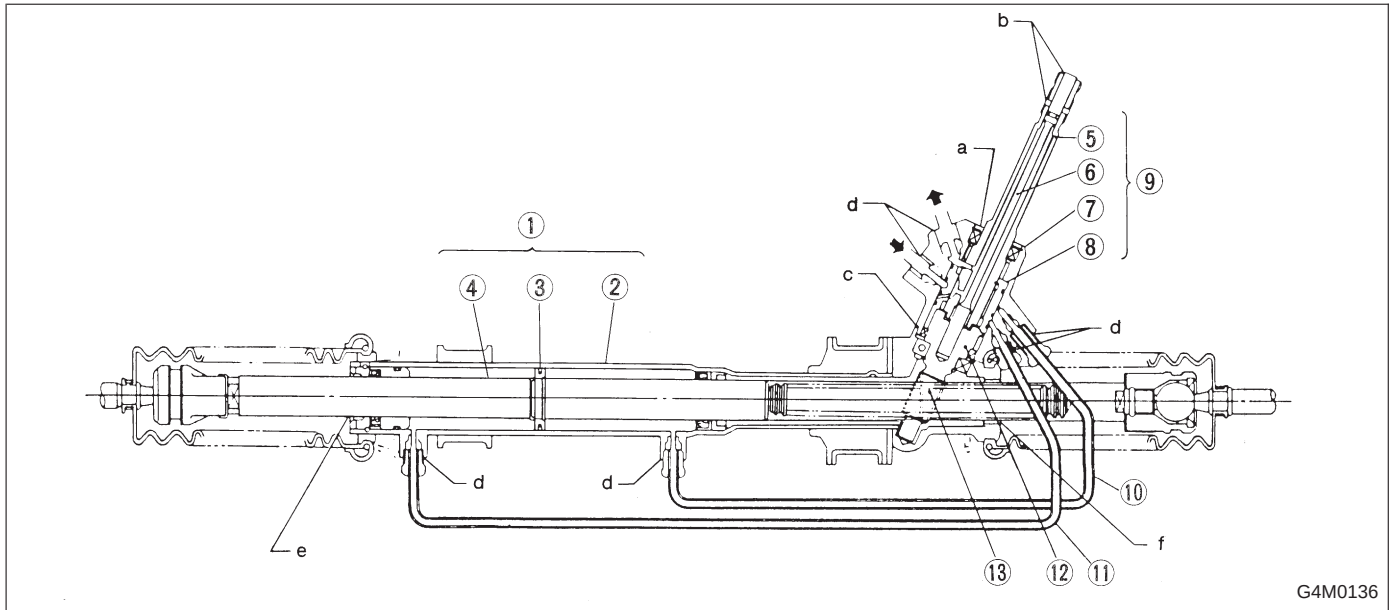
3) If steering wheel spokes are not horizontal when wheels are set in the straight ahead position, and error is more than 5° on the periphery of steering wheel, correctly re-install the steering wheel.



4) If steering wheel spokes are not horizontal with vehicle set in the straight ahead position after this adjustment, correct it by turning the right and left tie-rods in the same direction by the same turns.

4. Control Valve (Power Steering Gearbox)

A: CHECKING OIL LEAKING POINTS



- ① Power cylinder
- ② Cylinder
- ③ Rack piston
- ④ Rack axle
- ⑤ Input shaft

- ⑥ Torsion bar
- ⑦ Valve housing
- ⑧ Valve body
- ⑨ Control valve

- ⑩ Pipe B
- ⑪ Pipe A
- ⑫ Pinion
- ⑬ Pinion axle

1. OIL LEAKING POINTS

1) If leak point is other than a, b, c, or d, perform check step 5 in "OIL LEAK CHECK PROCEDURE AND REPLACEMENT PARTS" before dismounting gearbox from vehicle. <Ref. to 4-3 [W4A2].> If gearbox is dismounted without confirming where the leak is, it must be mounted again to locate the leak point.

2) Even if the location of the leak can be easily found by observing the leaking condition, it is necessary to thoroughly remove the oil from the suspected portion and turn the steering wheel from lock to lock about 30 to 40 times with engine running, then make comparison of the suspected portion between immediately after and several hours after this operation.

3) Before starting oil leak repair work, be sure to clean the gearbox, hoses, pipes, and surrounding parts. After completing repair work, clean these areas again.

2. OIL LEAK CHECK PROCEDURE AND REPLACEMENT PARTS

NOTE:

Parts requiring replacement are described in the smallest unit of spare parts including damaged parts and spare parts damaged. In actual disassembly work, accidental damage as well as inevitable damage to some related parts must be taken into account, and spare parts for them must also be prepared. However, it is essential to pinpoint the cause of trouble, and limit the number of replacement parts as much as possible.

1) Leakage from "a"

The oil seal is damaged. Replace valve assembly with a new one.

2) Leakage from "b"

The torsion bar O-ring is damaged. Replace valve assembly with a new one.

3) Leakage from "c"

The oil seal is damaged. Replace valve assembly with a new one.

4) Leakage from "d"

The pipe is damaged. Replace the faulty pipe or O-ring.

5) If leak is other than a, b, c, or d, and if oil is leaking from the gearbox, move the right and left boots toward tie-rod end side, respectively, with the gearbox mounted to the vehicle, and remove oil from the surrounding portions. Then, turn the steering wheel from lock to lock 30 to 40 times with the engine running, then make comparison of the leaked portion immediately after and several hours after this operation.

(1) Leakage from "e"

The cylinder seal is damaged. Replace rack bush with a new one.

(2) Leakage from "f"

There are two possible causes. Take following step first. Remove the pipe assembly B from the valve housing, and close the circuit with ST.

ST 926420000 PLUG

Turn the steering wheel from lock to lock 30 to 40 times with the engine running, then make comparison of the leaked portion between immediately after and several hours after this operation.

CAUTION:

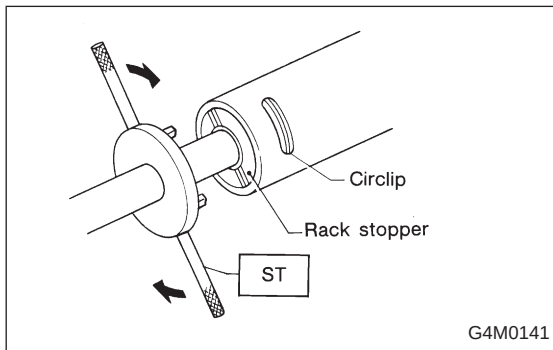
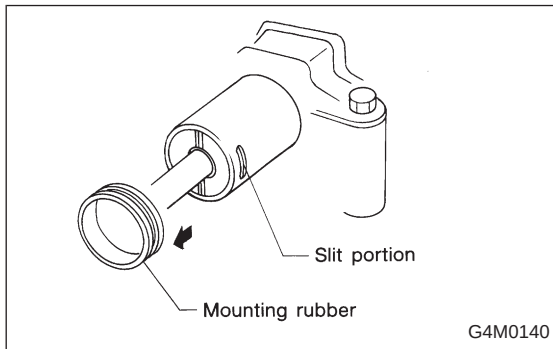
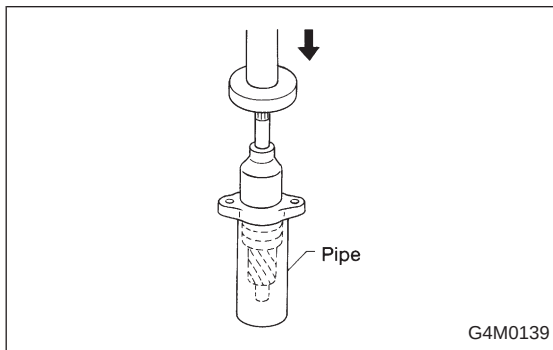
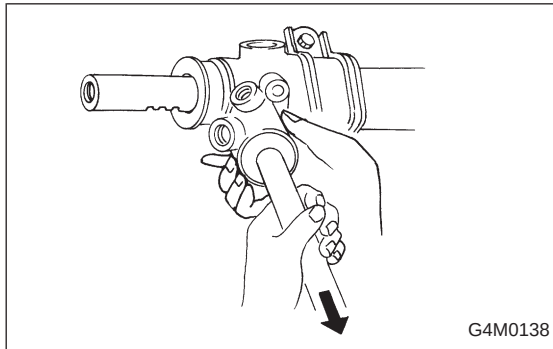
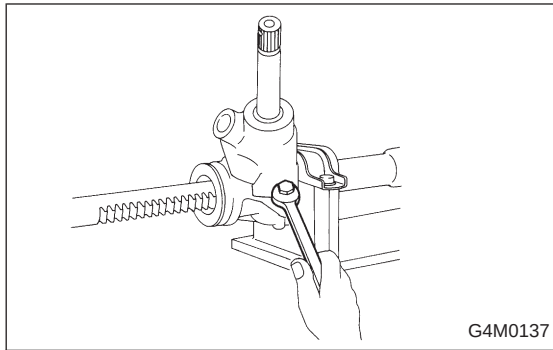
- If leakage from "f" is noted again:

The oil seal of pinion and valve assembly is damaged. Replace pinion and valve assembly with a new one. Or replace the oil seal and the parts that are damaged during disassembly with new ones.

- If oil stops leaking from "f":

The oil seal of rack housing is damaged.

Replace the oil seal and the parts that are damaged during disassembly with new ones.



B: DISASSEMBLY

NOTE:

This section focuses on the disassembly and reassembly of control valve. For the inspection and adjustment and the service procedures for associated parts, refer to "Steering Gearbox" <Ref. to 4-3 [W3A0].>

1. VALVE ASSEMBLY

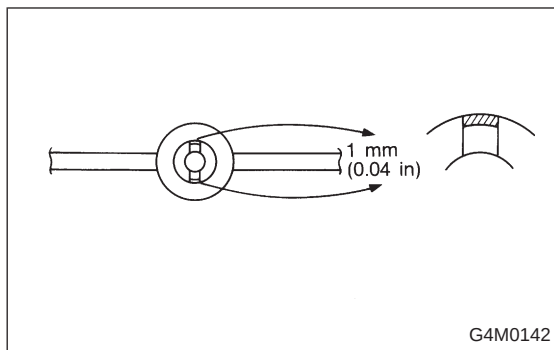
- 1) Loosen two bolts securing valve assembly.
- 2) Carefully draw out input shaft and remove valve assembly.

- 3) Draw out pinion and valve assembly from valve housing, as necessary, using pipe of I.D. 44 to 46 mm (1.73 to 1.81 in) and a press.

2. RACK ASSEMBLY

- 1) Slide mounting rubber to expose slit.
- 2) Rotate rack stopper in the direction of arrow using ST until the end of circlip comes out of stopper, then rotate it in the opposite direction, and pull out circlip.

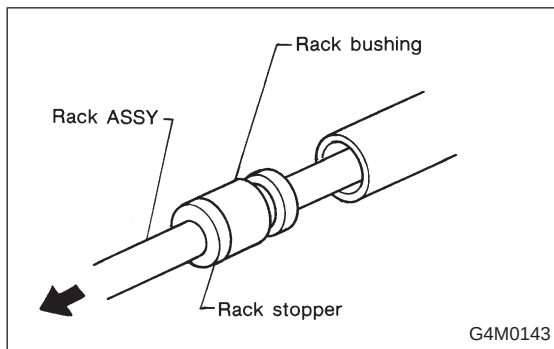
ST 926340001 WRENCH



NOTE:

If ST is used, grind area (shown in figure) by 1 mm (0.04 in) in advance.

ST 926340000 WRENCH



3) Pull rack assembly from cylinder side, and draw out rack bushing and rack stopper together with rack assembly.

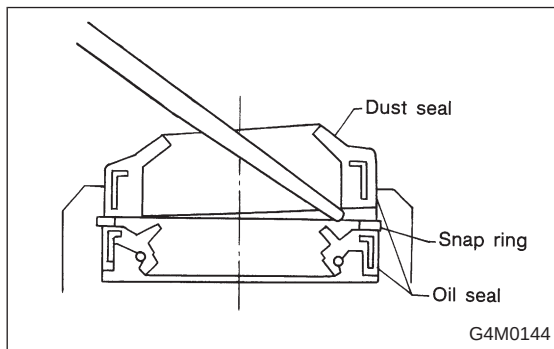
CAUTION:

Be careful not to contact rack to inner wall of cylinder when drawing out. Any scratch on cylinder inner wall will cause oil leakage.

4) Remove rack bushing and rack stopper from rack assembly.

CAUTION:

Do not reuse removed rack bushing and circlip.

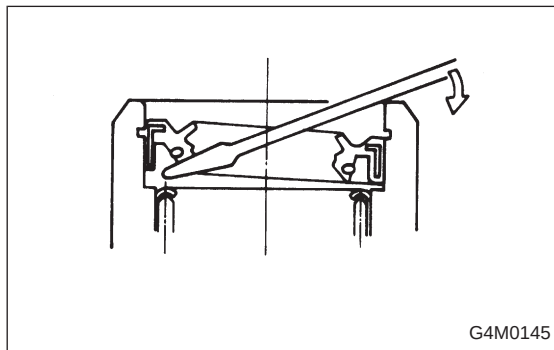


C: REPLACEMENT OF SEAL AND PACKING

1. VALVE HOUSING OIL SEAL

1) Pry off dust seal using screwdriver.

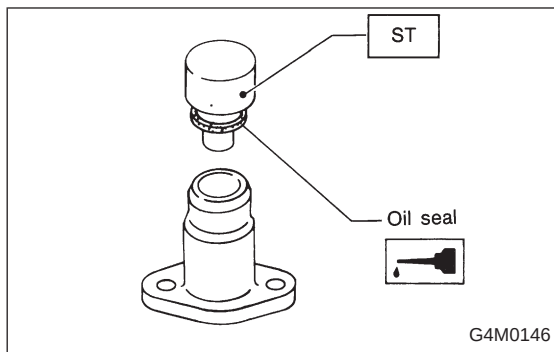
2) Remove snap ring using snap ring pliers.



3) Pry off oil seal using screwdriver.

CAUTION:

After removing, check inside surface of valve housing for damage. If oil seal contacting surface is damaged, replace valve housing with a new one.



4) Press-fit oil seal into valve housing using ST and press.
ST 927610000 INSTALLER

NOTE:

Before fitting, coat oil seal fully with specified power steering fluid.

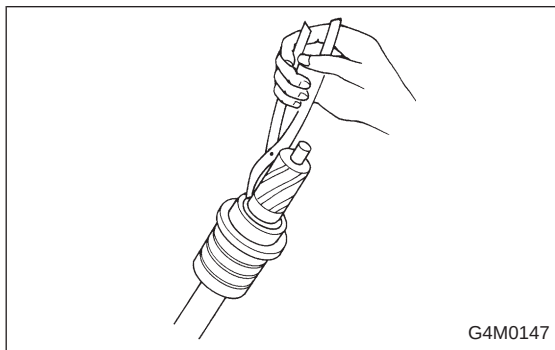
5) Fit snap ring in snap ring groove using snap ring pliers.

CAUTION:

Be careful not to scratch oil seal with snap ring pliers.

NOTE:

Rotate snap ring to check for proper installation.

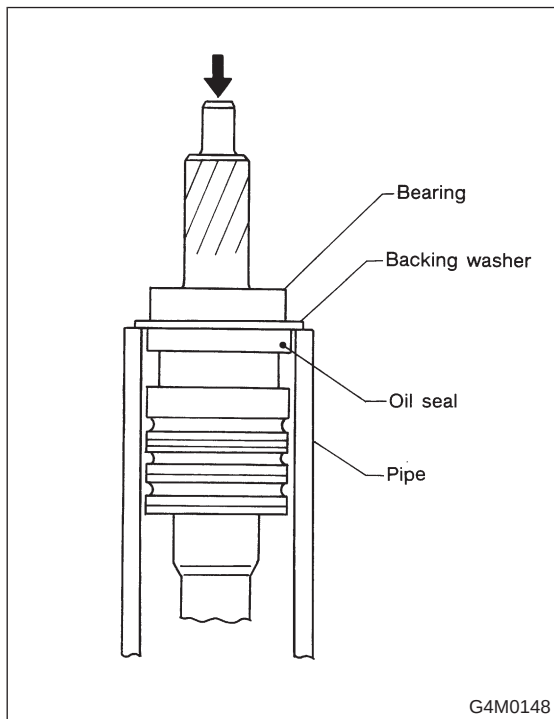


2. PINION AND VALVE ASSEMBLY

1) Remove snap ring using snap ring pliers.

CAUTION:

- Do not reuse removed snap ring.
- Be careful not to scratch pinion and valve assembly.



2) Press out bearing together with backing washer using pipe of I.D. 38.5 to 39.5 mm (1.516 to 1.555 in) and press.

CAUTION:

Do not reuse removed bearing.

3) Remove oil seal.

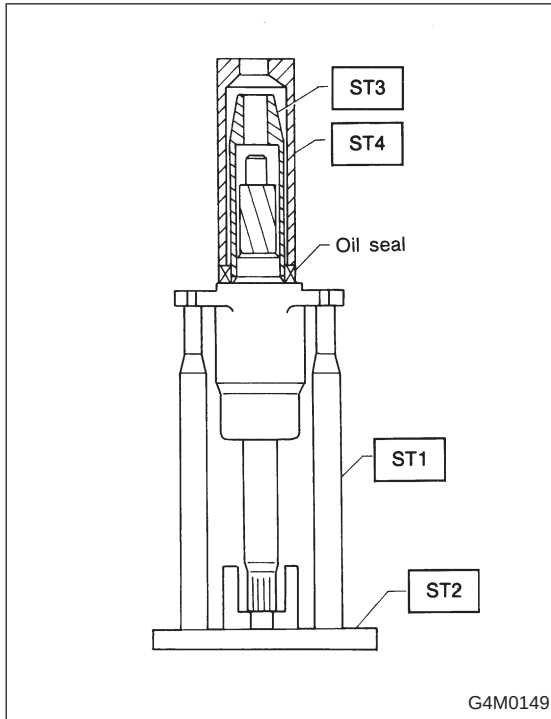
CAUTION:

Do not reuse removed oil seal.

4) Fit pinion and valve assembly into valve housing.

NOTE:

Apply specified power steering fluid to outer diameter surface of input shaft and outer surface of valve body seal ring, and pay special attention not to damage seal when inserting pinion and valve assembly.



5) Secure valve assembly to ST1 and ST2.

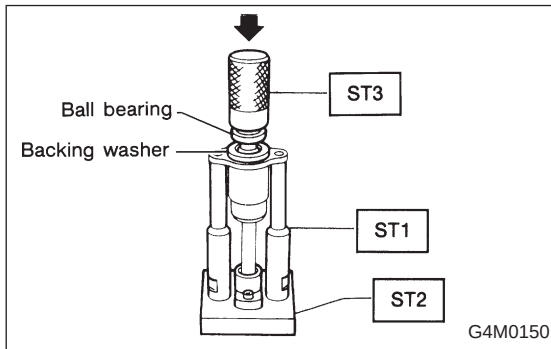
6) Put ST3 over pinion, and insert oil seal, then force-fit oil seal into housing using ST4.

NOTE:

- Apply specified power steering fluid to oil seal and ST3, being careful not to damage oil seal lip.
- Push oil seal until ST3 contacts housing end face.

7) Remove ST3, and fit backing washer.

ST1	926370000	INSTALLER A
ST2	927630000	STAND BASE
ST3	926360000	INSTALLER A
ST4	927620000	INSTALLER B



8) Force-fit ball bearing using ST3.

ST1	926370000	INSTALLER A
ST2	927630000	STAND BASE
ST3	927640000	INSTALLER B

NOTE:

Be careful not to tilt ball bearing during installation.

9) Install snap ring using snap ring pliers.

NOTE:

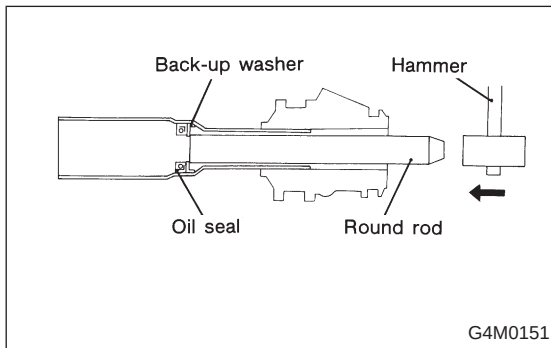
Rotate snap ring to check for proper installation.

3. RACK HOUSING OIL SEAL AND BACK-UP WASHER

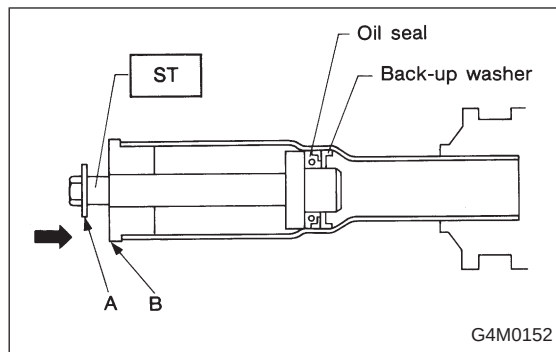
1) Insert a round rod [26 — 27 mm (1.02 — 1.06 in) dia.] from pinion housing side and remove oil seal and back-up washer by hammering the rod.

NOTE:

- Discard removed oil seal and back-up washer.
- Apply the unchamfered end of remover to back-up washer.



4. Control Valve (Power Steering Gearbox)



2) Force-fit oil seal and back-up washer using ST.

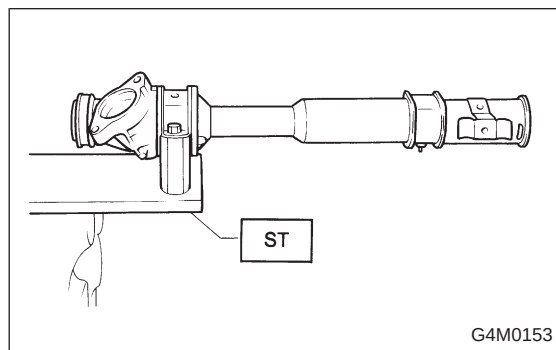
ST 927650000 INSTALLER

CAUTION:

Be careful not to damage or scratch cylinder inner wall.

NOTE:

- Apply specified power steering fluid to oil seal.
- Pay special attention not to install back-up washer and oil seal in wrong direction.
- Push oil seal until the stepped portion of A contacts end face of B.

**D: ASSEMBLY****1. RACK ASSEMBLY****CAUTION:**

Use only SUBARU genuine grease for gearbox.

Specified grease for gearbox:

VALIANT GREASE M2 (Part No. 003608001)

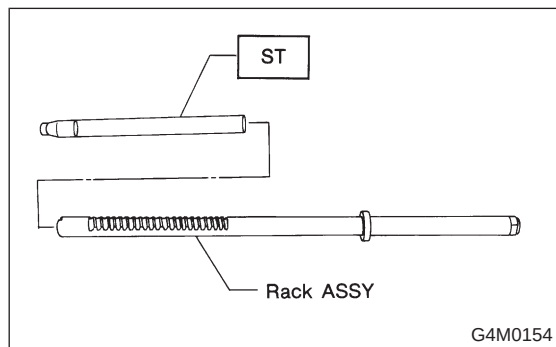
1) Fixing rack housing

Fix rack housing in vice using ST.

ST 926200000 STAND

CAUTION:

- When fixing rack housing in vice, be sure to use this special tool. Do not fix rack housing in vice using pad such as aluminum plates, etc.
- When using old rack housing, be sure to clean and remove rust before assembling. Check pinion housing bushing carefully.



2) Fit ST over toothed portion of rack assembly, and check for binding or unsmooth insertion. If any deformation is noted on flats at the end of rack, shape by using file, and wash with cleaning fluid.

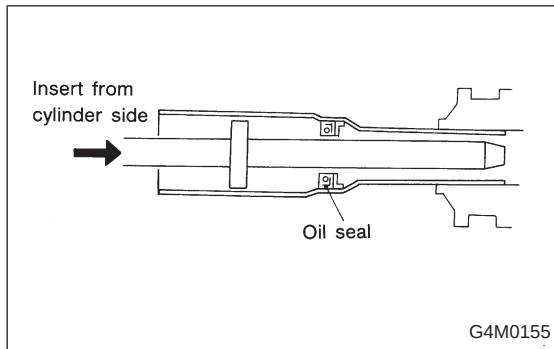
3) Apply genuine grease to teeth of thoroughly washed rack assembly, and fit ST over the toothed portion.

ST 926390001 COVER and REMOVER

CAUTION:

- Be careful not to block air passage with grease. Remove excessive grease.

- After fitting cover, check air passage hole for clogging. If clogged, open by removing grease from the hole.
- Check rack shaft for damage.
- Apply specified power steering fluid to this ST and surface of piston ring to prevent seal from being damaged.

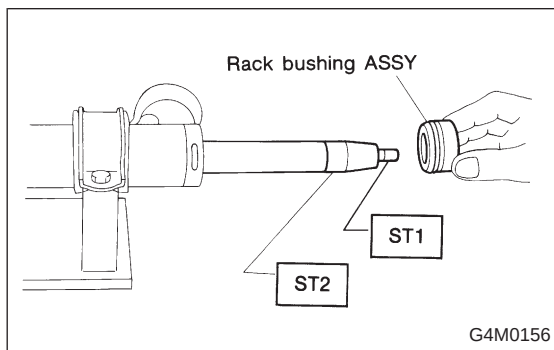


4) Insert rack assembly into rack housing from cylinder side, and remove ST after it has passed completely through oil seal.

NOTE:

Before inserting rack assembly, apply a coat of specified power steering fluid to surfaces of ST and rack piston.

ST 926390001 COVER AND REMOVER



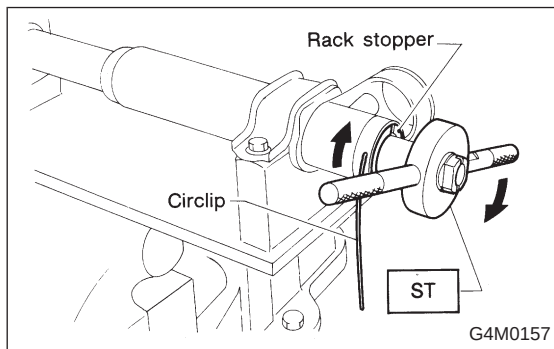
5) Fit ST1 and ST2 over the end of rack, and install rack bushing.

ST1 926400000 GUIDE

ST2 927660000 GUIDE

CAUTION:

- If burrs, or nicks are found on this guide and rack shaft portion, remove by filing.
- Dip rack bushing in specified power steering fluid before installing, and pay attention not to damage O-ring and oil seal.



6) Insert rack stopper into cylinder tube until internal groove (on cylinder side) is aligned with external groove (on rack stopper). Turn rack stopper with ST so that rack stopper hole is seen through cylinder slits.

7) Insert rack stopper into rack housing, and wrap circlip using ST to secure rack stopper in position.

ST 926340001 WRENCH

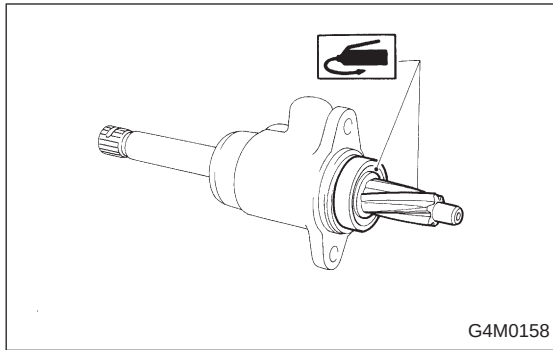
CAUTION:

Be careful not to scratch rack while winding circlip.

NOTE:

Rotate wrench another 90 to 180° after the end of circlip has been wrapped in.

8) Fit mounting rubber onto rack housing.



2. VALVE ASSEMBLY

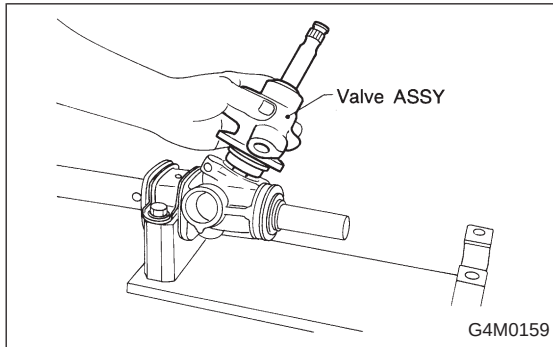
CAUTION:

Use only SUBARU genuine grease for gearbox.

Specified grease for gearbox:

VALIANT GREASE M2 (Part No. 003608001)

1) Apply genuine grease to pinion gear and bearing of valve assembly.



2) Install packing on valve assembly. Insert valve assembly into place while facing rack teeth toward pinion.

CAUTION:

Be sure to use a new packing.

NOTE:

Do not allow packing to be caught when installing valve assembly.

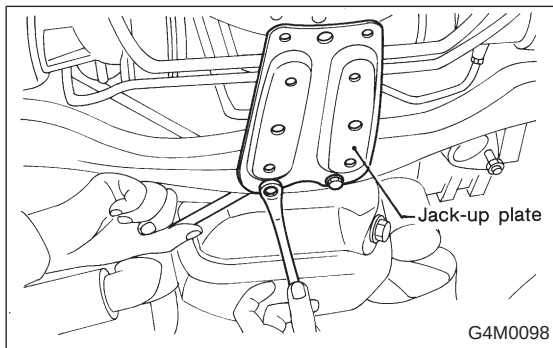
3) Tighten bolts alternately to secure valve assembly.

Tightening torque:

$25 \pm 5 \text{ N}\cdot\text{m}$ ($2.5 \pm 0.5 \text{ kg}\cdot\text{m}$, $18.1 \pm 3.6 \text{ ft}\cdot\text{lb}$)

CAUTION:

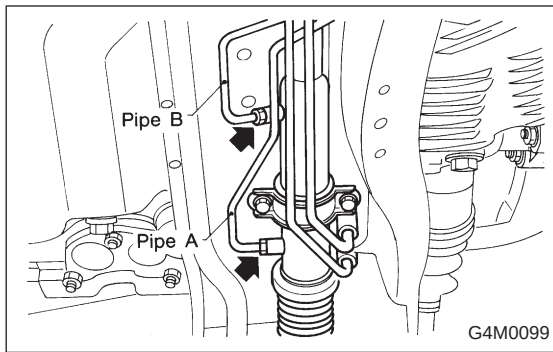
Be sure to alternately tighten bolts.



5. Pipe Assembly (Power Steering System)

A: REMOVAL

1) Disconnect battery minus terminal.

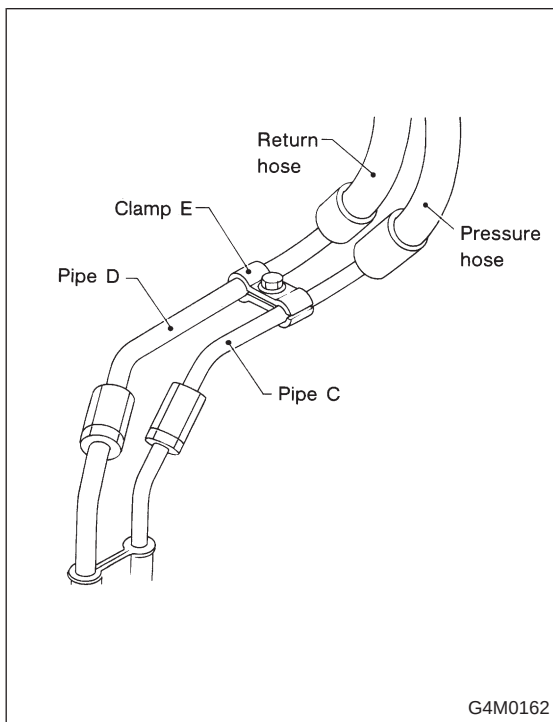


2) Lift vehicle and remove jack-up plate.

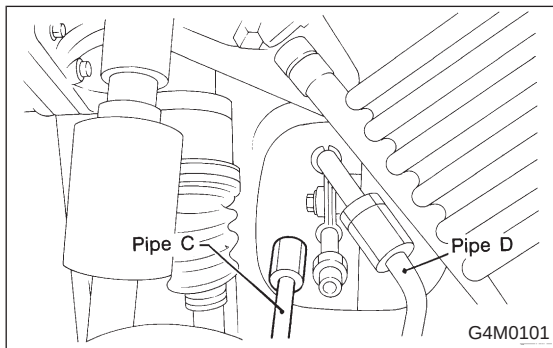
3) Remove one pipe joint at the center of gearbox, and connect vinyl hose to pipe and joint. Discharge fluid by turning steering wheel fully clockwise and counterclockwise. Discharge fluid similarly from the other pipe.

CAUTION:

Improper removal and installation of parts often causes fluid leak trouble. To prevent this, clean the surrounding portions before disassembly and reassembly, and pay special attention to keep dirt and other foreign matter from mating surfaces.



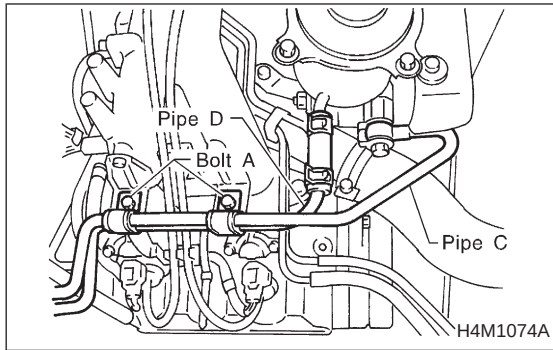
4) Remove clamp E from pipes C and D.



5) Disconnect pipe C from pipe (on the gearbox side).

CAUTION:

- When disconnecting pipe C, use two wrenches to prevent deformities.
- Be careful to keep pipe connections free from foreign matter.



6) Remove bolt A.
Disconnect pipe C from oil pump. Disconnect pipe D from oil tank.

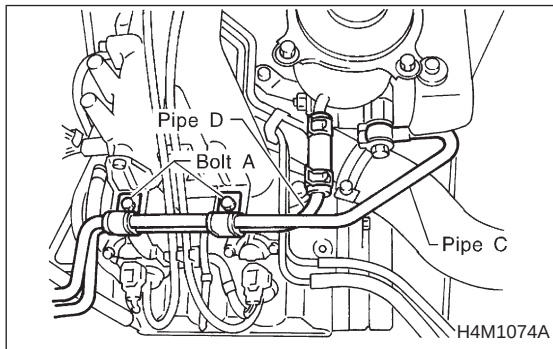
CAUTION:

- Do not allow fluid from the hose end to come into contact with pulley belt.
- To prevent foreign matter from entering the hose and pipe, cover the open ends of them with a clean cloth.

B: CHECK

Check all disassembled parts for wear, damage or other abnormalities. Repair or replace faulty parts as required.

Part name	Inspection	Remedy
Pipe	● O-ring fitting surface for damage ● Nut for damage ● Pipe for damage	Replace with new one.
Clamp B	● Clamps for weak clamping force	Replace with new one.
Clamp C		
Clamp E		
Hose	● Flared surface for damage ● Flare nut for damage ● Outer surface for cracks ● Outer surface for wear ● Clip for damage ● End coupling or adapter for degradation	Replace with new one.



C: ASSEMBLY

1) Interconnect pipes C and D.

Tightening torque:

Joint nut

15±5 N·m (1.5±0.5 kg-m, 10.8±3.6 ft-lb)

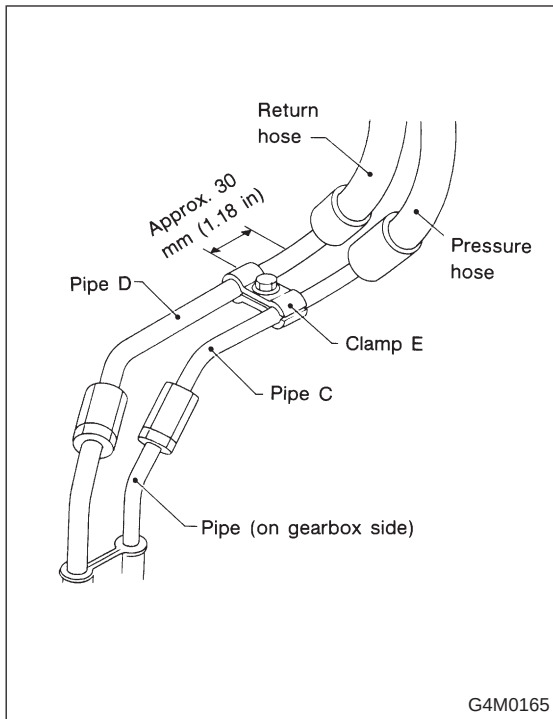
CAUTION:

Visually check that hose between tank and pipe D is free from bending or twisting.

2) Tighten bolt A.

Tightening torque:

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



3) Temporarily connect pipes C and D to pipes (on the gearbox side).

4) Temporarily install clamp E on pipes C and D.

CAUTION:

Ensure that the “8” letter side of clamp E is on the pipe C side.

5) Tighten joint nut.

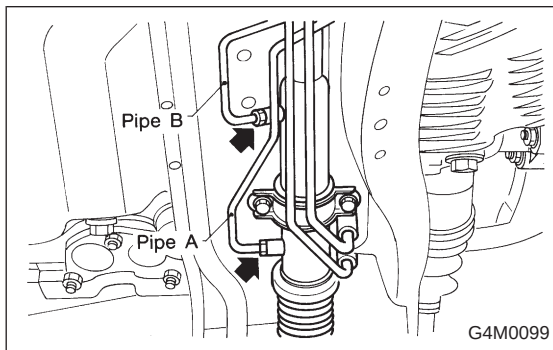
Tightening torque:

$15 \pm 5 \text{ N}\cdot\text{m}$ ($1.5 \pm 0.5 \text{ kg}\cdot\text{m}$, $10.8 \pm 3.6 \text{ ft}\cdot\text{lb}$)

6) Tighten clamp E firmly.

Tightening torque:

$5.4 \pm 1.5 \text{ N}\cdot\text{m}$ ($0.55 \pm 0.15 \text{ kg}\cdot\text{m}$, $4.0 \pm 1.1 \text{ ft}\cdot\text{lb}$)



7) Connect pipes A and B to four pipe joints of gearbox. Connect upper pipe B first, and lower pipe A second.

Tightening torque:

$13 \pm 3 \text{ N}\cdot\text{m}$ ($1.3 \pm 0.3 \text{ kg}\cdot\text{m}$, $9.4 \pm 2.2 \text{ ft}\cdot\text{lb}$)

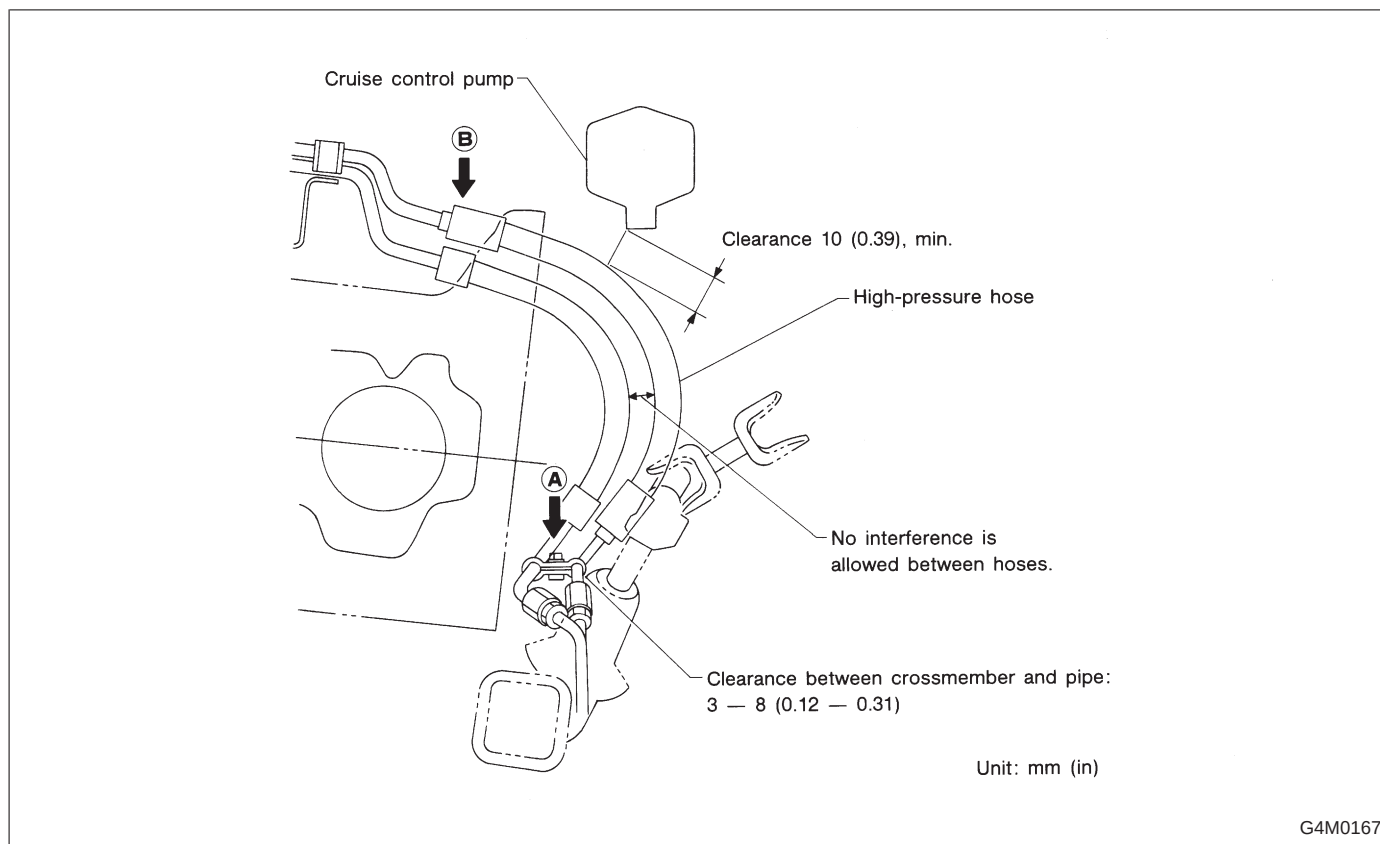
8) Install jack-up plate.

9) Connect battery minus terminal.

10) Feed the specified fluid and discharge air.

NOTE:

Never start the engine before feeding the fluid; otherwise vane pump might be seized up.



11) Finally check clearance between pipes and/or hoses, as shown above.

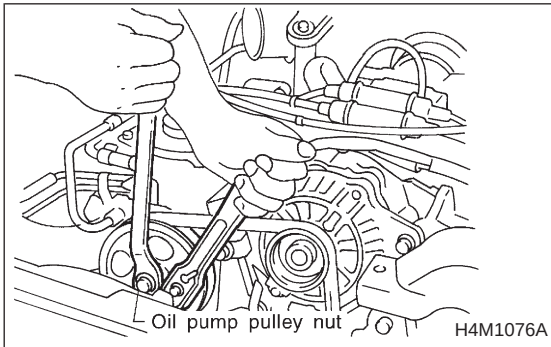
If clearance between cruise control pump and power steering hose is less than 10 mm (0.39 in), proceed as follows:

- (1) Move clamped section **A** (refer to figure above) down to a point where pipe is close to crossmember (pipe-to-crossmember clearance: 10 mm (0.39 in), min.).
- (2) Check that clearance between cruise control pump and power steering hose is at least 10 mm (0.39 in). If it is not, bend section **B** down until a clearance of at least 10 mm (0.39 in) is obtained.

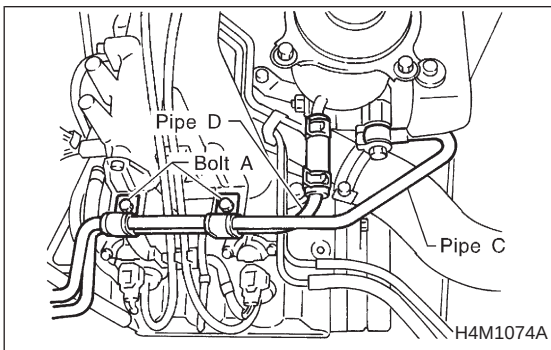
6. Oil Pump (Power Steering System)

A: REMOVAL

- 1) Remove ground cable from battery.
- 2) Drain the working fluid about 0.3 ℓ (0.3 US qt, 0.3 Imp qt) from oil tank.
- 3) Remove pulley belt cover bracket.



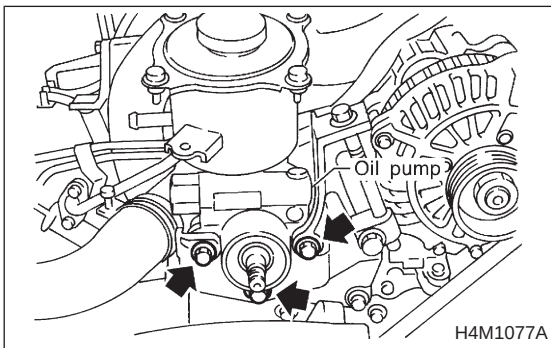
- 4) Loosen oil pump pulley nut, then remove bolts which secure alternator.
- 5) Loosen pulley belt(s).
- 6) Remove the nut and detach oil pump pulley.



- 7) Disconnect pipe C from oil pump. Disconnect pipe D from oil tank.

CAUTION:

- Do not allow fluid from the hose end to come into contact with pulley belt.
- To prevent foreign matter from entering the hose and pipe, cover the open ends of them with a clean cloth.
- Except when only oil tank needs to be inspected, detach oil tank and oil pump as a unit. Then separate one from the other on a work bench to prevent oil from spilling on any part of the engine.



- 8) Remove three bolts from the front side of oil pump and detach the pump.
- 9) Remove three bolts from the lower side of bracket and detach the bracket.

CAUTION:

The bracket does not need to be removed unless it is damaged.

10) Place oil pump in a vise, remove two bolts from the upper side of oil tank and detach oil tank.

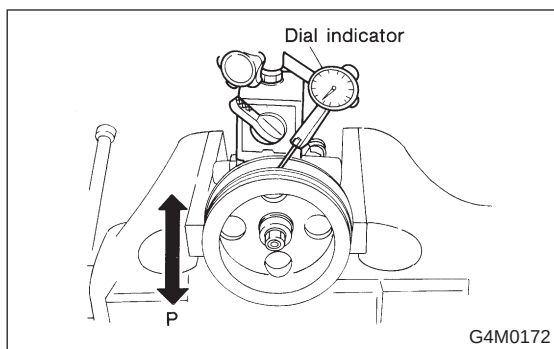
CAUTION:

Do not place oil pump directly in the vise; use soft pads and hold oil pump lightly to protect the pump.

B: CHECK

● In accordance with the following table, check all removed parts for wear and damage, and make repair or replacement if necessary.

No.	Parts	Inspection	Corrective action
1	Oil pump (Exterior)	(1) Crack, damage or oil leakage	Replace oil pump with a new one.
		(2) Play of pulley shaft	Measure radial play and axial play. If any of these exceeds the service limit, replace oil pump with a new one. <Ref. to 4-3 [W6B1].>
2	Pulley	(1) Damage	Replace it with a new one.
		(2) Bend	Measure V ditch deflection. If it exceeds the service limit, replace pulley with a new one. <Ref. to 4-3 [W6B1].>
3	Cap	Crack or damage	Replace it with a new one.
4	Strainer	(1) Clogging with dirt	Wash it.
		(2) Breakage	Replace it with a new one.
5	Oil pump (Interior)	(1) Defect or burning of vane pump	Check resistance to rotation of pulley. If it is past the service limit, replace oil pump with a new one. <Ref. to 4-3 [W6B1].>
		(2) Bend in the shaft or damage to bearing	Oil pump emits a noise that is markedly different in tone and loudness from a sound of a new oil pump when turning with a string put around its pulley, replace oil pump with a new one.
6	O-ring	Crack or deterioration	Replace it with a new one.
7	Oil tank	Crack, damage or oil leakage	Replace it with a new one.
8	Bracket	Crack	Replace it with a new one.



1. SERVICE LIMIT

Make a measurement as follows. If it exceeds the specified service limit, replace the parts with new ones.

CAUTION:

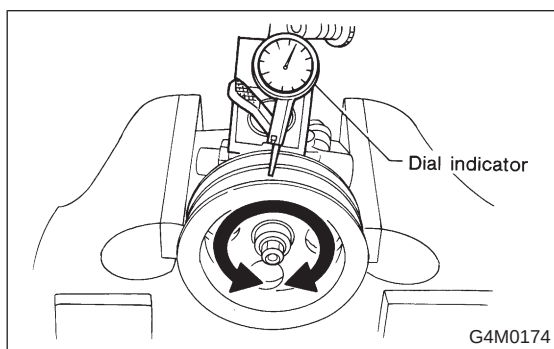
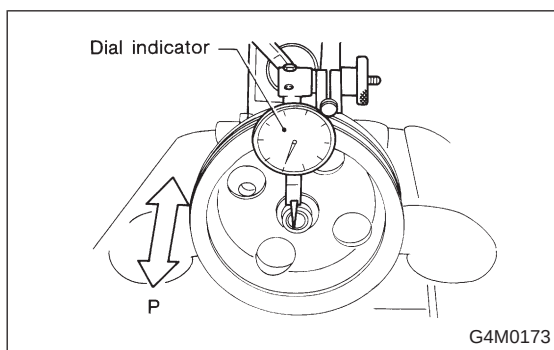
- Fix oil pump on a vise to make a measurement. At this time, hold oil pump with the least possible force between two wood pieces.
- Do not set outside of flow control valve or pulley on a vise; otherwise outside or pulley might be deformed. Select properly sized wood pieces.

Play of pulley shaft

Service limit:

Radial play (Direction )
0.4 mm (0.016 in) or less

Axial play (Direction )
0.9 mm (0.035 in) or less



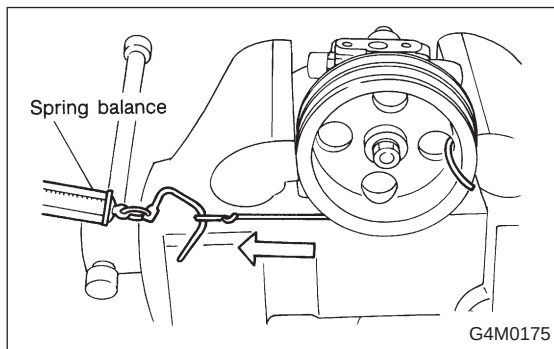
Ditch deflection of pulley

Service limit:

1.0 mm (0.039 in) or less

NOTE:

Read the value for one surface of V ditch, and then the value for another off the dial.



Resistance to rotation of pulley

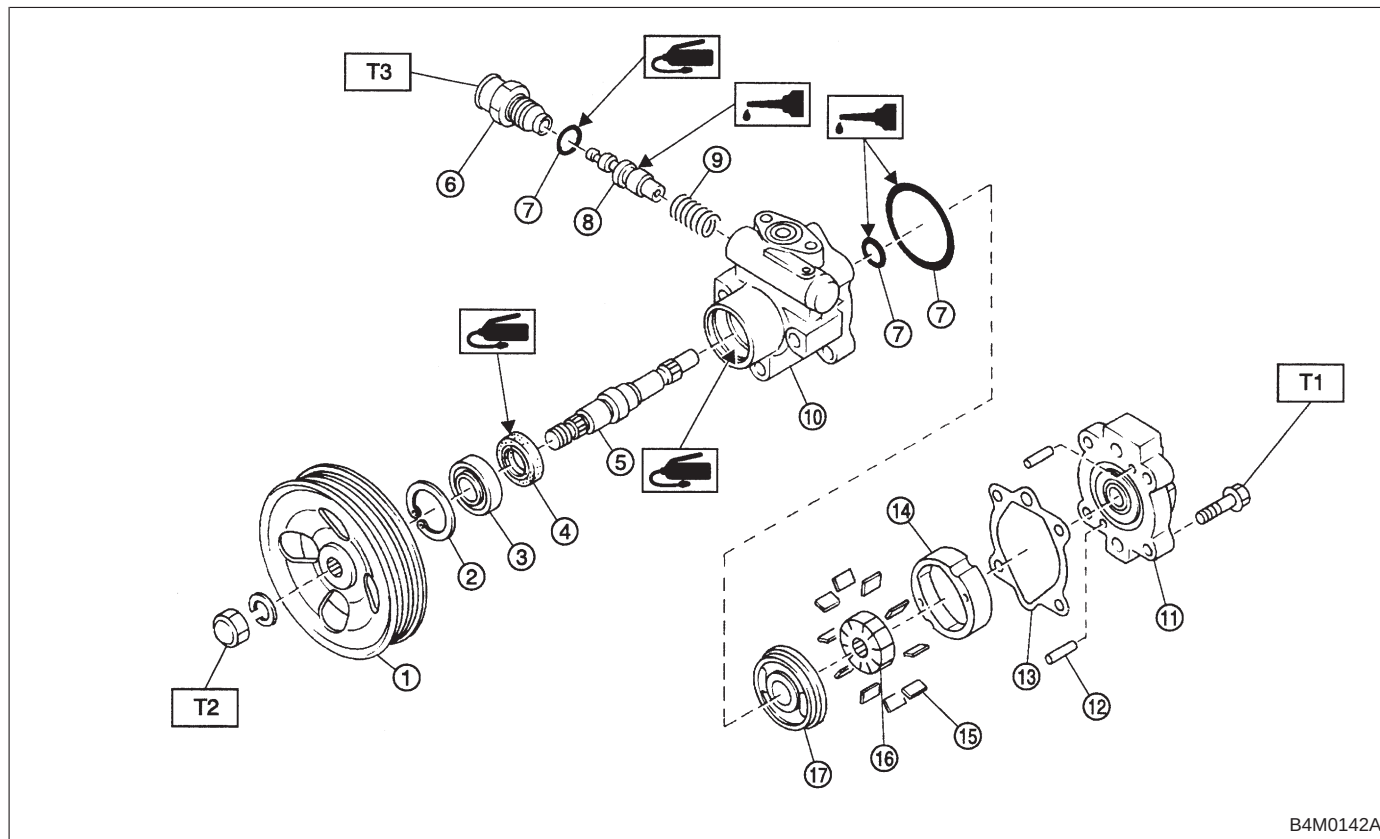
Service limit:

Maximum load; 9.22 N (0.94 kg, 2.07 lb) or less

NOTE:

- A rather higher value may be indicated when pulley starts turning.
- Measure the load during rotation and make a judgment.

C: DISASSEMBLY



B4M0142A

- ① Pulley
- ② Snap ring
- ③ Bearing
- ④ Oil seal
- ⑤ Shaft
- ⑥ Connector
- ⑦ O-ring
- ⑧ Spool valve

- ⑨ Spring
- ⑩ Front casing
- ⑪ Rear cover
- ⑫ Knock pin
- ⑬ Seal washer
- ⑭ Cam ring
- ⑮ Vane
- ⑯ Rotor

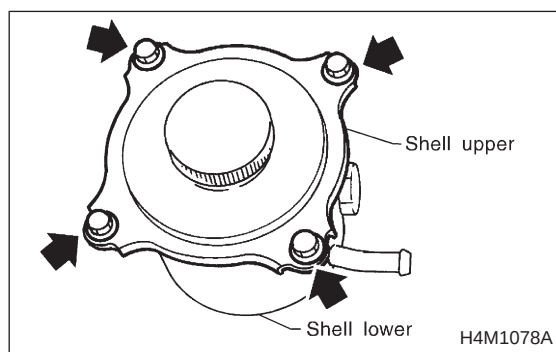
- ⑰ Side plate

Tightening torque: N·m (kg·m, ft·lb)

T1: 16±2 (1.6±0.2, 11.6±1.4)

T2: 61±7 (6.2±0.7, 45.0±5.2)

T3: 74±5 (7.5±0.5, 54.2±3.6)

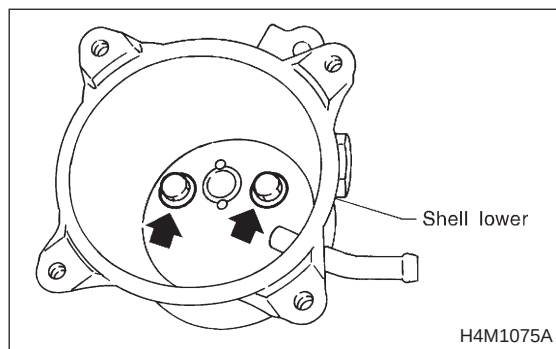


1) Oil pump body

(1) Place oil pump in a vise, and remove shell upper and baffle from shell lower.

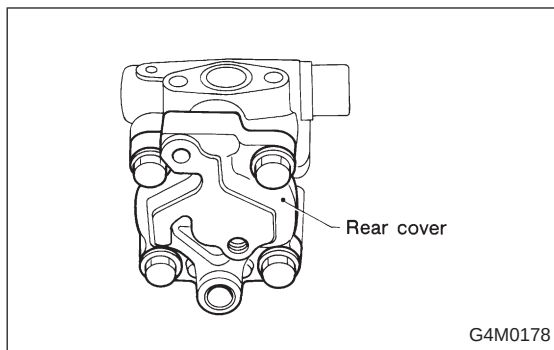
CAUTION:

Do not clamp oil pump too hard; otherwise oil pump may be dented.

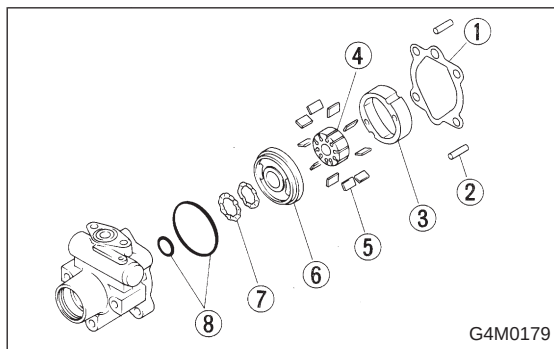


(2) Remove shell lower from oil pump.

(3) Remove stay from oil pump.



(4) Remove four bolts which secure rear cover.

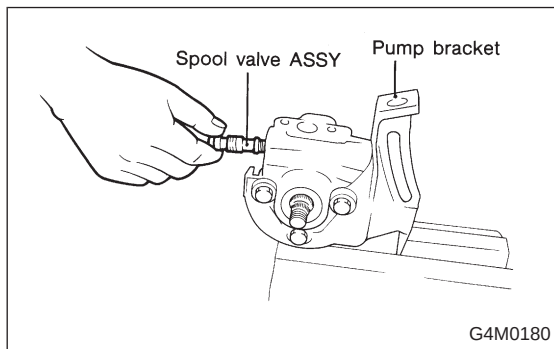


(5) Remove the following parts from front casing.

- ① Seal washer
- ② Knock pin2 ea.
- ③ Cam ring
- ④ Rotor
- ⑤ Vane10 ea.
- ⑥ Side plate
- ⑦ Wave washer.....2 ea.
- ⑧ O-ring2 ea.

CAUTION:

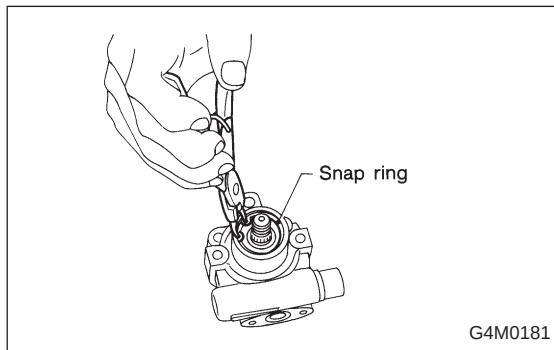
Discard old seal washer; replace with a new one.



2) Control valve

Slightly loosen outlet connector, and remove connector. Remove the following parts for pump casing.

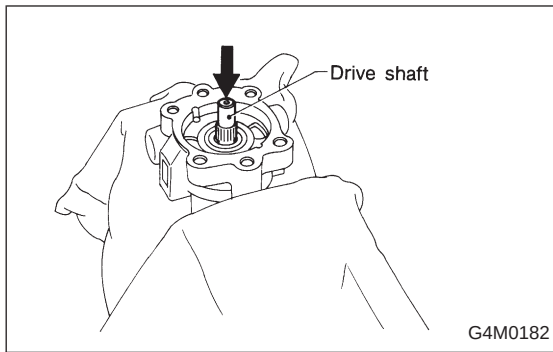
- Spool valve assembly
- Flow control spring
- Connector
- O-ring



3) Shaft

(1) Remove snap ring from front casing.

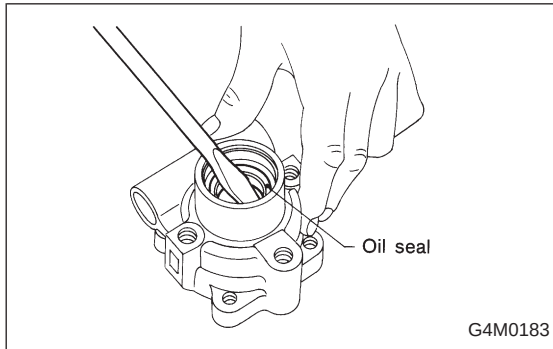
6. Oil Pump (Power Steering System)



(2) Remove shaft using a hand press.

CAUTION:

- Discard old shaft assembly; replace with a new one.
- Be careful not to scratch or dent casing's surface which serves as a seal.



(3) Pry oil seal off using a screwdriver.

CAUTION:

Be careful not to scratch inner surface of casing.

D: INSPECTION

Perform the following inspection procedures and repair or replace defective parts.

Part name	Description	Remedy
1. Front casing	1) Damage on body surfaces 2) Excessive wear on hole, into which spool valve is inserted. 3) Wear and damage on cartridge assembly mounting surface 4) Wear and damage on surfaces in contact with shaft and oil seal	Replace with a new one together with spool valve as selective fit is made.
2. Rear cover	1) Damage on body surfaces 2) Wear and damage on sliding surfaces	Replace with a new one.
3. Shaft	1) Shaft bend 2) Wear and damage on surfaces in contact with bushing and oil seal 3) Wear and damage on rotor mounting surfaces 4) Bearing damage	Replace with a new one.
4. Side plate	Wear and damage on sliding surfaces	Replace with a new one.
5. Cam ring	Ridge wear on sliding surfaces	If damage is serious, replace with a new cartridge assembly.
6. Vane	Excessive wear on nose radius and side surfaces	
7. Rotor	1) Wear and damage on sliding surfaces 2) Ridge wear on vane sliding grooves (If light leaks with vane in slit against light source) 3) Damage resulting from snap ring removal	
8. Spool valve	Damage or burrs on sliding surface periphery	Replace with a new one together with front casing as selective fit is made.
9. Connector	Damage on threads	Replace with a new one.
10. Spring	Damage	Replace with a new one.
11. Bolts and nuts	Damage on threads	Replace with a new one.

E: ASSEMBLY

1) Reassembly precautions

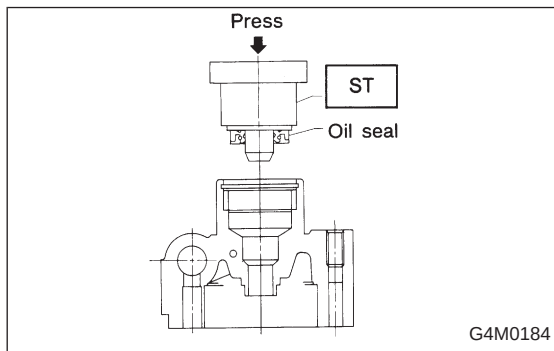
- (1) Whenever O-rings, oil seals, and snap rings are removed, they must be replaced with new ones.
- (2) Thoroughly wash parts and allow to dry. They must be kept free from cleaning oil and dust.
- (3) Reassembly procedure must be performed in clean place. Ensure that parts are kept away from waste threads or other dust particles.
- (4) Cleaning oil tends to stay inside the front casing. Remove it completely by blowing compressed air.
- (5) Ensure that parts are free from rust. (Use specified power steering fluid for rust prevention after cleaning and drying.)
- (6) Reverse the sequence of disassembly procedures.

2) Shaft

- (1) Apply grease to oil seal and inner surface of front casing (at bearing location).

CAUTION:

Make sure that the front body internal surfaces are free from damage.



- (2) Using ST, press-fit oil seal into front body.

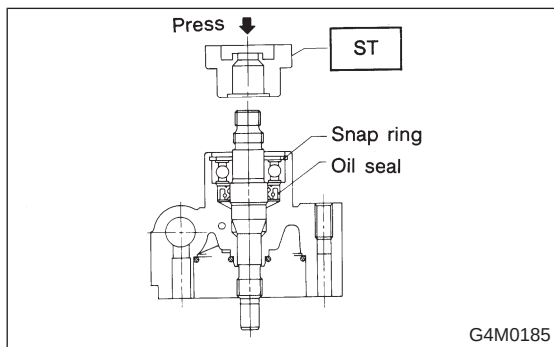
ST 340099AA000 INSTALLER

CAUTION:

When press-fitting, use care to prevent damage to surface mating with rear body.

NOTE:

Orient oil seal toward correct direction.



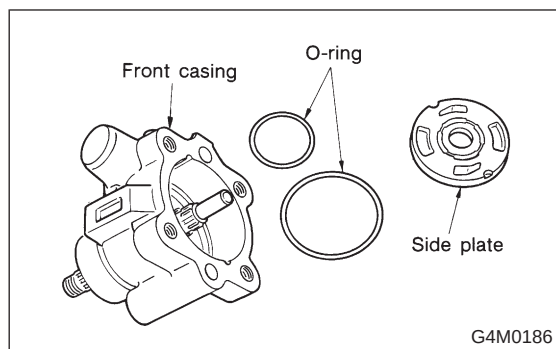
- (3) Using ST, press-fit shaft assembly into front body and mount snap ring.

ST 340099AA020 INSTALLER

NOTE:

Turn snap ring to ensure that it fits right into the groove.

6. Oil Pump (Power Steering System)

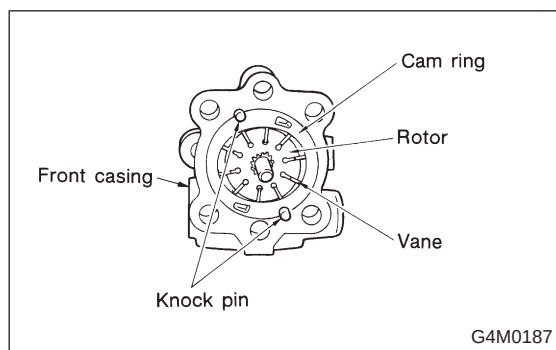


3) Cartridge assembly

- (1) Apply specified power steering fluid to O-rings and fit them into front casing.
- (2) Install side plate to front casing.

CAUTION:

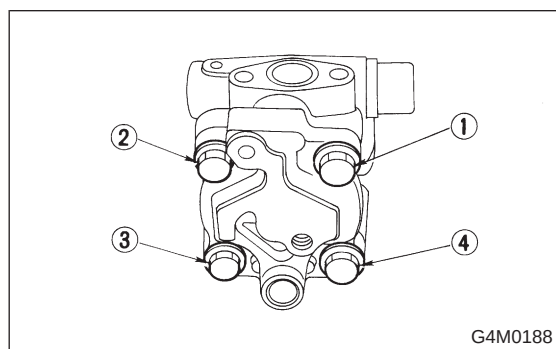
Use care not to let side plate gall.



- (3) Mount rotor onto shaft.
- (4) Install 10 vanes into rotor with their nose radius facing toward cam ring.
- (5) Install cam ring to front casing, securing with knock pins.

CAUTION:

Do not use hammer to fit knock pins in position.



4) Rear cover

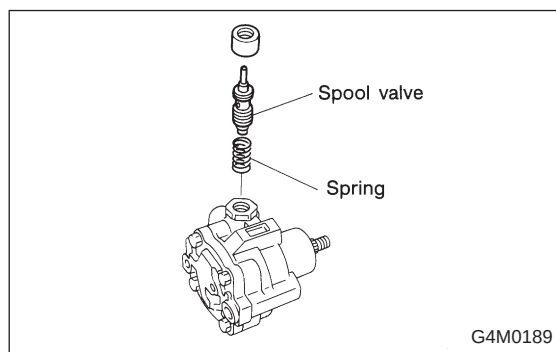
- (1) Mount seal washer on front casing.
- (2) With knock pin positions aligned, install rear cover.

Tightening torque:

$16 \pm 2 \text{ N}\cdot\text{m}$ ($1.6 \pm 0.2 \text{ kg}\cdot\text{m}$, $11.6 \pm 1.4 \text{ ft}\cdot\text{lb}$)

CAUTION:

Loosely tighten bolts in the sequence ①, ③, ②, and ④ shown in figure. Then, tighten in the same sequence.



5) Spool Valve

- (1) Install spring into front casing. Then, with spool valve dipped in specified hydraulic oil, install it into the front casing.

- (2) Using a 5-mm dia. round bar, ensure that valve moves smoothly.

- (3) Set O-ring, with grease applied to it, onto connector and secure connector to front casing.

Tightening torque:

$74 \pm 5 \text{ N}\cdot\text{m}$ ($7.5 \pm 0.5 \text{ kg}\cdot\text{m}$, $54.2 \pm 3.6 \text{ ft}\cdot\text{lb}$)

CAUTION:

- Use care to prevent damage to O-ring at installation.
- When tightening connector, ensure that O-ring does not protrude or get caught.

6) Check

(1) When reassembly procedures have been completed, turn shaft by hand to ensure it turns smoothly. If it binds or other unusual conditions are evident, disassemble again and check for foreign matter trapped on sliding surfaces and improper installation. Eliminate the cause of trouble.

(2) Check followings by referring to "CHECK" article.

- Excessive play in pulley shaft
- Ditch deflection of pulley
- Resistance to rotation of pulley
- Measurement of generated oil pressure

F: INSTALLATION

1) Install bracket on engine.

Tightening torque:

$22 \pm 2 \text{ N}\cdot\text{m}$ ($2.2 \pm 0.2 \text{ kg}\cdot\text{m}$, $15.9 \pm 1.4 \text{ ft}\cdot\text{lb}$)

2) Install oil pump on oil tank as follows outside the vehicle:

NOTE:

Prior to installation, make sure that all oil is removed from oil pump, oil tank and pipe.

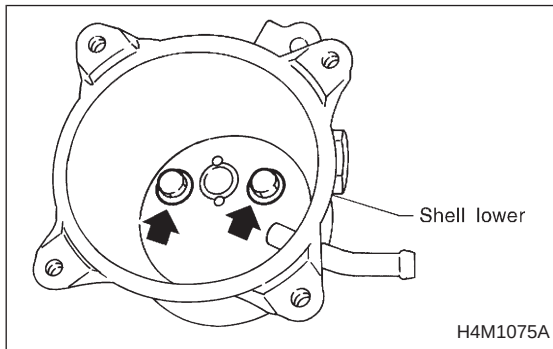
(1) Place oil pump in a vise and install stay to oil pump.

CAUTION:

Do not place oil pump directly in vise; use soft pads and hold oil pump lightly to protect it.

Tightening torque:

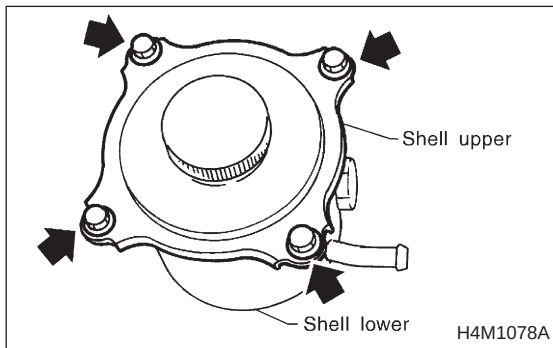
$15.7 \pm 2.4 \text{ N}\cdot\text{m}$ ($1.60 \pm 0.24 \text{ kg}\cdot\text{m}$, $11.6 \pm 1.7 \text{ ft}\cdot\text{lb}$)



(2) Install shell lower to oil pump.

Tightening torque:

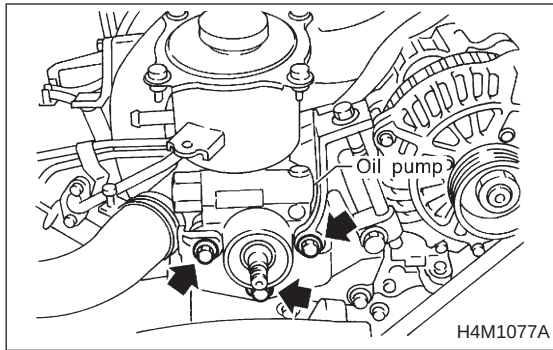
$18^{+5}_0 \text{ N}\cdot\text{m}$ ($1.8^{+0.5}_0 \text{ kg}\cdot\text{m}$, $13.0^{+3.6}_0 \text{ ft}\cdot\text{lb}$)



(3) Install shell upper and baffle to shell lower.

Tightening torque:

$13 \pm 3 \text{ N}\cdot\text{m}$ ($1.3 \pm 0.3 \text{ kg}\cdot\text{m}$, $9.4 \pm 2.2 \text{ ft}\cdot\text{lb}$)

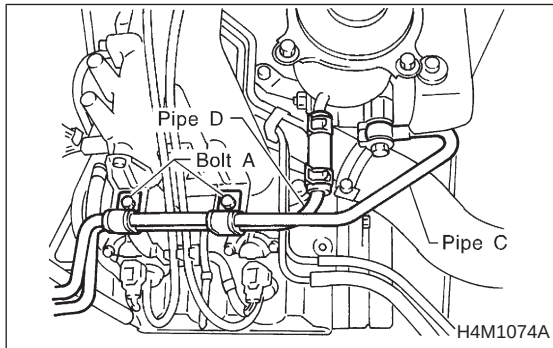


- 3) Install oil pump, previously assembled to oil tank, on bracket.

Tightening torque:

$20.1 \pm 2.5 \text{ N}\cdot\text{m}$ ($2.05 \pm 0.25 \text{ kg}\cdot\text{m}$, $14.8 \pm 1.8 \text{ ft}\cdot\text{lb}$)

- 4) Place oil pump pulley and tighten pulley nut temporarily.



- 5) Interconnect pipes C and D.

Tightening torque:

Joint nut

$15 \pm 5 \text{ N}\cdot\text{m}$ ($1.5 \pm 0.5 \text{ kg}\cdot\text{m}$, $10.8 \pm 3.6 \text{ ft}\cdot\text{lb}$)

CAUTION:

If a hose is twisted at this step, the hose may come into contact with some other parts.

- 6) Install pulley belt to oil pump.
7) Tighten oil pump pulley nut to the specified torque.

Tightening torque:

$52 \pm 10 \text{ N}\cdot\text{m}$ ($5.3 \pm 1.0 \text{ kg}\cdot\text{m}$, $38 \pm 7 \text{ ft}\cdot\text{lb}$)

- 8) Check pulley belt tension. <Ref. to 1-5 [01A0].>
9) Tighten bolt belt tension.

Tightening torque:

$8 \pm 2 \text{ N}\cdot\text{m}$ ($0.8 \pm 0.2 \text{ kg}\cdot\text{m}$, $5.8 \pm 1.4 \text{ ft}\cdot\text{lb}$)

- 10) Install pulley belt cover bracket.
11) Connect minus terminal of battery.
12) Feed the specified fluid and discharge air.

NOTE:

Never start the engine before feeding the fluid; otherwise vane pump might be seized up.

7. Power Steering Fluid

A: RECOMMENDED AIR BLEEDING AND POWER STEERING FLUID

Recommended power steering fluid	Manufacturer
ATF DEXRON II, IIE or III	B.P.
	CALTEX
	CASTROL
	MOBIL
	SHELL
	TEXACO

- 1) Feed the specified fluid with its level being about 4 cm (1.6 in) lower than the mouth of tank.
2) Continue to turn steering wheel slowly from lock to lock until bubbles stop appearing in the tank while keeping the fluid at that level.

3) In case air is absorbed to deliver bubbles into piping because the fluid level is lower, leave it about half an hour and then do the step 2) all over again.

4) Start, and idle the engine.

5) Continue to turn steering wheel slowly from lock to lock again until bubbles stop appearing in the tank while keeping the fluid at that level.

It is normal that bubbles stop appearing after three times turning of steering wheel.

6) In case bubbles do not stop appearing in the tank, leave it about half an hour and then do the step 5) all over again.

7) Stop the engine, and take out safety stands after jacking up vehicle again.

Then lower the vehicle, and idle the engine.

8) Continue to turn steering wheel from lock to lock until bubbles stop appearing and change of the fluid level is within 3 mm (0.12 in).

9) In case the following happens, leave it about half an hour and then do step 8) again.

- (1) The fluid level changes over 3 mm (0.12 in).
- (2) Bubbles remain on the upper surface of the fluid.
- (3) Grinding noise is generated from oil pump.

10) Check the fluid leakage at flare nuts after turning steering wheel from lock to lock with engine running.

CAUTION:

- Before checking, wipe off any fluid on flare nuts and piping.

- In case the fluid leaks from flare nut, it is caused by dust (or the like) and/or damage between flare and tapered seat in piping.

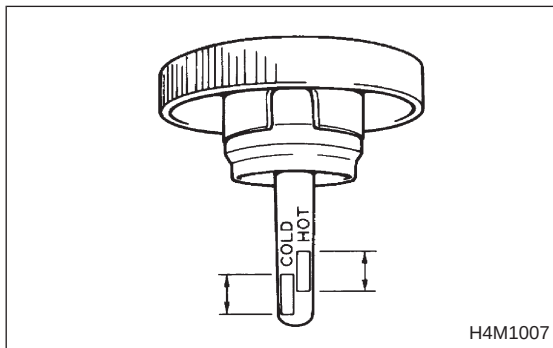
- So remove the flare nut, tighten again it to the specified torque after cleaning flare and tapered seat. If flare or tapered seat is damaged, replace it with a new one.

11) Inspect fluid level on flat and level surface with engine "OFF" by indicator of filler cap.

If the level is at lower point or below, add fluid to keep the level in the specified range of the indicator. If at upper point or above, drain fluid by using a syringe or the like.

Fluid capacity:

0.7 ℓ (0.7 US qt, 0.6 Imp qt)



(1) Check at temperature 21°C (70°F) on reservoir surface of oil pump, read the fluid level on the "COLD" side.

(2) Check at temperature 60°C (140°F) on reservoir surface of oil pump, read the fluid level on the "HOT" side.

1. Power Steering

A: STEERING CONDITION

Trouble	Possible cause	Corrective action
● Heavy steering effort in all ranges ● Heavy steering effort at stand still ● Steering wheel surges when turning.	1. Pulley belt ● Unequal length of pulley belts ● Adhesion of oil and grease ● Loose or damage of pulley belt ● Poor uniformity of pulley belt cross section ● Pulley belt touches to pulley bottom ● Poor revolution of pulleys except oil pump pulley ● Poor revolution of oil pump pulley	Adjust or replace.
	2. Tire and rim ● Improper tires out of specification ● Improper rims out of specification ● Tires not properly inflated*1	Replace or reinflate.
	3. Fluid ● Low fluid level ● Aeration ● Dust mix ● Deterioration of fluid ● Poor warming-up of fluid *2	Refill, bleed air, replace or instruct customer.
	4. Idling speed ● Lower idling speed ● Excessive drop of idling speed at start or at turning steering wheel *3	Adjust or instruct customer.
	5. Measure hydraulic pressure. <Ref. to 4-3 [K1B0].>	Replace problem parts.
	6. Measure steering effort. <Ref. to 4-3 [K1C0].>	Adjust or replace.
● Vehicle leads to one side or the other. ● Poor return of steering wheel to center ● Steering wheel surges when turning.	1. Fluid line ● Folded hose ● Flattened pipe	Reform or replace.
	2. Tire and rim ● Flat tire ● Mix use of different tires ● Mix use of different rims ● Abnormal wear of tire ● Unbalance of remained grooves ● Unbalance of tire pressure	Fix or replace.
	3. Front alignment ● Improper or unbalance caster ● Improper or unbalance toe-in ● Loose connection of suspension	Adjust or retighten.
	4. Others ● Damaged joint assembly ● Unbalanced height ● One-sided weight	Replace, adjust or instruct customer.
	5. Measure steering effort. <Ref. to 4-3 [K1C0].>	Adjust or replace.

*1 If tires and/or rims are wider, the load to power steering system is the more. Accordingly, in a condition, for example before fluid warms-up, relief valve may work before maximum turning angle. In this case, steering effort may be heavy. When measured hydraulic pressure is normal, there is no abnormal thing.

*2 In cold weather, steering effort may be heavy due to increased flow resistance of cold fluid. After warming-up engine, turn steering wheel from stop to stop several times to warm-up fluid. Then if steering effort reduces normally, there is no abnormal thing.

*3 In cold weather or with insufficient warm-up of engine, steering effort may be heavy due to excessive drop of idling when turning steering wheel. In this case, it is recommended to start the vehicle with increasing engine speed than usual. Then if steering effort reduces normally, there is no abnormal thing.

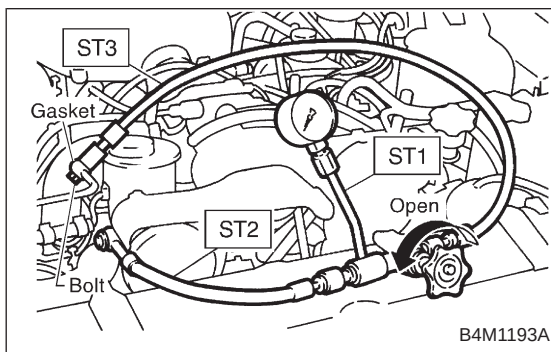
B: MEASUREMENT OF HYDRAULIC PRESSURE

CAUTION:

- Be sure to complete all items aforementioned in "STEERING CONDITION", prior to measuring hydraulic pressure. Otherwise, pressure can not be measured correctly. <Ref. to 4-3 [K1A0].>
- Do not leave the valve of pressure gauge closed or hold the steering wheel at stop end for 5 seconds or more in any case, as the oil pump may be damaged due to long keep of these conditions.
- Put cotton cloth waste at a place where fluid drops before pressure gauge is installed. Wipe off split fluid thoroughly after the measurement.

NOTE:

Keep engine idling during the measurement.



1B1

MEASURE REGULAR PRESSURE.

- 1) Install STs to power steering pump.
 - (1) Drain the power steering fluid about 0.35 ℓ (0.4 US qt, 0.3 Imp qt) from oil tank.
 - (2) Remove two bolts securing power steering pipes to engine.
 - (3) Install ST1, 2 and 3 between power steering pump and pipes using gasket (Part No. 34621AC020) and bolt (Part No. 34620AC010).
 - (4) Replenish power steering fluid up to specified level.
- 2) Open valve, and start the engine.
- 3) Measure regular pressure.

ST1 925711000 PRESSURE GAUGE

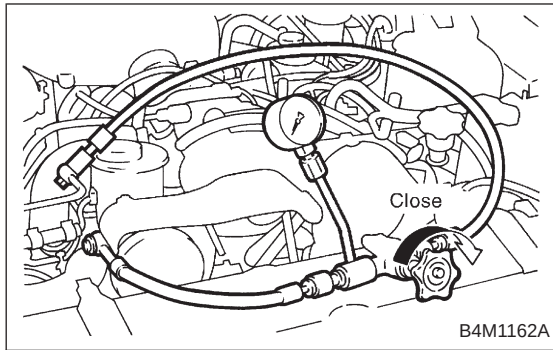
ST2 34099AC020 ADAPTER HOSE B

ST3 34099AC010 ADAPTER HOSE A

CHECK : Is pressure 981 kPa (10 kg/cm², 142 psi) or less?

YES : Go to step 1B2.

NO : Trouble may be due to crushed pipe or hose, leakage from fluid line, foreign particles in fluid line, etc. Replace faulty parts with new ones.

**1B2****MEASURE RELIEF PRESSURE.**

- 1) Using STs, measure relief pressure.
- 2) Close valve.

ST1 925711000 PRESSURE GAUGE

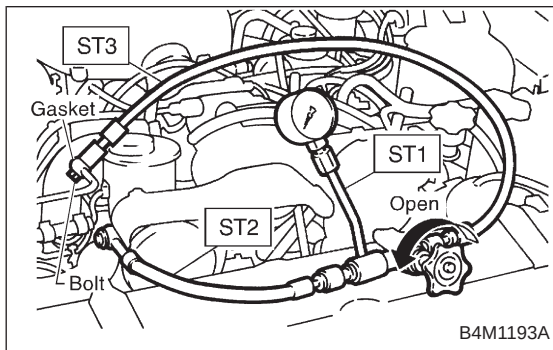
ST2 34099AC020 ADAPTER HOSE B

ST3 34099AC010 ADAPTER HOSE A

CHECK : Is 1800 cc model's pressure
6,178 — 6,767 kPa (63 — 69 kg/cm², 896 —
981 psi), and 2200 cc model's pressure
7,159 — 7,748 kPa (73 — 79 kg/cm², 1,038 —
1,123 psi)?

YES : Go to step 1B3.

NO : Trouble may be due to malfunctioning relief valve,
fluid leaking into oil pump interior, abnormal wear
of pump vanes, etc. Replace faulty parts with new
ones.

**1B3****MEASURE WORKING PRESSURE.**

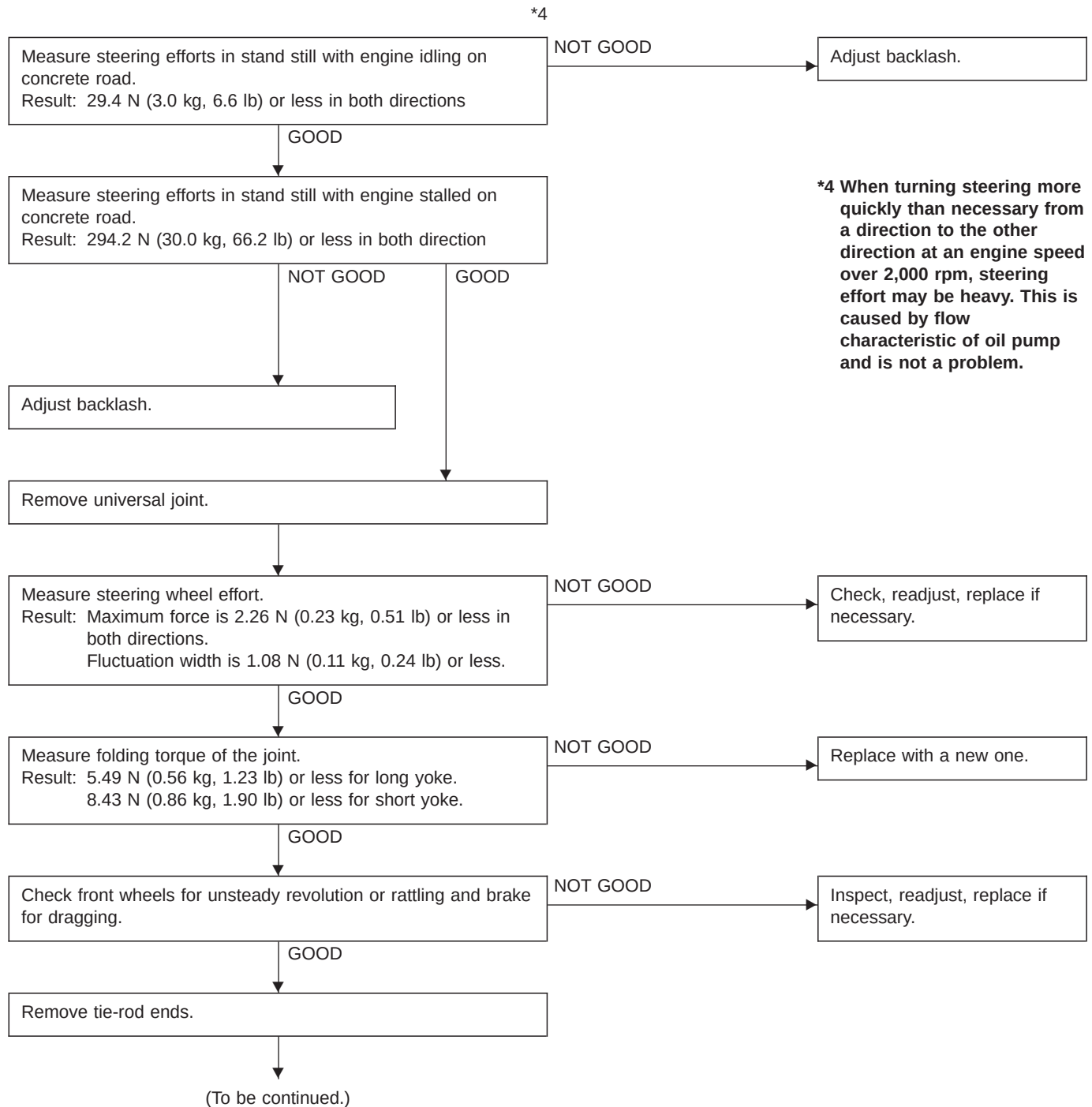
- 1) Using STs, measure working pressure.
- ST1 925711000 PRESSURE GAUGE
- ST2 34099AC020 ADAPTER HOSE B
- ST3 34099AC010 ADAPTER HOSE A
- 2) Open valve.
- 3) Measure working pressure of control valve by turning
wheel from stop to stop.

CHECK : Is 1800 cc model's pressure
6,178 — 6,767 kPa (63 — 69 kg/cm², 896 —
981 psi), and 2200 cc model's pressure
7,159 — 7,748 kPa (73 — 79 kg/cm², 1,038 —
1,123 psi)?

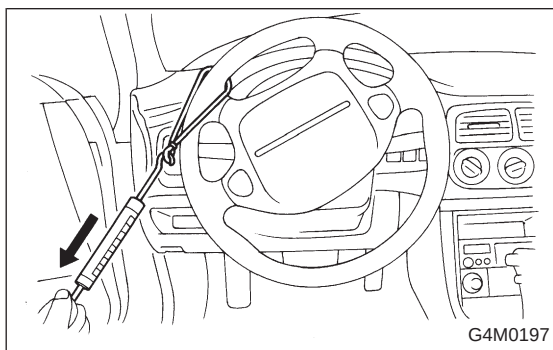
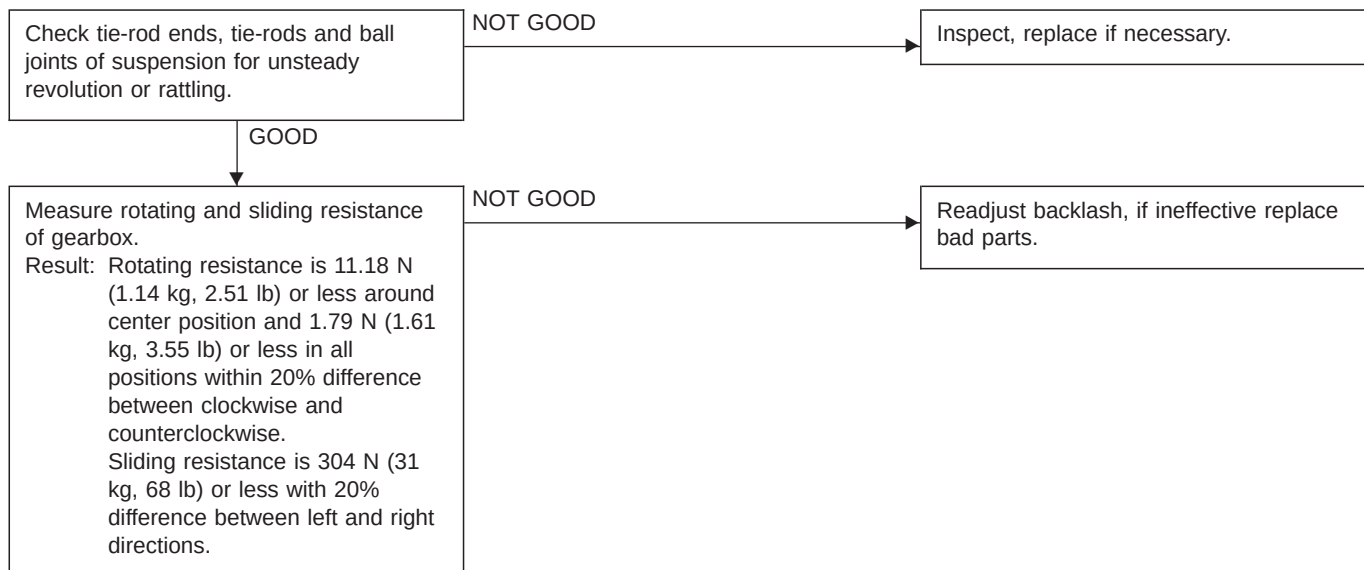
YES : Measure steering force. <Ref. to 4-3 [K1C0].>

NO : Control valve is inoperative. Replace control valve
itself or control valve and pinion as a single unit
with new ones.

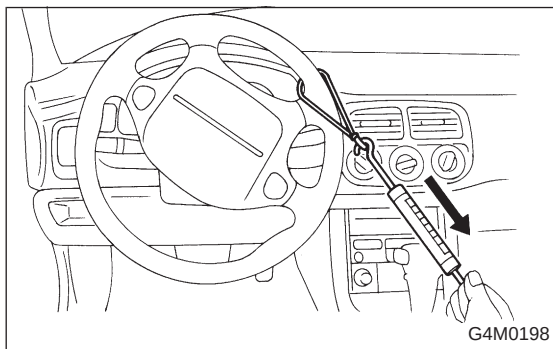
C: MEASUREMENT OF STEERING EFFORT



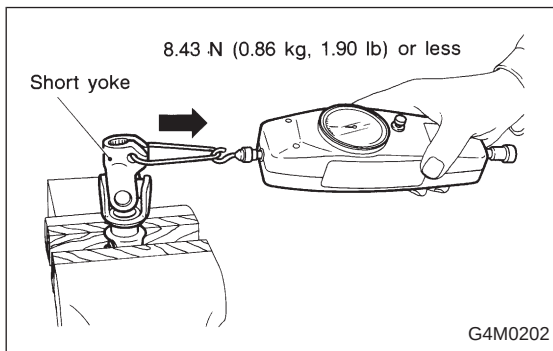
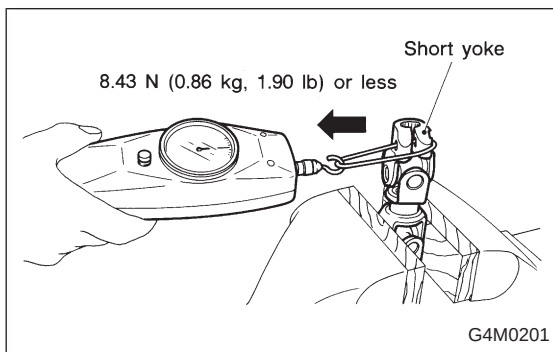
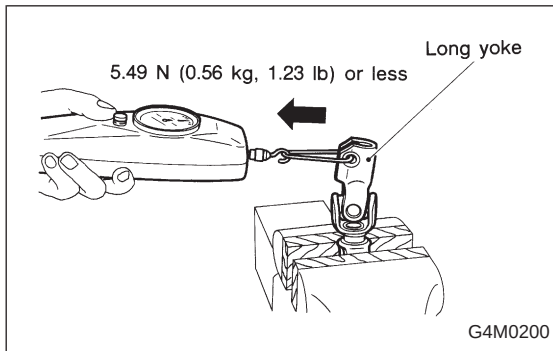
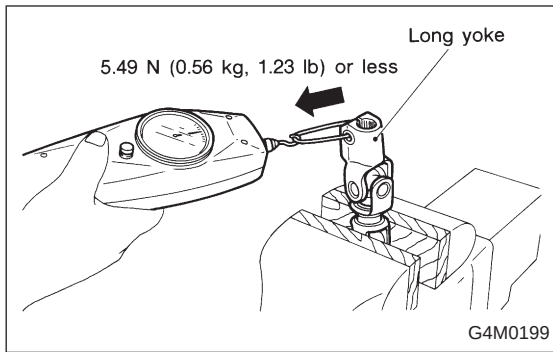
1. Power Steering

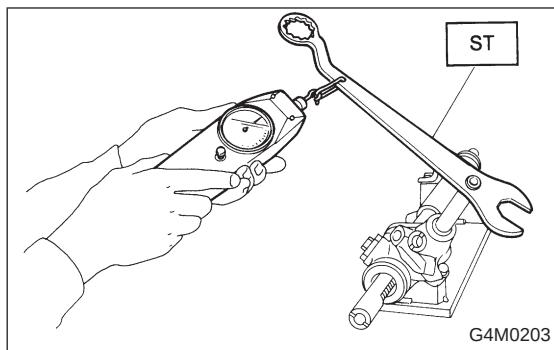


1) Measurement of steering effort is as shown in the figures.



2) Measurement of folding torque of universal joint is as shown in the figures.





3) Using ST, measure resistances of gearbox.

ST 926230000 SPANNER

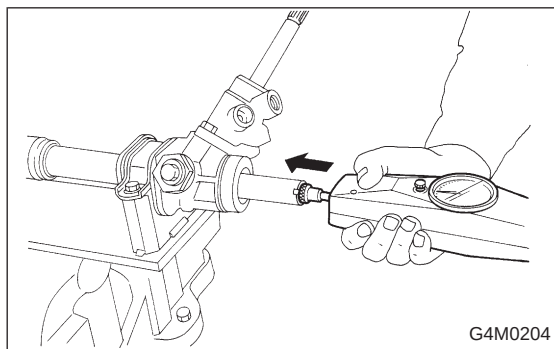
Rotating resistance:

Straight-ahead position within 30 mm (1.18 in) from rack center;

Less than 11.18 N (1.14 kg, 2.51 lb)

Maximum allowable torque;

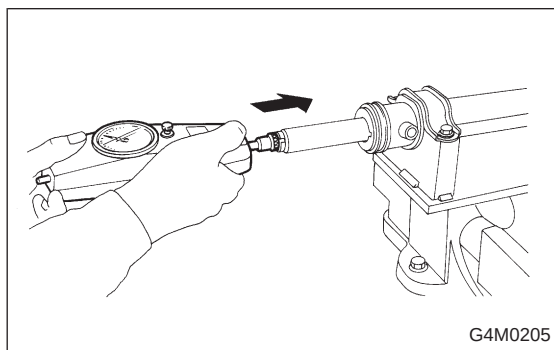
15.7 N (1.6 kg, 3.5 lb)



Sliding resistance:

Right-turn steering;

304 N (31 kg, 68 lb) or less

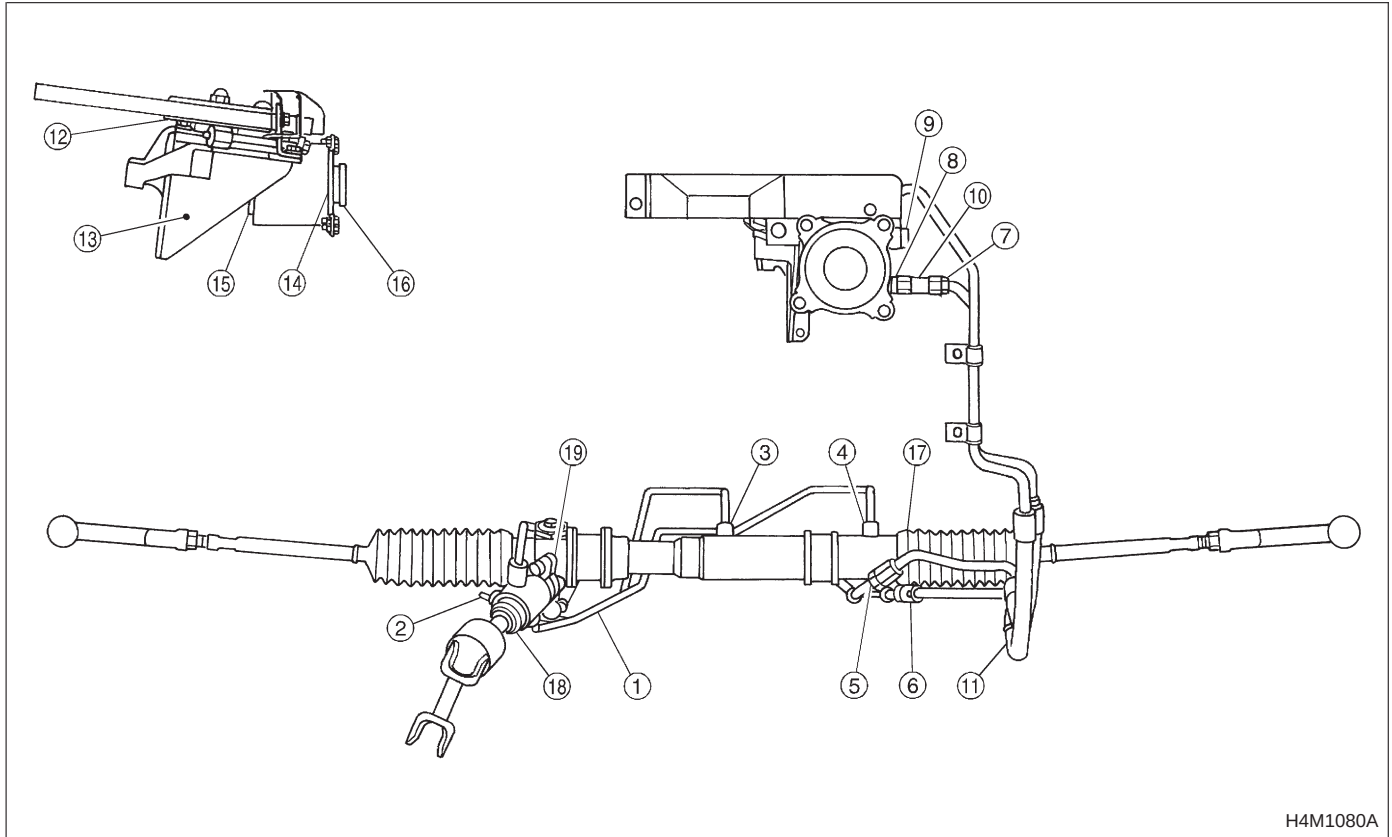


Left-turn steering;

304 N (31 kg, 68 lb) or less

D: FLUID LEAKAGE**CAUTION:**

It is likely that although one judges fluid leakage, there is actually no leakage. This is because the fluid spilt during the last maintenance was not completely wiped off. Be sure to wipe off spilt fluid thoroughly after maintenance.



H4M1080A

Fluid leaking area	Possible cause	Corrective action
Leakage from connecting portions of pipes and hoses, numbered with ① through ⑨ in figure	Insufficient tightening of flare nut, catching dirt or the like, damage to flare or flare nut	Loosen and retighten, if ineffective, replace.
	Poor insertion of hose, poor clamping	Retighten or replace clamp.
	Damaged O-ring	Replace O-ring pipe or hose with new one, if ineffective, replace gearbox also.
Leakage from hose ⑩ and ⑪ in figure	Crack or damage in hose	Replace with a new one.
	Crack or damage in hose hardware	Replace with a new one.
Leakage from surrounding of cast iron portion of oil pump ⑫ and ⑬ in figure	Damaged O-ring	Replace O-ring.
	Damaged gasket	Replace gasket.
Leakage from oil tank ⑭ and ⑮ in figure	Crack in oil tank, ⑭	Replace oil tank.
	Damaged O-ring, ⑮	Replace O-ring.
Leakage from filler neck ⑯	Damaged cap packing	Replace cap.
	Crack in root of filler neck	Replace oil tank.
	High fluid level *1	Adjust fluid level.
Leakage from surrounding of power cylinder of gearbox ⑰ in figure	Damaged oil seal	Replace oil seal.
Leakage from control valve of gearbox ⑱ and ⑲ in figure	Damaged packing or oil seal	Replace problem parts.
	Damage in control valve	Replace control valve.

***1 Fluid level is specified at optimum position (range) for ordinary use. Accordingly, if the vehicle is used often under hard conditions such as on very rough roads or in mountainous areas, fluid may bleed out from cap air vent hole. This is not a problem. If a customer complains strongly and is not likely to be satisfied with the leakage, lower the fluid level to the extent that fluid will not bleed out under the conditions described, and have the customer check the fluid level and its quality more frequency than usual.**

E: NOISE AND VIBRATION

CAUTION:

Don't keep the relief valve operated over 5 seconds at any time or inner parts of the oil pump may be damaged due to rapid increase of fluid temperature.

NOTE:

- Grinding noise may be heard immediately after the engine start in extremely cold condition. In this case, if the noise goes off during warm-up there is no abnormal function in the system. This is due to the fluid characteristic in extremely cold condition.
- Oil pump makes whine or growl noise slightly due to its mechanism. Even if the noise can be heard when steering wheel is turned at stand still there is no abnormal function in the system provided that the noise eliminates when the vehicle is running.
- When stopping with service brake and/or parking brake applied, power steering can be operated easily due to its light steering effort. If doing so, the disk rotates slightly and makes creaking noise. The noise is generated by creaking between the disk and pads. If the noise goes off when the brake is released, there is no abnormal function in the system.
- There may be a little vibration around the steering devices when turning steering wheel at standstill, even though the component parts are properly adjusted and have no defects.

Hydraulic systems are likely to generate this kind of vibration as well as working noise and fluid noise because of combined conditions, i.e., road surface and tire surface, engine speed and turning speed of steering wheel, fluid temperature and braking condition.

This phenomena does not indicate there is some abnormal function in the system.

The vibration can be known when steering wheel is turned repeatedly at various speeds from slow to rapid step by step with parking brake applied on concrete road and in "D" range for automatic transmission vehicle.

Trouble	Possible cause	Corrective action
Hiss noise (continuous) While engine is running.	Relief valve emits operating sound when steering wheel is completely turned in either direction. (Don't keep this condition over 5 seconds.)	Normal
	Relief valve emits operating sound when steering wheel is not turned. This means that the relief valve is faulty.	Defective Replace oil pump.
Rattling noise (intermittent) While engine is running.	Interference with adjacent parts	Check clearance. Correct if necessary. <Ref. to 4-3 [K1F0].>
	Loosened installation of oil pump, oil tank, pump bracket, gearbox or crossmember	Retighten.
	Loosened installation of oil pump pulley or other pulley(s)	Retighten.
	Loosened linkage or play of steering or suspension Loosened tightening of joint or steering column	Retighten or replace.
	Sound generates from the inside of gearbox or oil pump.	Replace the gearbox or oil pump.
Knocking When turning steering wheel in both direction with small angle repeatedly at engine ON or OFF.	Excessive backlash Loosened lock nut for adjusting backlash	Adjust and retighten.
	Loosened tightening or play of tie-rod, tie-rod end	Retighten or replace.
Grinding noise (continuous) While engine is running.	Vane pump aeration	Inspect and retighten fluid line connection. Refill fluid and vent air.
	Vane pump seizing	Replace oil pump.
	Pulley bearing seizing of oil pump	Replace oil pump.
	Folded hose, flat pipe	Replace.
Squeal, squeak (intermittent or continuous) While engine is running.	Maladjustment of pulley belt Damaged or charged pulley belt Unequal length of pulley belts	Adjust or replace. (Replace two belts as a set.)
	Run out or soilage of V-groove surface of oil pump pulley	Clean or replace.
Sizzling noise (continuous) While engine is running.	Fluid aeration	Fix wrong part causing aeration. Replace fluid and vent air.
	Damaged pipe of gearbox	Replace pipe.
	Abnormal inside of hose or pipe Flat hose or pipe	Rectify or replace.
	Abnormal inside of oil tank	Replace.
	Removed oil tank cap	Install cap.
Whistle (continuous) While engine is running.	Abnormal pipe of gearbox or abnormal inside of hose	Replace bad parts of gearbox or hose.

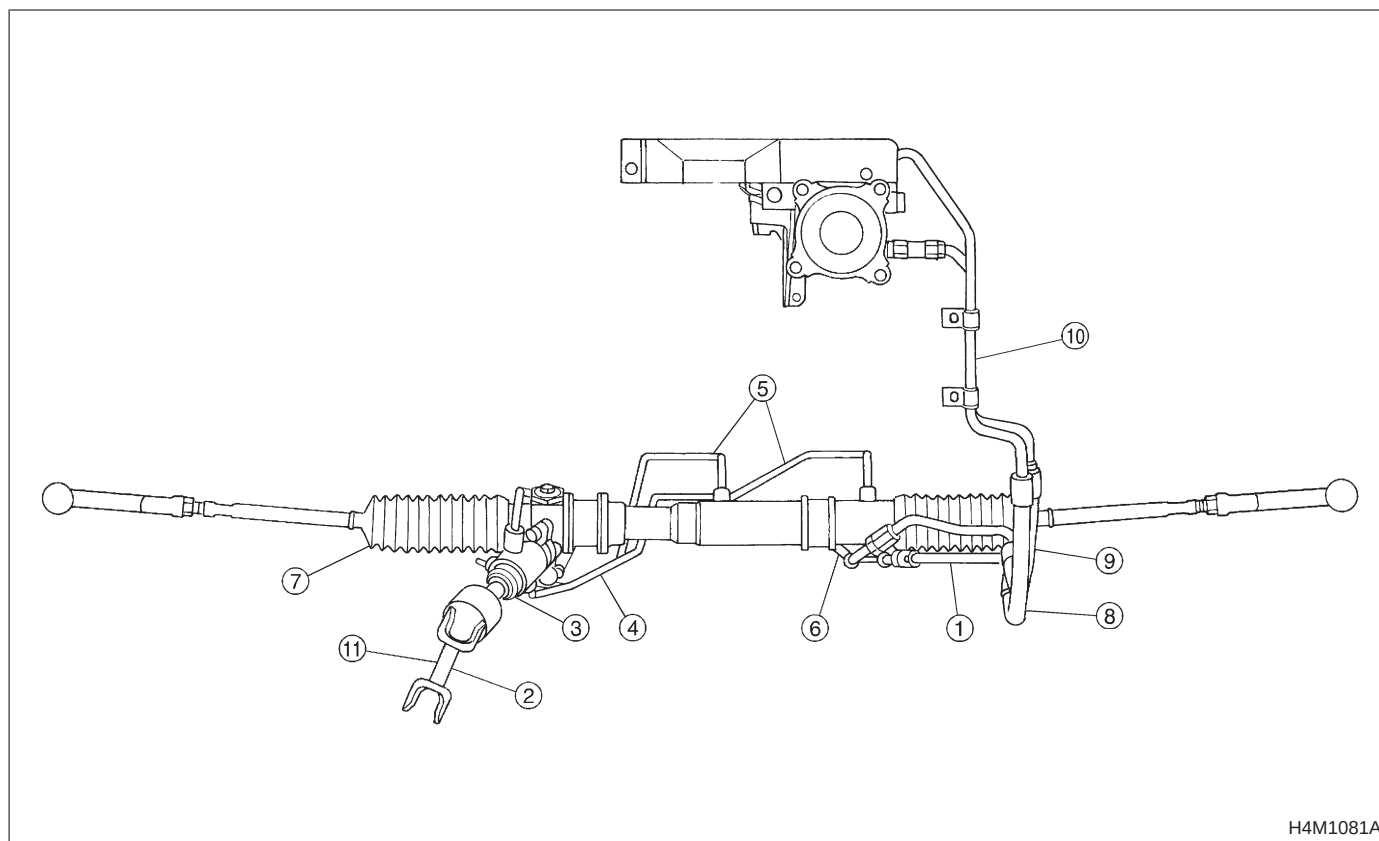
1. Power Steering

Trouble	Possible cause	Corrective action
Whine or growl (continuous or intermittent) While engine is running with/without steering turned.	Loosened installation of oil pump, oil pump bracket	Retighten.
	Abnormal inside of oil pump, hose	Replace oil pump, hose, if the noise can be heard when running as well as stand still.
	Torque converter growl, air conditioner compression growl	Remove power steering pulley belt and confirm.
Creaking noise (intermittent) While engine is running with steering turned.	Abnormal inside of gearbox	Replace bad parts of gearbox.
	Abnormal bearing for steering shaft	Apply grease or replace.
	Generates when turning steering wheel with brake (service or parking) applied.	If the noise goes off when brake is released, it is normal.
Vibration While engine is running with/without steering turned.	Too low engine speed at start	Adjust and instruct customers.
	Vane pump aeration	Fix wrong part. Vent air.
	Damaged valve in oil pump, gearbox	Replace oil pump, bad parts of gearbox.
	Looseness of play of steering, suspension parts	Retighten.

F: CLEARANCE TABLE**CAUTION:**

This table lists various clearances that must be correctly adjusted to ensure normal vehicle driving without interfering noise, or any other faults.

Location	Minimum allowance mm (in)	Location	Minimum allowance mm (in)
① Crossmember — Pipe	5 (0.20)	⑦ Exhaust pipe — Gearbox bolt	15 (0.59)
② DOJ — Shaft or joint	14 (0.55)	⑧ Side frame — Hose A and B	15 (0.59)
③ DOJ — Valve housing	11 (0.43)	⑨ Cruise control pump — Hose A and B	15 (0.59)
④ Pipe — Pipe	2 (0.08)	⑩ Pipe portion of hose A — Pipe portion of hose B	1.5 (0.059)
⑤ Stabilizer — Pipe	5 (0.20)	⑪ AT cooling hose — Joint	20 (0.79)
⑥ Exhaust pipe — Pipe	15 (0.59)	—	—



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G: BREAKAGE OF HOSES**CAUTION:**

Although surface layer materials of rubber hoses have excellent weathering resistance, heat resistance and resistance for low temperature brittleness, they are likely to be damaged chemically by brake fluid, battery electrolyte, engine oil and automatic transmission fluid and their service lives are to be very shortened. It is very important to keep the hoses free from before mentioned fluids and to wipe out immediately when the hoses are adhered with the fluids.

Since resistances for heat or low temperature brittleness are gradually declining according to time accumulation of hot or cold conditions for the hoses and their service lives are shortening accordingly, it is necessary to perform careful inspection frequently when the vehicle is used in hot weather areas, cold weather area and/or a driving condition in which many steering operations are required in short time. Particularly continuous work of relief valve over 5 seconds causes to reduce service lives of the hoses, the oil pump, the fluid, etc. due to over heat.

So, avoid to keep this kind of condition when servicing as well as driving.

Trouble	Possible cause	Corrective action
Pressure hose burst	Excessive holding time of relief status	Instruct customers.
	Malfunction of relief valve	Replace oil pump.
	Poor cold characteristic of fluid	Replace fluid.
Forced out return hose	Poor connection	Correct.
	Poor holding of clip	Retighten.
	Poor cold characteristic of fluid	Replace fluid.
Fluid bleeding out of hose slightly	Wrong layout, tensioned	Replace hose.
	Excessive play of engine due to deterioration of engine mounting rubber	Replace defective parts.
	Improper stop position of pitching stopper	Replace defective parts.
Crack on hose	Excessive holding time of relief status	Replace. Instruct customer.
	Excessive tightening torque for return hose clip	Replace.
	Power steering fluid, brake fluid, engine oil, electrolyte adhere on the hose surface	Replace. Pay attention on service work.
	Too many times use in extremely cold weather	Replace. Instruct customers.

SUSPENSION 4-1

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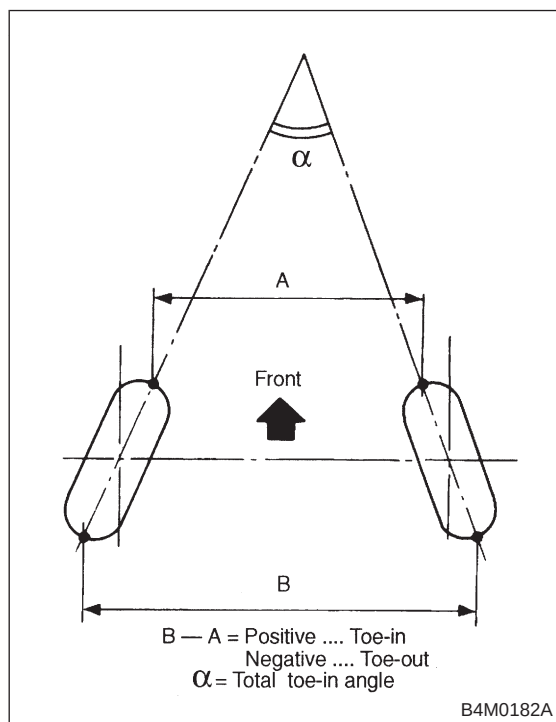
1. Specifications

A: STABILIZER

Model			Bar dia. mm (in)	
			Front	Rear
COUPE	AWD	1800 cc	19 (0.75)	—
		2200 cc	19 (0.75)	13 (0.51)
SEDAN	AWD	1800 cc	18 (0.71)	—
		2200 cc	19 (0.75)	13 (0.51)
WAGON	AWD	1800 cc	19 (0.75)	—
		2200 cc	19 (0.75)	13 (0.51)
OUTBACK	AWD	2200 cc	19 (0.75)	13 (0.51)

B: WHEEL ALIGNMENT

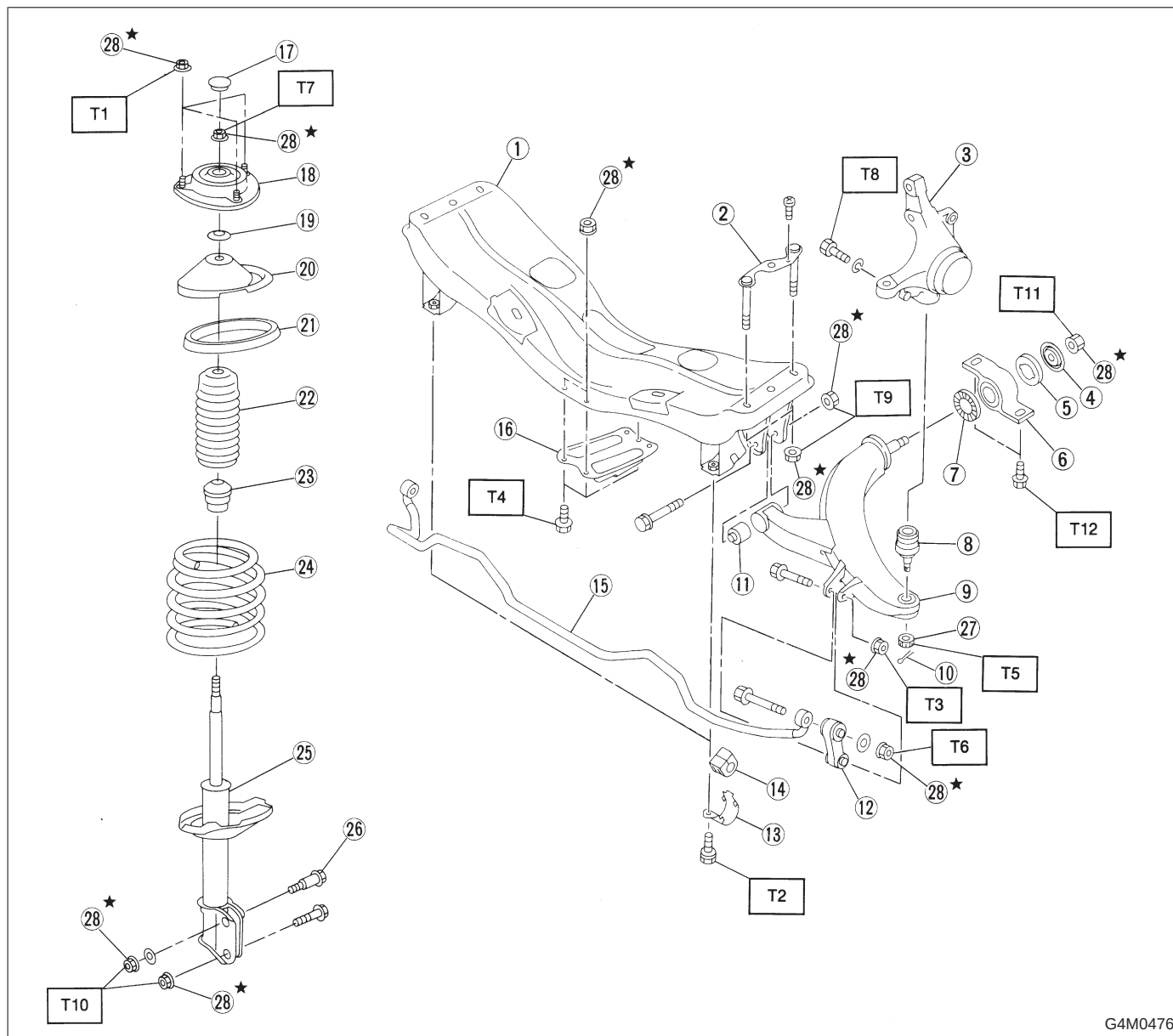
		Sedan, Coupe	Wagon	OUTBACK
		AWD	AWD	AWD
Front	Camber (tolerance: $\pm 0^{\circ}30'$)	0°	0°	0°
	Caster (common difference: $\pm 1^{\circ}$)	3°	3°	3°
	Toe-in mm (in)	0±3 (0±0.12)	Toe-in angle: $-0^{\circ}09'$ [when toe-in is -3 (-0.12)] Toe-out angle: $0^{\circ}09'$ [when toe-out is 3 (0.12)]	
	Kingpin angle	14°	14°	14°
	Wheel arch height [tolerance: $^{+12}_{-24}$ mm ($^{+0.47}_{-0.94}$ in)] mm (in)	391 (15.39)	391 (15.39)	394 (15.51)
Rear	Camber (tolerance: $\pm 0^{\circ}45'$)	$-0^{\circ}55'$	$-0^{\circ}55'$	$-0^{\circ}55'$
	Toe-in mm (in)	0±3 (0±0.12) Total toe angle: $0^{\circ}\pm 18'$		
	Wheel arch height [tolerance: ± 10 mm (± 0.39 in)] mm (in)	379 (14.92)	379 (14.92)	386 (15.20)
	Thrust angle (tolerance: $0^{\circ}\pm 20'$)	0°	0°	0°



NOTE:

- Front and rear toe-ins and front camber can be adjusted. If toe-in or camber tolerance exceeds specifications, adjust toe-in and camber to the specification.
- The other items indicated in the specification table cannot be adjusted. If the other items exceeds specifications, check suspension parts and connections for deformities; and replace with new ones as required.

1. Front Suspension



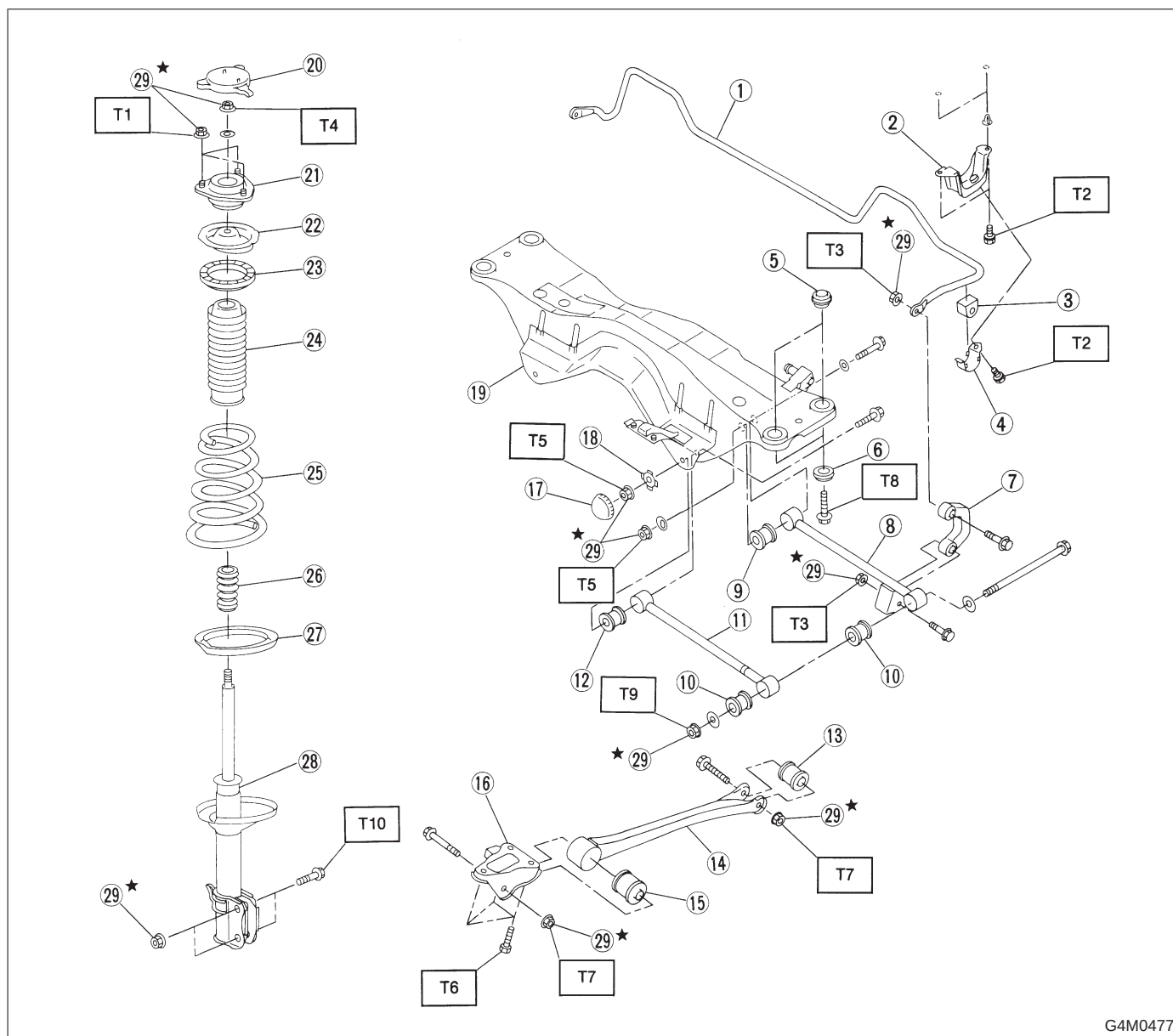
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- | | |
|-----------------------|---------------------|
| ① Crossmember | ⑮ Stabilizer |
| ② Bolt ASSY | ⑯ Jack-up plate |
| ③ Housing | ⑰ Dust seal |
| ④ Washer | ⑱ Strut mount |
| ⑤ Stop rubber (Rear) | ⑲ Spacer |
| ⑥ Rear bushing | ⑳ Upper spring seat |
| ⑦ Stop rubber (Front) | ㉑ Rubber seat |
| ⑧ Ball joint | ㉒ Dust cover |
| ⑨ Transverse link | ㉓ Helper |
| ⑩ Cotter pin | ㉔ Coil spring |
| ⑪ Front bushing | ㉕ Damper strut |
| ⑫ Stabilizer link | ㉖ Adjusting bolt |
| ⑬ Clamp | ㉗ Castle nut |
| ⑭ Bushing | ㉘ Self-locking nut |

Tightening torque: N·m (kg-m, ft-lb)

- T1:** 20±6 (2.0±0.6, 14.5±4.3)
T2: 25±4 (2.5±0.4, 18.1±2.9)
T3: 29±5 (3.0±0.5, 21.7±3.6)
T4: 32±10 (3.3±1.0, 24±7)
T5: 39 (4, 29)
T6: 44±6 (4.5±0.6, 32.5±4.3)
T7: 49⁺¹⁰₋₀ (5.0⁺¹⁰₋₀, 36⁺⁷₋₀)
T8: 49±10 (5.0±1.0, 36±7)
T9: 98±15 (10.0±1.5, 72±11)
T10: 152±20 (15.5±2.0, 112±14)
T11: 196±25 (20.0±2.5, 145±18)
T12: 245±49 (25.0±5.0, 181±36)

2. Rear Suspension



- ① Stabilizer
- ② Stabilizer bracket
- ③ Stabilizer bushing
- ④ Clamp
- ⑤ Floating bushing
- ⑥ Stopper
- ⑦ Stabilizer link
- ⑧ Rear lateral link
- ⑨ Bushing (C)
- ⑩ Bushing (A)
- ⑪ Front lateral link
- ⑫ Bushing (B)
- ⑬ Trailing link rear bushing
- ⑭ Trailing link
- ⑮ Trailing link front bushing

- ⑯ Trailing link bracket
- ⑰ Cap
- ⑱ Washer
- ⑲ Crossmember
- ⑳ Cap
- ㉑ Strut mount
- ㉒ Spring seat
- ㉓ Rubber seat upper
- ㉔ Dust cover
- ㉕ Coil spring
- ㉖ Helper
- ㉗ Rubber seat lower
- ㉘ Damper strut
- ㉙ Self-locking nut

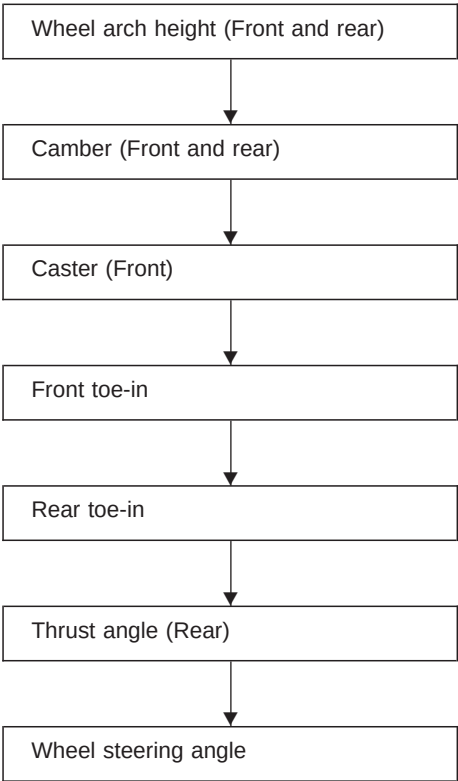
Tightening torque: N·m (kg-m, ft-lb)

- T1: 20±6 (2.0±0.6, 14.5±4.3)
- T2: 25±7 (2.5±0.7, 18.1±5.1)
- T3: 44±6 (4.5±0.6, 32.5±4.3)
- T4: 59±10 (6.0±1.0, 43±7)
- T5: 98±15 (10.0±1.5, 72±11)
- T6: 98±20 (10.0±2.0, 72±14)
- T7: 113±15 (11.5±1.5, 83±11)
- T8: 127±20 (13.0±2.0, 94±14)
- T9: 137±20 (14.0±2.0, 101±14)
- T10: 196⁺³⁹₋₁₀ (20.0^{+4.0}_{-1.0}, 145⁺²⁹₋₇)

1. On-car Services

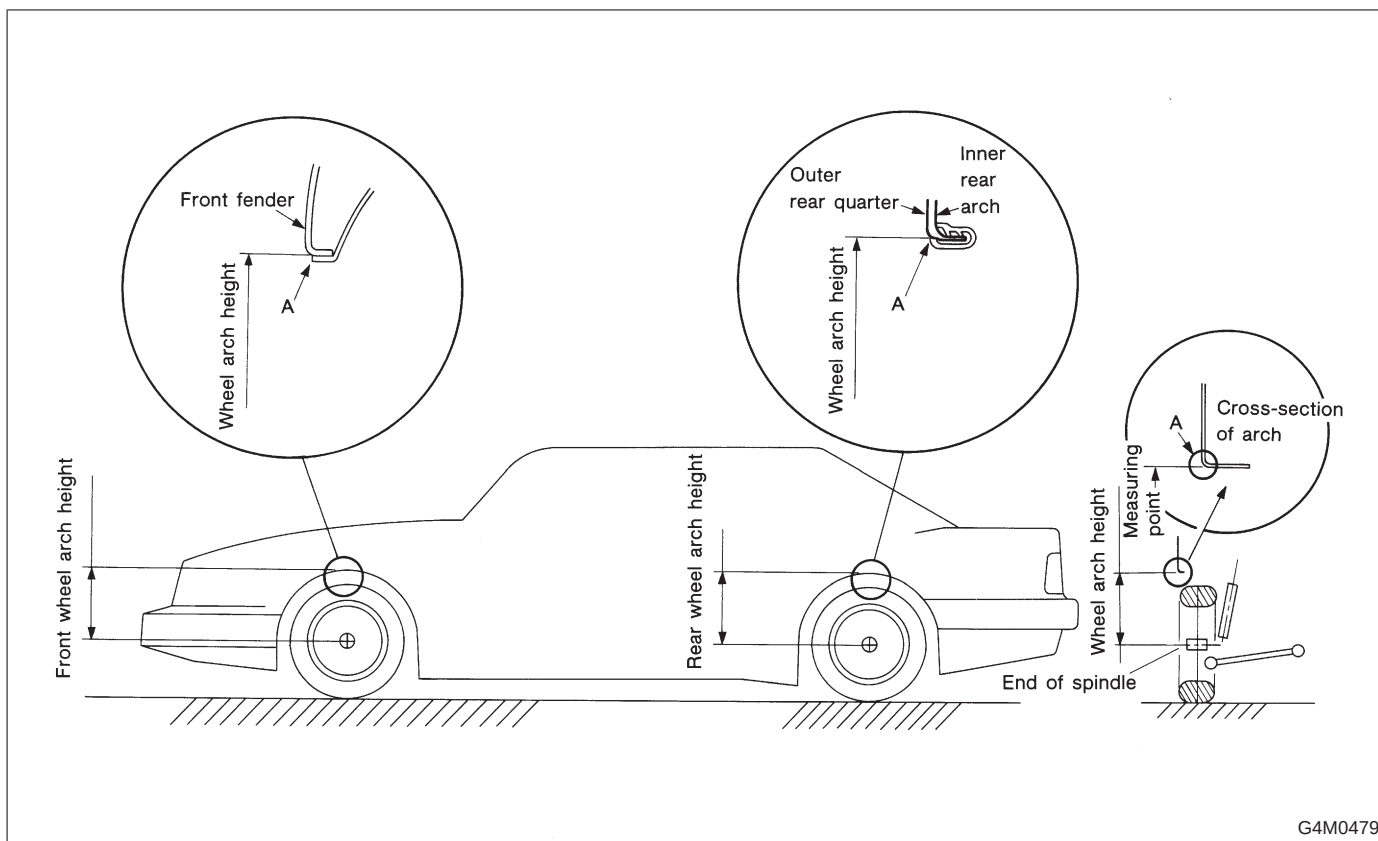
A: WHEEL ALIGNMENT PROCEDURES

Check, adjust and/or measure wheel alignment in accordance with procedures indicated below:



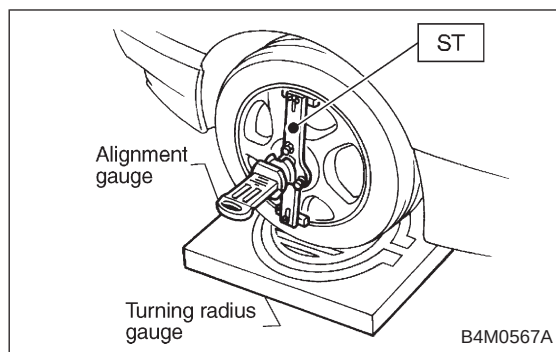
B: INSPECTION AND ADJUSTMENT**1. WHEEL ARCH HEIGHT**

- 1) Adjust tire pressure to specifications.
- 2) Set vehicle under "curb weight" conditions. (Empty luggage compartment, install spare tire, jack, service tools, and top up fuel tank.)
- 3) Set steering wheel in a wheel-forward position.
- 4) Suspend thread from wheel arch (point "A" in figure below) to determine a point directly above center of spindle.
- 5) Measure distance between measuring point "A" and center of spindle.



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Vehicles		Specified wheel arch height mm (in)	
		Front	Rear
Coupe, Sedan	AWD	391^{+12}_{-24} (15.39 ^{+0.47} _{-0.94})	379^{+12}_{-24} (14.92 ^{+0.47} _{-0.94})
Wagon	AWD	391^{+12}_{-24} (15.39 ^{+0.47} _{-0.94})	379^{+12}_{-24} (14.92 ^{+0.47} _{-0.94})
OUTBACK	AWD	394^{+12}_{-24} (15.51 ^{+0.47} _{-0.94})	386^{+12}_{-24} (15.20 ^{+0.47} _{-0.94})



2. CAMBER (FRONT AND REAR)

● Inspection

- 1) Place front wheel on turning radius gauge. Make sure ground contacting surfaces of front and rear wheels are set at the same height.
- 2) Set ST into the center of the wheel, and then install the wheel alignment gauge.

ST 927380000 ADAPTER

NOTE:

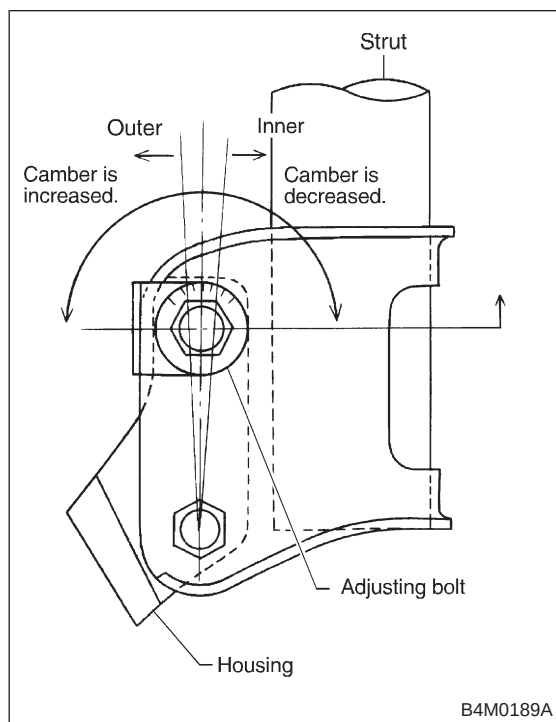
Refer to the "SPECIFICATIONS AND SERVICE DATA" for the camber values. <Ref. to 4-1 [S1B0].>

● Front camber adjustment

- 1) Loosen two self-locking nuts located at lower front portion of strut.

CAUTION:

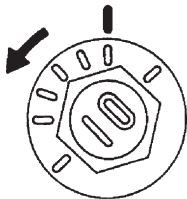
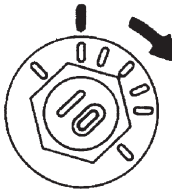
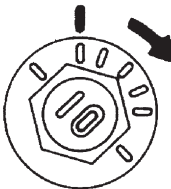
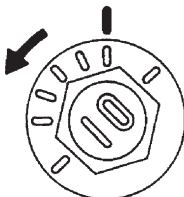
- When adjusting bolt needs to be loosened or tightened, hold its head with a wrench and turn self-locking nut.
- Discard loosened self-locking nut and replace with a new one.



- 2) Turn camber adjusting bolt so that camber is set at the specification.

NOTE:

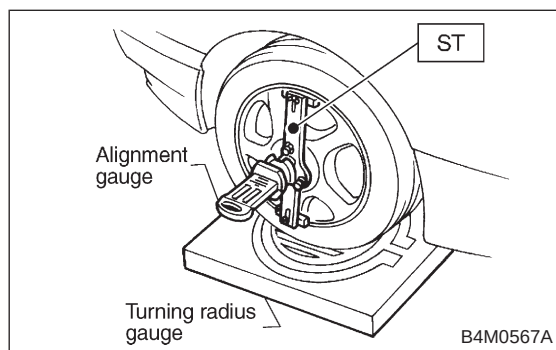
Moving the adjusting bolt by one scale graduation changes camber by approximately $0^{\circ}10'$.

	Left side	Right side
Camber is increased.	 Rotate counterclockwise. B4M0190	 Rotate clockwise. B4M0350
Camber is decreased.	 Rotate clockwise. B4M0350	 Rotate counterclockwise. B4M0190

3) Tighten the two self-locking nuts.

Tightening torque:

$152 \pm 20 \text{ N} \cdot \text{m}$ ($15.5 \pm 2.0 \text{ kg} \cdot \text{m}$, $112 \pm 14 \text{ ft} \cdot \text{lb}$)



3. CASTER

● Inspection

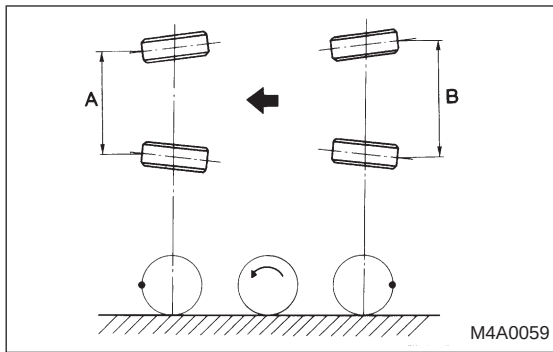
1) Place front wheel on turning radius gauge. Make sure ground contacting surfaces of front and rear wheels are set at the same height.

2) Set ST into the center of the wheel, and then install the wheel alignment gauge.

ST 927380000 ADAPTER

NOTE:

Refer to the "SPECIFICATIONS AND SERVICE DATA" for the caster value. <Ref. to 4-1 [S1B0].>



4. FRONT WHEEL TOE-IN

● Inspection

- 1) Using a toe gauge, measure front wheel toe-in.

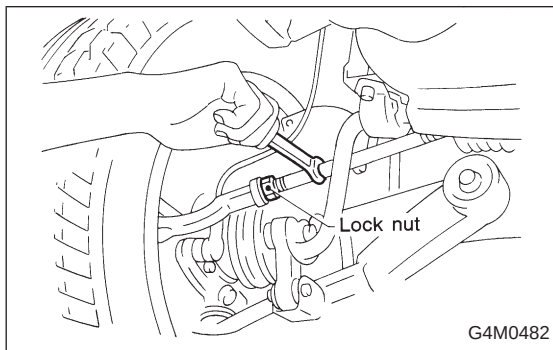
Toe-in: $0 \pm 3 \text{ mm}$ ($0 \pm 0.12 \text{ in}$)

- 2) Mark rear sides of left and right tires at height corresponding to center of spindles and measure distance "B" between marks.

- 3) Move vehicle forward so that marks line up with front sides at height corresponding to center of spindles.

- 4) Measure distance "A" between left and right marks. Toe-in can then be obtained by the following equation:

$$B - A = \text{Toe-in}$$



● Adjustment

- 1) Loosen the left and right side steering tie-rods lock nuts.
- 2) Turn the left and right tie rods equal amounts until the toe-in is at the specification.

Both the left and right tie-rods are right-hand threaded. To increase toe-in, turn both tie-rods clockwise equal amounts (as viewed from the inside of the vehicle).

- 3) Tighten tie-rod lock nut.

Tightening torque:

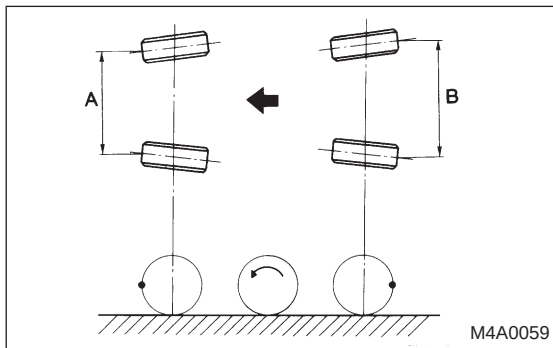
$83 \pm 5 \text{ N-m}$ ($8.5 \pm 0.5 \text{ kg-m}$, $61.5 \pm 3.6 \text{ ft-lb}$)

CAUTION:

Correct tie-rod boot, if it is twisted.

NOTE:

Check the left and right wheel steering angle is within specifications.



5. REAR WHEEL TOE-IN

● Inspection

- 1) Using a toe-in gauge, measure rear wheel toe-in.

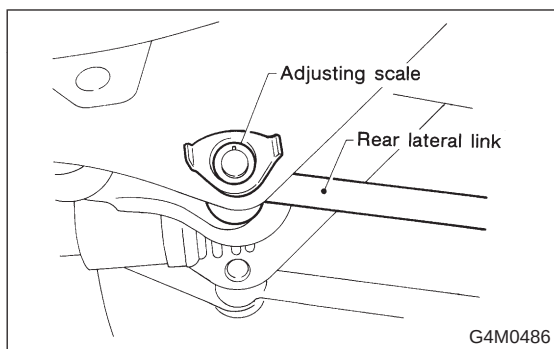
Toe-in: $0 \pm 3 \text{ mm}$ ($0 \pm 0.12 \text{ in}$)

- 2) Mark rear sides of left and right tires at height corresponding to center of spindles and measure distance "B" between marks.

- 3) Move vehicle forward so that marks line up with front sides at height corresponding to center of spindles.

- 4) Measure distance "A" between left and right marks. Toe-in can then be obtained by the following equation:

$$B - A = \text{Toe-in}$$



● Adjustment

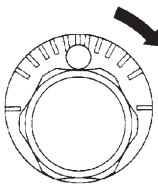
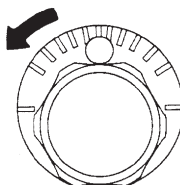
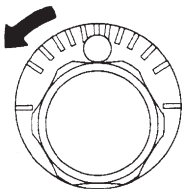
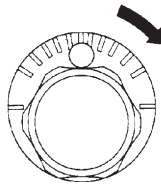
1) Loosen self-locking nut on inner side of rear lateral link.

CAUTION:

● When loosening or tightening adjusting bolt, hold bolt head and turn self-locking nut.

● Discard loosened self-locking nut and replace with a new one.

2) Turn adjusting bolt head until toe-in is at the specification.

	Left side	Right side
Toe-in is increased.	 Rotate clockwise. B4M0192	 Rotate counterclockwise. B4M0352
Toe-in is decreased.	 Rotate counterclockwise. B4M0352	 Rotate clockwise. B4M0192

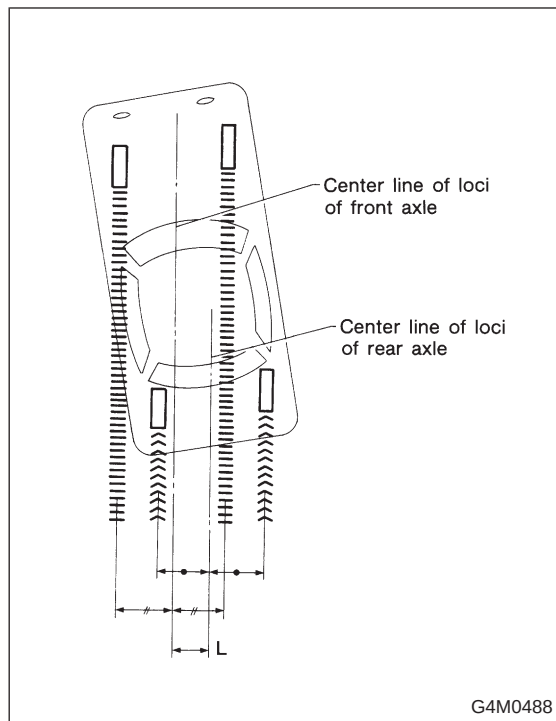
NOTE:

When left and right wheels are adjusted for toe-in at the same time, the movement of one scale graduation changes toe-in by approximately 3 mm (0.12 in).

3) Tighten self-locking nut.

Tightening torque:

98±15 N·m (10±1.5 kg-m, 72±11 ft-lb)



6. THRUST ANGLE

● Inspection

- 1) Position vehicle on a level surface.
- 2) Move vehicle 3 to 4 meters directly forward.
- 3) Determine locus of both front and rear axles.
- 4) Measure distance "L" between center line of loci of the axles.

Thrust angle:

Less than 20' when "L" is equal to or less than 15 mm (0.59 in).

● Adjustment

- 1) Make thrust angle adjustments by turning toe-in adjusting bolts of rear suspension equally in the same direction.

NOTE:

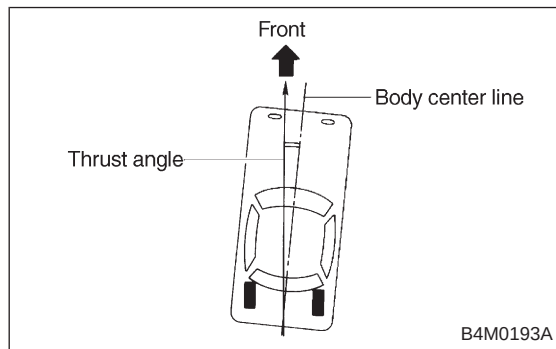
On FWD models, turn adjusting wheels one by one, by the same amount in the opposite direction of the adjusting bolts.

- 2) When one rear wheel is adjusted in a toe-in direction, adjust the other rear wheel equally in toe-out direction, in order to make thrust angle adjustment.

- 3) When left and right adjusting bolts are turned incrementally by one graduation in the same direction, the thrust angle of the AWD model will change approximately 10' ["L" is almost equal to 7.5 mm (0.295 in)] and the thrust angle of the FWD model will change approximately 12' ["L" is almost equal to 9 mm (0.35 in)].

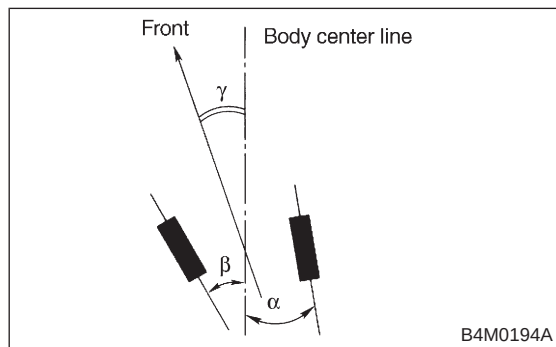
Thrust angle:

0°±20'



NOTE:

Thrust angle refers to a mean value of left and right rear wheel toe angles in relation to vehicle body center line. Vehicle is driven straight in the thrust angle direction while swinging in the oblique direction depending on the degree of the mean thrust angle.



Thrust angle: r

$$r = \frac{\alpha - \beta}{2}$$

α: Right rear wheel toe angle

β: Left rear wheel toe angle

NOTE:

Here, use only positive toe-in values from each wheel to substitute for α and β in the equation.

7. STEERING ANGLE

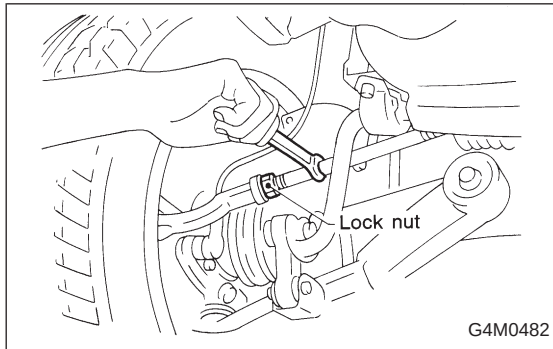
- Inspection

- 1) Place vehicle on a turning radius gauge.
- 2) While depressing brake pedal, turn steering wheel fully to the left and right. With steering wheel held at each fully turned position, measure both the inner and outer wheel steering angle.

Steering angle:

Inner wheel $37.4^{\circ} \pm 1.5^{\circ}$

Outer wheel $32.5^{\circ} \pm 1.5^{\circ}$



- Adjustment

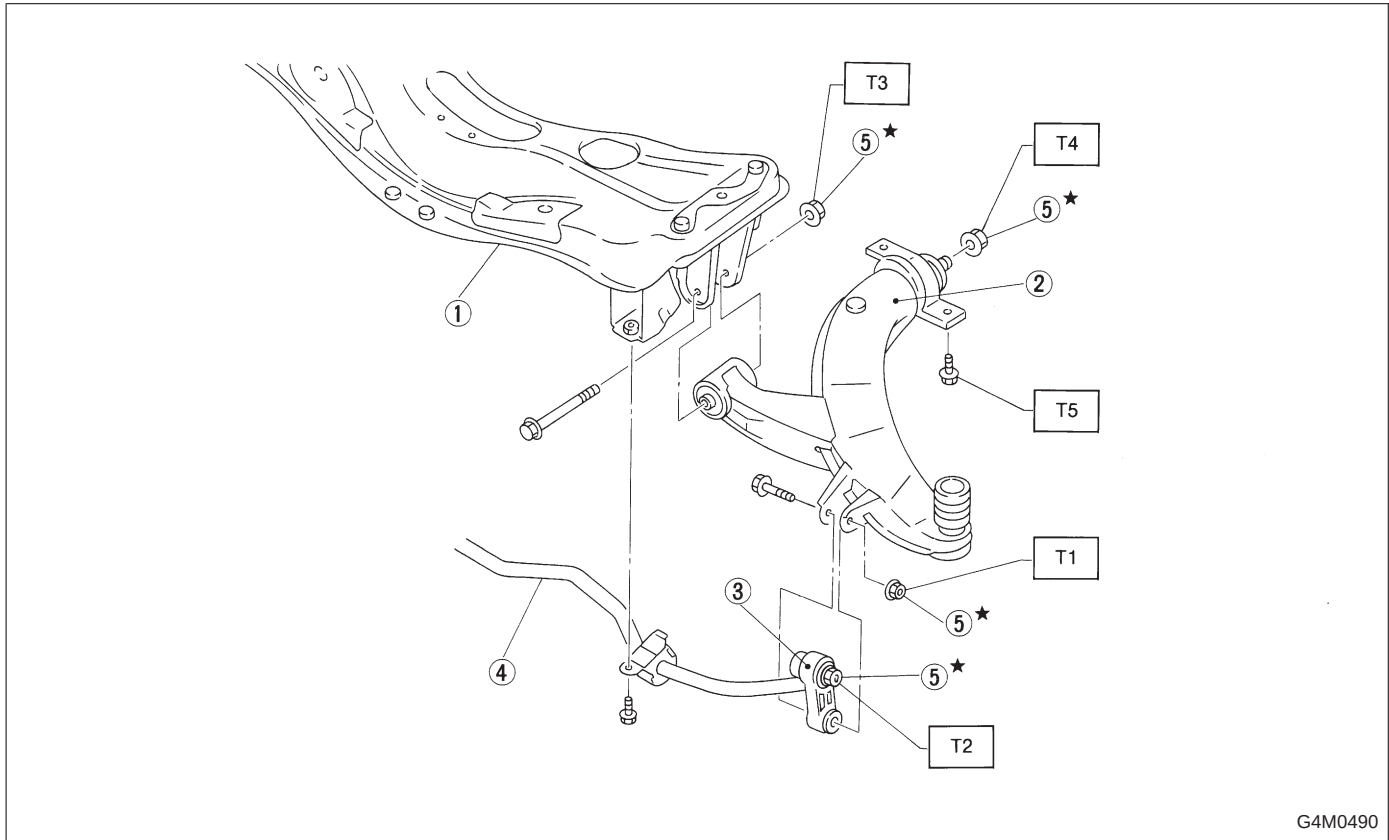
Turn tie-rod to adjust steering angle of both inner and outer wheels.

CAUTION:

- Check toe-in.
- Correct boot if it is twisted.

2. Front Transverse Link

A: REMOVAL



- ① Front crossmember
- ② Transverse link
- ③ Stabilizer link
- ④ Front stabilizer
- ⑤ Self-locking nut

Tightening torque: N·m (kg-m, ft-lb)

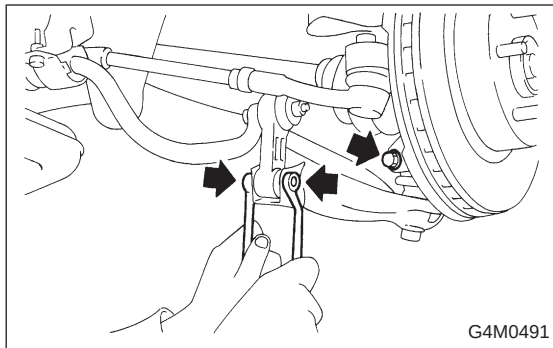
T1: 29±5 (3.0±0.5, 21.7±3.6)

T2: 44±6 (4.5±0.6, 32.5±4.3)

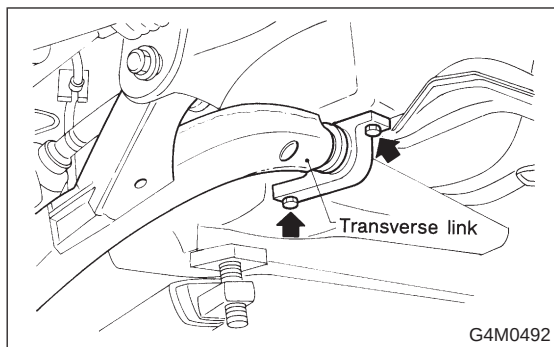
T3: 98±15 (10.0±1.5, 72±11)

T4: 196±25 (20.0±2.5, 145±18)

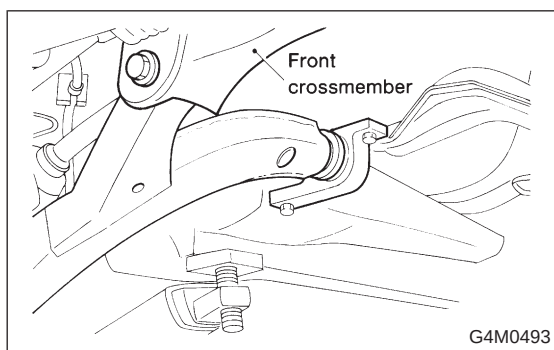
T5: 245±49 (25.0±5.0, 181±36)



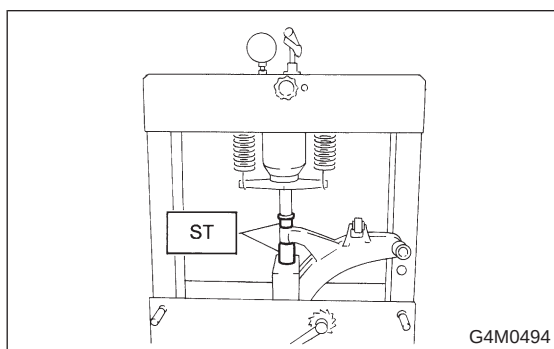
- 1) Disconnect stabilizer link from transverse link.
- 2) Remove bolt securing ball joint of transverse link to housing.



- 3) Remove nuts (do not remove bolts.) securing transverse link to crossmember.
- 4) Remove two bolts securing bushing bracket of transverse link to car body at rear bushing location.



- 5) Extract ball joint from housing.
- 6) Remove bolts securing transverse link to crossmember and extract transverse link from crossmember.

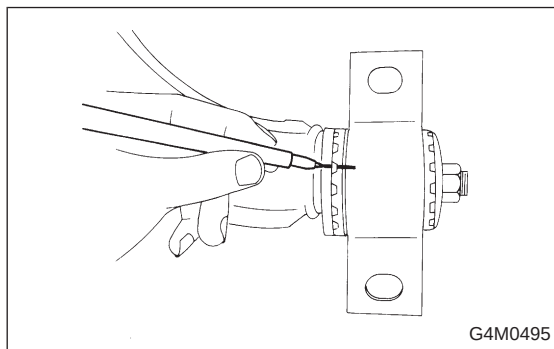


B: DISASSEMBLY

1. FRONT BUSHING

Using ST, press front bushing out of place.

ST 927680000 INSTALLER & REMOVER SET

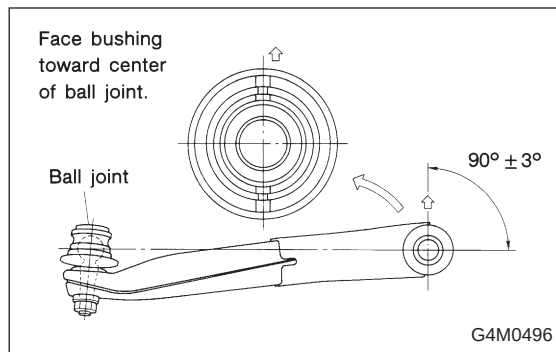


2. REAR BUSHING

- 1) Scribe an aligning mark on transverse link and rear bushing.
- 2) Loosen nut and remove rear bushing.

C: INSPECTION

- 1) Check transverse link for wear, damage and cracks, and correct or replace if defective.
- 2) Check bushings for cracks, fatigue or damage.
- 3) Check rear bushing for oil leaks.



D: ASSEMBLY

1. FRONT BUSHING

To reassemble, reverse disassembly procedures.

CAUTION:

Install front bushing in correct direction, as shown in figure.

2. REAR BUSHING

1) Install rear bushing to transverse link and align aligning marks scribed on the two.

2) Tighten self-locking nut.

CAUTION:

- Discard loosened self-locking nut and replace with a new one.

- While holding rear bushing so as not to change position of aligning marks, tighten self-locking nut.

Tightening torque:

196±25 N·m (20.0±2.5 kg-m, 145±18 ft-lb)

E: INSTALLATION

1) Temporarily tighten the two bolts used to secure rear bushing of the transverse link to body.

NOTE:

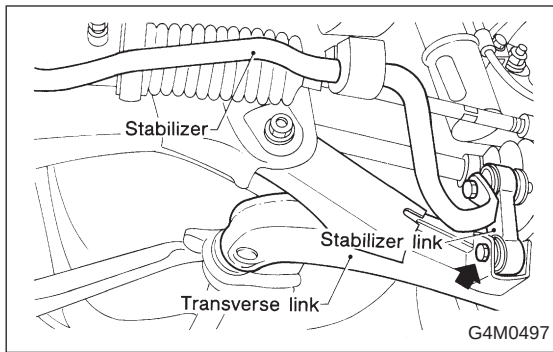
These bolts should be tightened to such an extent that they can still move back and forth in the oblong shaped hole in the bracket (which holds the bushing).

2) Install bolts used to connect transverse link to cross-member and temporarily tighten with nuts.

CAUTION:

Discard loosened self-locking nut and replace with a new one.

3) Insert ball joint into housing.



4) Connect stabilizer link to transverse link, and temporarily tighten bolts.

CAUTION:

Discard loosened self-locking nut and replace with a new one.

5) Tighten the following points in the order shown below when wheels are in full contact with the ground and vehicle is curb weight.

- (1) Transverse link and stabilizer

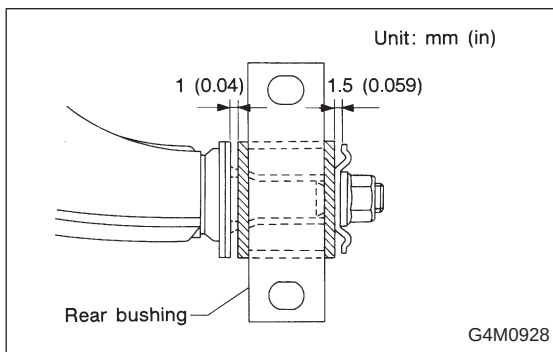
Tightening torque:

$29 \pm 5 \text{ N}\cdot\text{m}$ ($3.0 \pm 0.5 \text{ kg}\cdot\text{m}$, $21.7 \pm 3.6 \text{ ft}\cdot\text{lb}$)

- (2) Transverse link and crossmember

Tightening torque:

$98 \pm 15 \text{ N}\cdot\text{m}$ ($10.0 \pm 1.5 \text{ kg}\cdot\text{m}$, $72 \pm 11 \text{ ft}\cdot\text{lb}$)



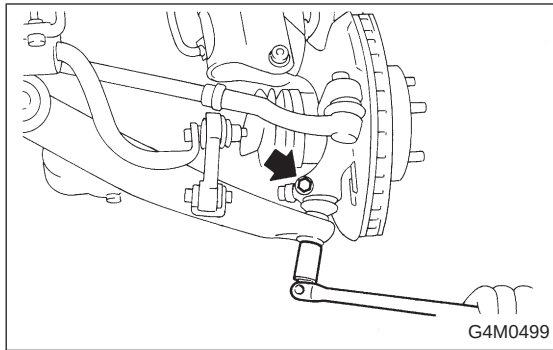
- (3) Transverse link rear bushing and body

Tightening torque:

$245 \pm 49 \text{ N}\cdot\text{m}$ ($25 \pm 5 \text{ kg}\cdot\text{m}$, $181 \pm 36 \text{ ft}\cdot\text{lb}$)

NOTE:

Move rear bushing back and forth until transverse link- to- rear bushing clearance is established (as indicated in figure.) before tightening.



3. Front Ball Joint

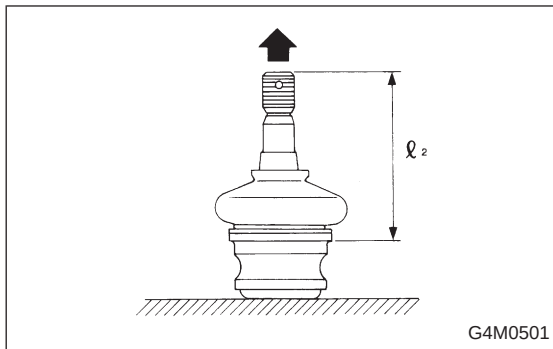
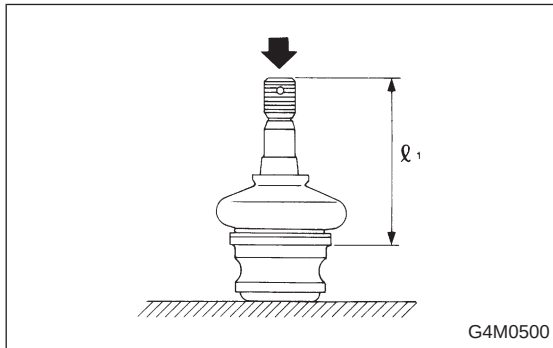
A: REMOVAL

- 1) Remove the wheels.
- 2) Pull out the cotter pin from the ball stud, remove the castle nut, and extract the ball stud from the transverse link.
- 3) Remove the bolt securing the ball joint to the housing.
- 4) Extract the ball joint from the housing.

B: INSPECTION

- 1) Measure play of ball joint by the following procedures. Replace with a new one when the play exceeds the specified value.

(1) With 686 N (70 kg, 154 lb) loaded in the direction shown in the figure, measure dimension ℓ_1 .



(2) With 686 N (70 kg, 154 lb) loaded in the opposite direction shown in the figure, measure dimension ℓ_2 .

(3) Calculate plays from the following formula.

$$S = \ell_2 - \ell_1$$

(4) When plays is larger than the following value, replace with a new one.

FRONT BALL JOINT

Specified play for replacement: S

Less than 0.3 mm (0.012 in)

- 2) When play is smaller than the specified value, visually inspect the dust cover.
- 3) The ball joint and cover that have been removed must be checked for wear, damage or cracks, and any defective part must be replaced.
- 4) If the dust cover is damaged, replace with the new ball joint.

C: INSTALLATION

- 1) Install ball joint onto housing.

Torque (Bolt):

49 N·m (5.0 kg-m, 36 ft-lb)

CAUTION:

Do not apply grease to tapered portion of ball stud.

- 2) Connect ball joint to transverse link.

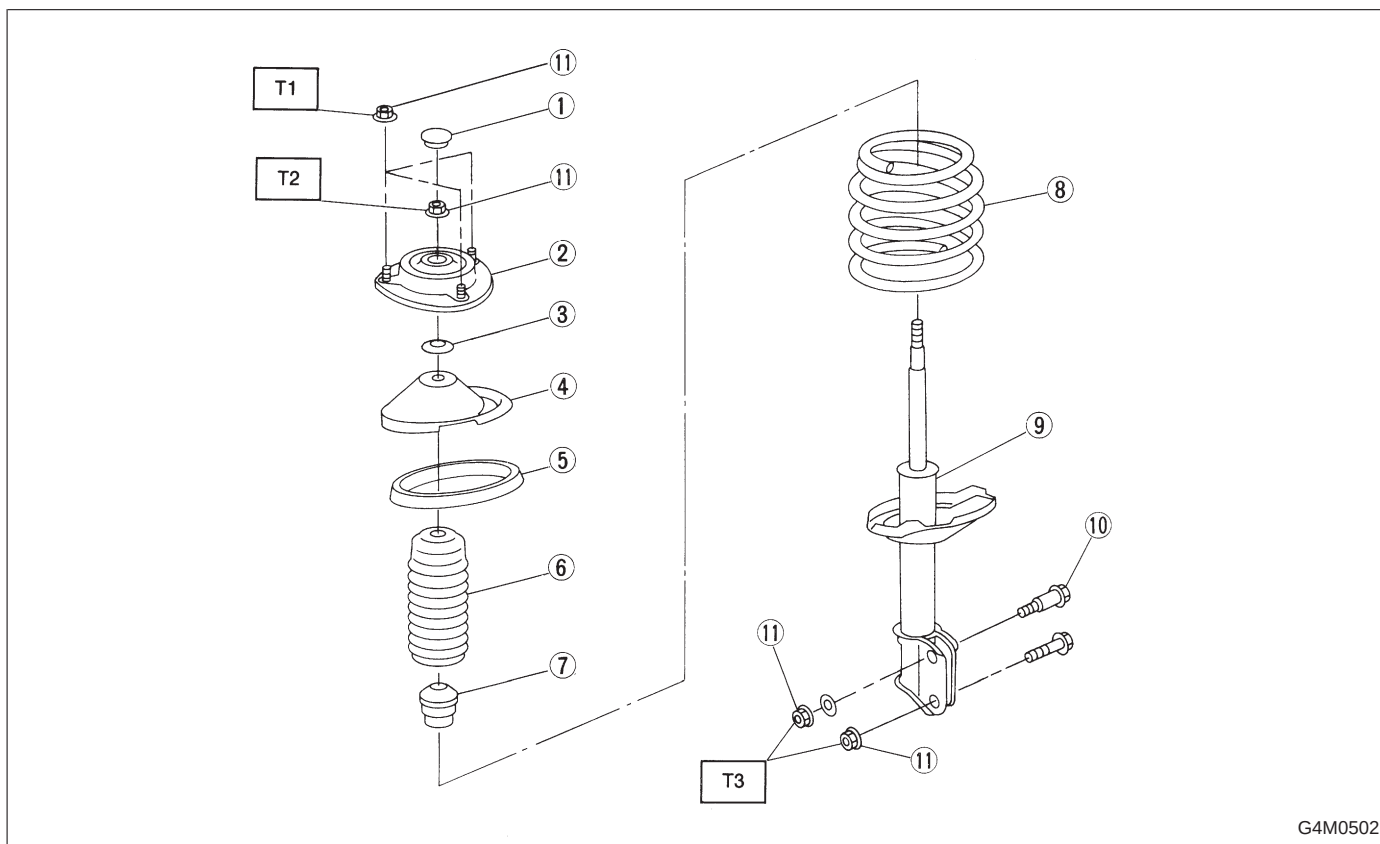
Torque (Castle nut):

39 N·m (4.0 kg-m, 29 ft-lb)

- 3) Retighten castle nut further within 60° until a slot in castle nut is aligned with the hole in ball stud end, then insert new cotter pin and bend it around castle nut.
- 4) Install front wheels.

4. Front Strut

A: REMOVAL



G4M0502

- ① Dust seal
- ② Strut mount
- ③ Spacer
- ④ Upper spring seat
- ⑤ Rubber seat
- ⑥ Dust cover

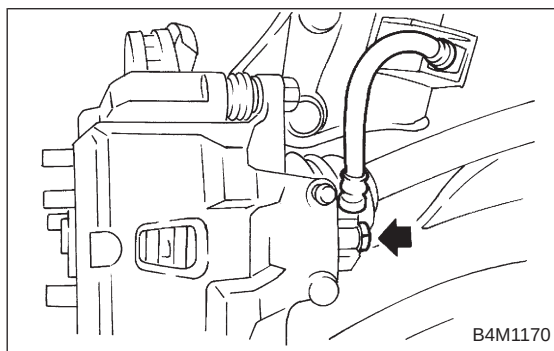
- ⑦ Helper
- ⑧ Coil spring
- ⑨ Damper strut
- ⑩ Adjusting bolt
- ⑪ Self-locking nut

Tightening torque: N·m (kg-m, ft-lb)

T1: 20±6 (2.0±0.6, 14.5±4.3)

T2: 49⁺¹⁰₀ (5.0⁺¹⁰₀, 36⁺⁷₀)

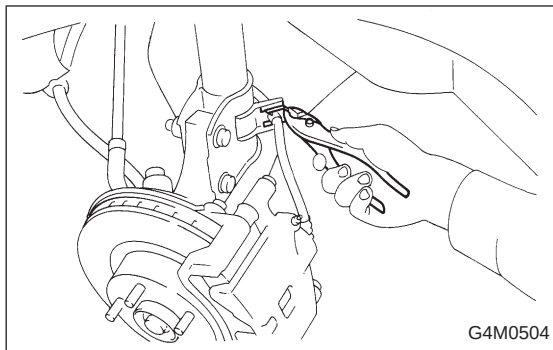
T3: 152±20 (15.5±2.0, 112±14)



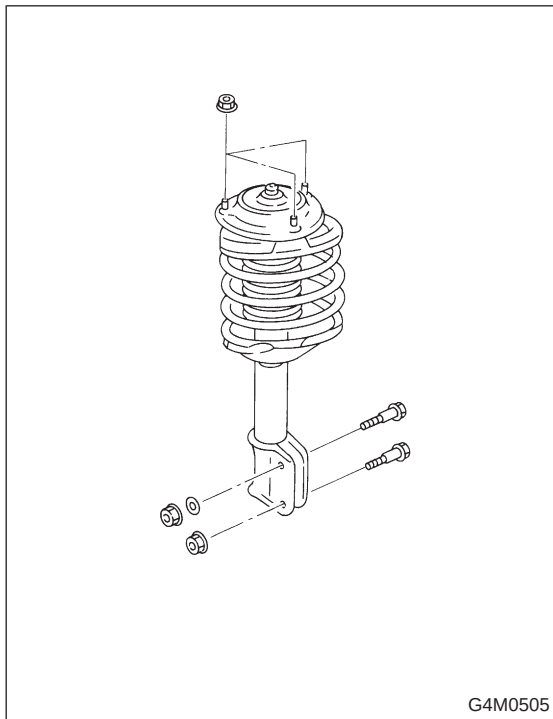
- 1) Remove wheel.
- 2) Depress brake pedal and hold it down using a wooden block etc.
- 3) Remove union bolts from caliper.

CAUTION:

Use brake hose cap to prevent brake fluid from escaping.



- 4) Remove brake hose clamp and disconnect brake hose from strut. Attach brake hose to body using gum tape.
- 5) Scribe an alignment mark on the camber adjusting bolt which secures strut to housing.
- 6) Remove bolt securing the ABS sensor harness on models equipped with ABS.

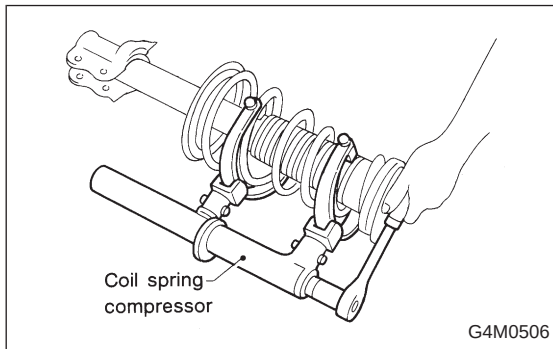


- 7) Remove two bolts securing housing to strut.

CAUTION:

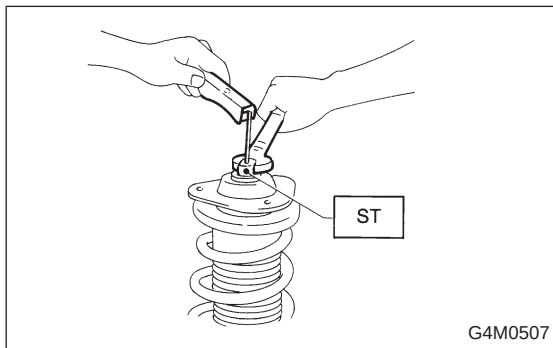
While holding head of adjusting bolt, loosen self-locking nut.

- 8) Remove the three nuts securing strut mount to body.



B: DISASSEMBLY

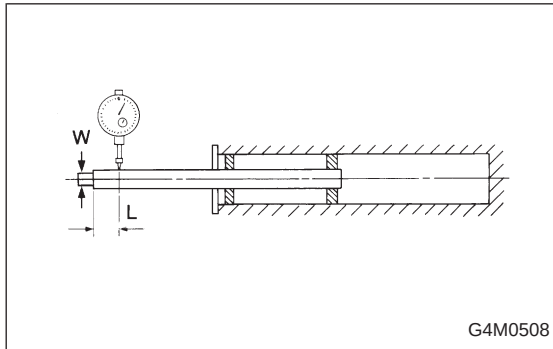
- 1) Using a coil spring compressor, compress coil spring.



- 2) Using ST, remove self-locking nut.
ST 927760000 STRUT MOUNT SOCKET
- 3) Remove strut mount, upper spring seat and rubber seat from strut.
- 4) Gradually decreasing compression force, and remove coil spring.
- 5) Remove dust cover and helper spring.

C: INSPECTION

Check the disassembled parts for cracks, damage and wear, and replace with new parts if defective.

**1. DAMPER STRUT**

- 1) Check for oil leakage.
- 2) Move the piston rod up and down to check its operates smoothly without any binding.

3) Play of piston rod

- Measure the play as follows:

Fix outer shell and fully extend the rod. Set a dial gauge at the end of the rod: L [10 mm (0.39 in)], then apply a force of: W [± 20 N (± 2 kg, ± 4 lb)] to threaded portion. With the force of ± 20 N (± 2 kg, ± 4 lb) applied, read both dial gauge readings, P_1 and P_2 . The free play is determined by the following equation:

Limit of play:

Less than 0.8 mm (0.031 in)

If the play is greater, replace the strut.

2. STRUT MOUNT

Check rubber part for creep, cracks and deterioration, and replace it with new one if defective.

3. DUST COVER

If any cracks or damage are found, replace it with a new one.

4. COIL SPRING

One having permanent strain should be replaced with a new one. When vehicle posture is uneven, although there are no considerable reasons like tire puncture, uneven loading, etc., check coil spring for its free length, cracks, etc., referring to specifications, and replace it with a new one if defective.

5. HELPER

Replace it with new one if cracked or damaged.

D: ASSEMBLY

1) Before installing coil spring, strut mount, etc., on the strut, check for the presence of air in the dampening force generating mechanism of the strut since air prevents proper dampening force from being produced.

2) Checking for the presence of air

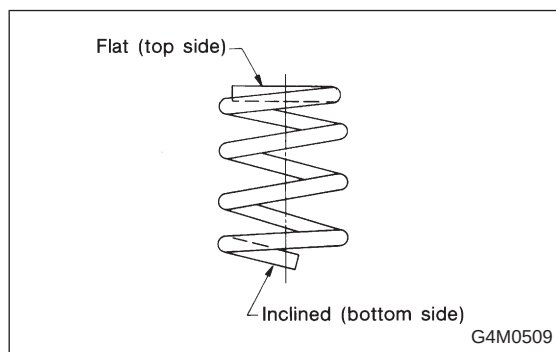
- (1) Place the strut vertically with the piston rod facing up.
- (2) Move the piston rod to the center of its entire stroke.
- (3) While holding the piston rod end with fingertips, move the rod up and down.
- (4) If the piston rod moves at least 10 mm (0.39 in) in step (3), purge air from the strut.

3) Air purging procedure

- (1) Place the strut vertically with the piston rod facing up.
- (2) Fully extend the piston rod.
- (3) With the piston rod fully extended, place the piston rod side down. The strut must stand vertically.
- (4) Fully contract the piston rod.
- (5) Repeat steps (1) through (4) above 3 or 4 times.

NOTE:

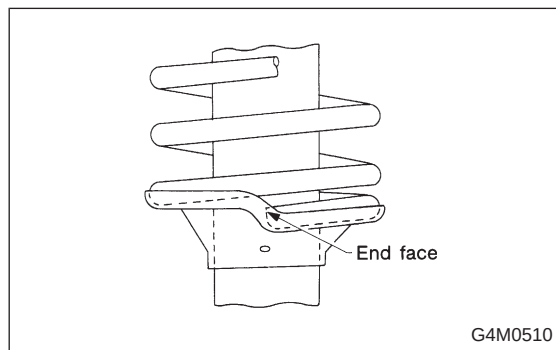
After completely purging air from the strut, be sure to place the strut with the piston rod facing up. If it is laid down, check for entry of air in the strut as outlined under item 2) above.



4) Using a coil spring compressor, compress the coil spring.

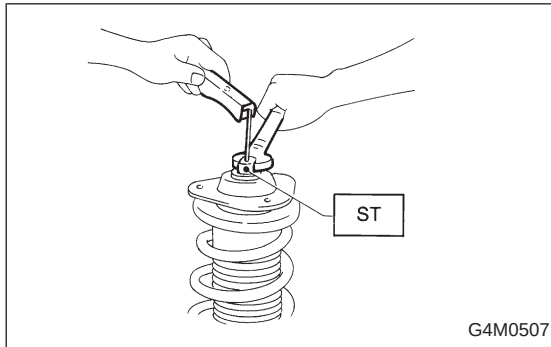
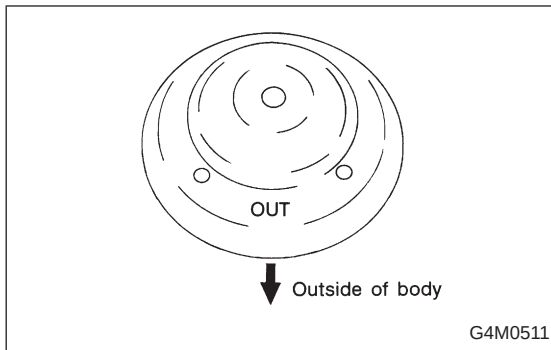
NOTE:

Make sure that the vertical installing direction of coil spring is as shown in figure.



5) Set the coil spring correctly so that its end face fits well into the spring seat as shown.

6) Install helper and dust cover to the piston rod.



7) Pull the piston rod fully upward, and install rubber seat and spring seat.

NOTE:

Ensure that upper spring seat is positioned with "OUT" mark facing outward.

8) Install strut mount to the piston rod, and tighten the self-locking nut temporarily.

CAUTION:

Be sure to use a new self-locking nut.

9) Loosen the coil spring carefully.

10) Using hexagon wrench to prevent strut rod from turning, tighten self-locking nut with ST.

Tightening torque:

49^{+10}_{-0} N·m ($5.0^{+1.0}_{-0}$ kg·m, 36^{+7}_{-0} ft·lb)

ST 927760000 STRUT MOUNT SOCKET

E: INSTALLATION

1) Install upper strut mount at upper side of strut to body and tighten with nuts.

Tightening torque:

20 ± 6 N·m (2.0 ± 0.6 kg·m, 14.5 ± 4.3 ft·lb)

2) Install ABS sensor harness to strut. (ABS equipped models)

Tightening torque:

152 ± 20 N·m (15.5 ± 2.0 kg·m, 112 ± 14 ft·lb)

3) Position aligning mark on camber adjustment bolt with aligning mark on lower side of strut.

CAUTION:

- While holding head of adjusting bolt, tighten self-locking nut.
- Be sure to use new self-locking nut.

Tightening torque:

152 ± 20 N·m (15.5 ± 2.0 kg·m, 112 ± 14 ft·lb)

4) Install brake hose at lower side of strut with clamp.

5) Install union bolts which secure brake caliper to brake hose.

Tightening torque:

18 ± 3 N·m (1.8 ± 0.3 kg·m, 13.0 ± 2.2 ft·lb)

CAUTION:

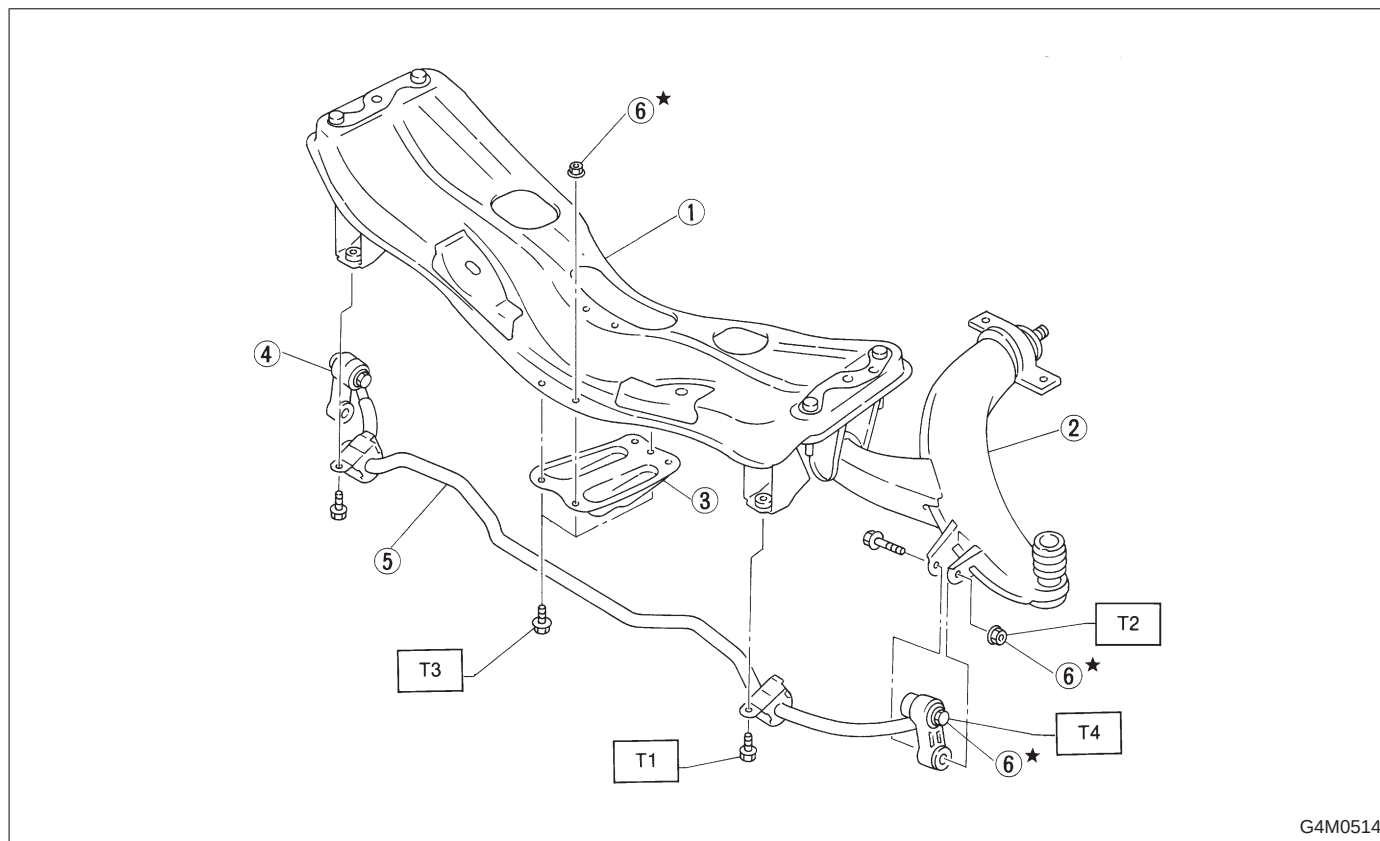
Be sure to bleed air from brake system.

6) Install wheels.

NOTE:

Check wheel alignment and adjust if necessary.

5. Front Stabilizer



G4M0514

- ① Front crossmember
- ② Transverse link
- ③ Jack-up plate
- ④ Stabilizer link
- ⑤ Front stabilizer
- ⑥ Self-locking nut

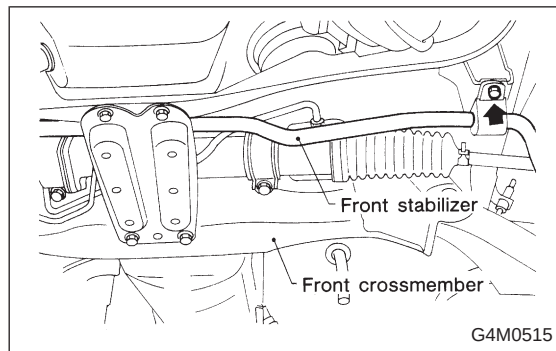
Tightening torque: N·m (kg·m, ft·lb)

T1: 25±4 (2.5±0.4, 18.1±2.9)

T2: 29±5 (3.0±0.5, 21.7±3.6)

T3: 32±10 (3.3±1.0, 24±7)

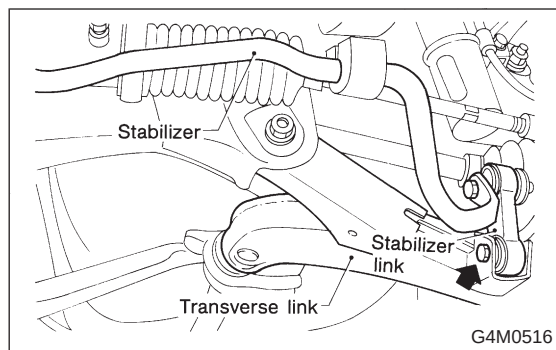
T4: 44±6 (4.5±0.6, 32.5±4.3)



G4M0515

A: REMOVAL

- 1) Jack-up the front part of the vehicle, support it with safety stands (rigid racks).
- 2) Remove bolts which secure stabilizer to crossmember.

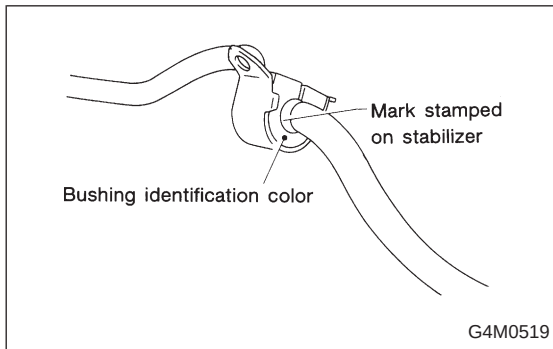


G4M0516

- 3) Remove bolts which secure stabilizer link to front transverse link.
- 4) Remove jack-up plate from lower part of crossmember.

B: INSPECTION

- 1) Check bushing for cracks, fatigue or damage.
- 2) Check stabilizer links for deformities, cracks, or damage, and bushing for protrusions from the hole of stabilizer link.

**C: INSTALLATION**

- 1) To install, reverse the removal procedure.

NOTE:

- Install bushing (on front crossmember side) while aligning it with paint mark on stabilizer.
- Ensure that bushing and stabilizer have the same identification colors when installing.

- 2) Always tighten rubber bushing location when wheels are in full contact with the ground and vehicle is curb weight.

- 3) Tightening torque:

Jack-up plate to crossmember:

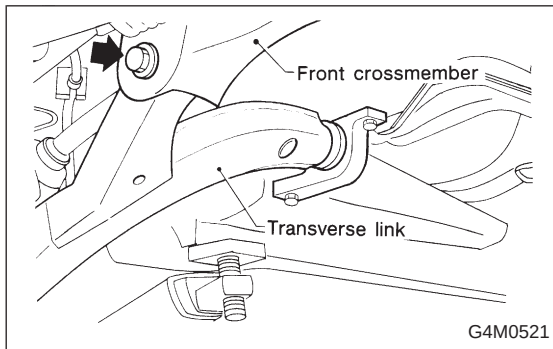
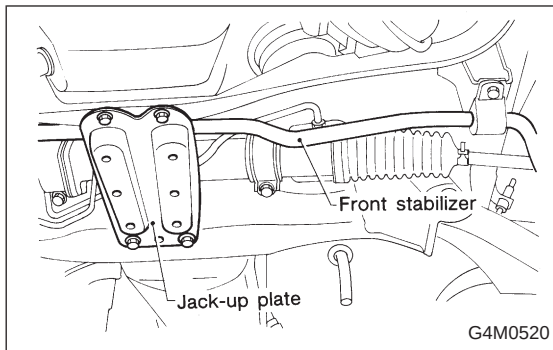
32±10 N·m (3.3±1.0 kg-m, 24±7 ft-lb)

Stabilizer link to front transverse link:

29±5 N·m (3.0±0.5 kg-m, 21.7±3.6 ft-lb)

Stabilizer to crossmember:

25±4 N·m (2.5±0.4 kg-m, 18.1±2.9 ft-lb)



6. Front Crossmember

A: REMOVAL

- 1) Disconnect ground cable from battery.
- 2) Loosen front wheel nuts.
- 3) Jack-up vehicle, support it with safety stands (rigid racks), and remove front tires and wheels.
- 4) Remove both stabilizer and jack-up plate.
- 5) Disconnect tie-rod end from housing.
- 6) Remove front exhaust pipe.

- 7) Remove front transverse link from front crossmember.
- 8) Remove nuts attaching engine mount cushion rubber to crossmember.
- 9) Remove self-locking nuts connecting steering U/J and pinion shaft.
- 10) Lift engine by approx. 10 mm (0.39 in) by using chain block.
- 11) Support crossmember with a jack, remove nuts securing crossmember to body and lower crossmember gradually along with steering gearbox.

CAUTION:

When removing crossmember downward, be careful that tie-rod end does not interfere with DOJ boot.

B: INSTALLATION

- 1) Installation is in the reverse order of removal procedures.

CAUTION:

Always tighten rubber bushing location when wheels are in full contact with the ground and vehicle is curb weight.

- 2) Tightening torque

Transverse link bushing to crossmember:

98±15 N·m (10.0±1.5 kg-m, 72±11 ft-lb)

Stabilizer to bush:

25±4 N·m (2.5±0.4 kg-m, 18.1±2.9 ft-lb)

Tie-rod end to housing:

27.0±2.5 N·m (2.75±0.25 kg-m, 19.9±1.8 ft-lb)

Front cushion rubber to crossmember:

69±15 N·m (7.0±1.5 kg-m, 51±11 ft-lb)

Universal joint to pinion shaft:

24±3 N·m (2.4±0.3 kg-m, 17.4±2.2 ft-lb)

Crossmember to body:

98±15 N·m (10.0±1.5 kg-m, 72±11 ft-lb)

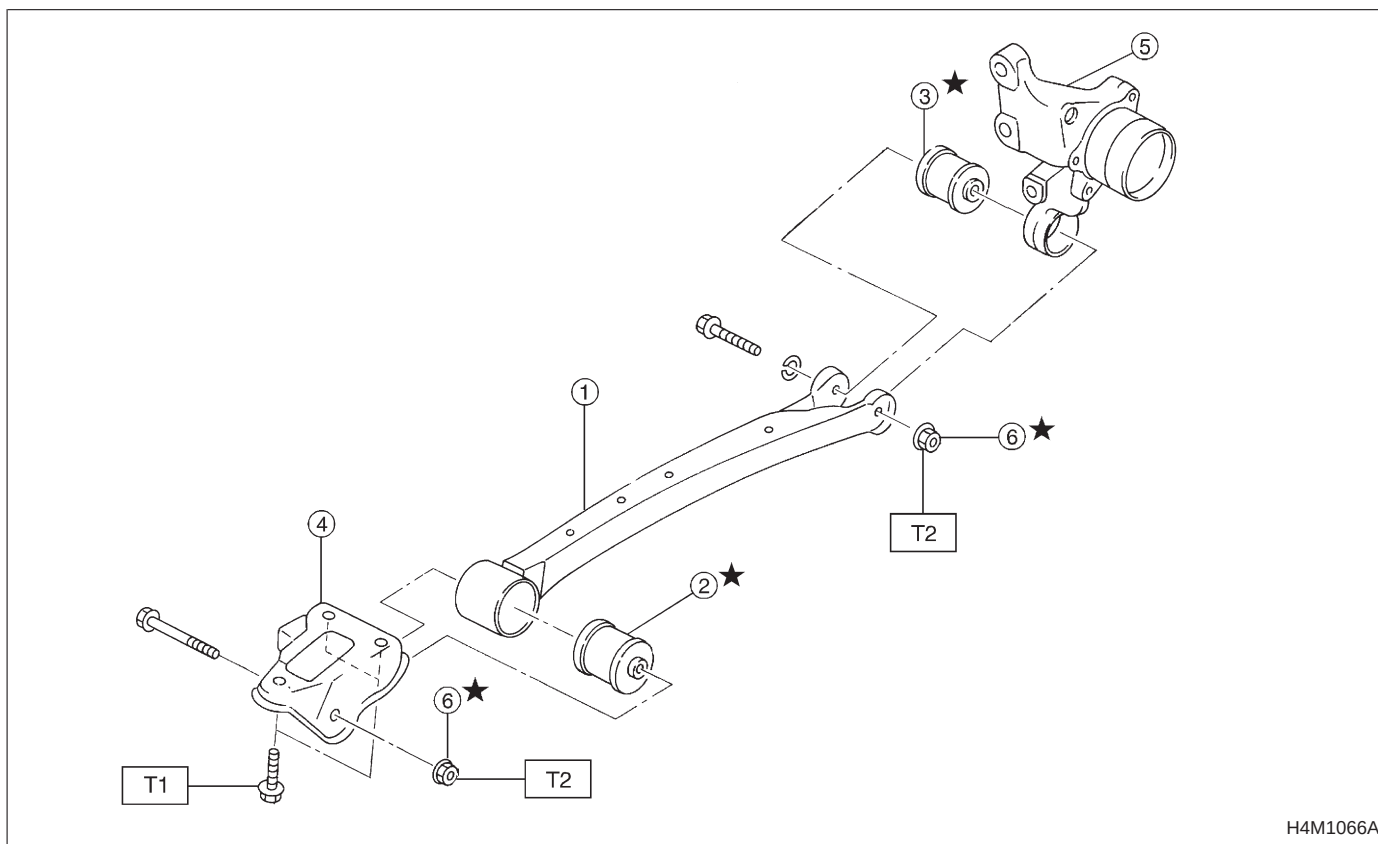
- 3) Purge air from power steering system.

NOTE:

Check wheel alignment and adjust if necessary.

7. Rear Trailing Link

A: REMOVAL



H4M1066A

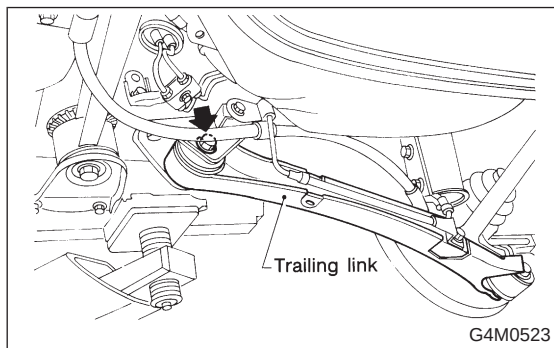
- ① Trailing link
- ② Front bushing
- ③ Rear bushing
- ④ Bracket
- ⑤ Housing
- ⑥ Self-locking nut

Tightening torque: N·m (kg·m, ft·lb)

T1: 98±20 (10.0±2.0, 72±14)

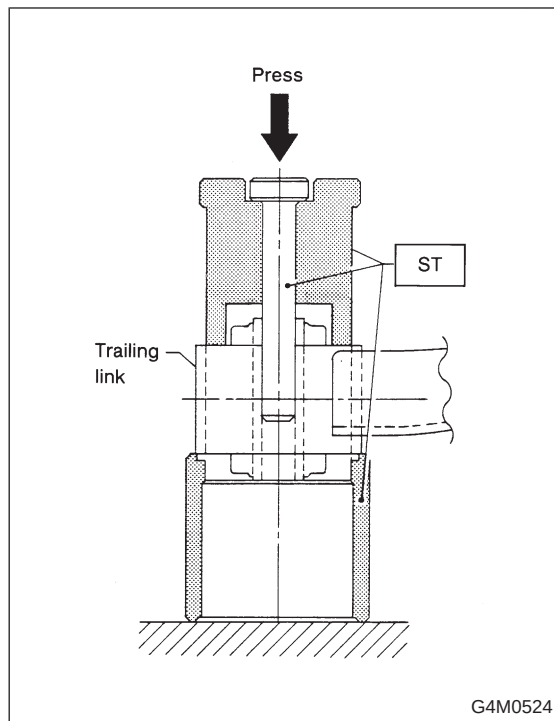
T2: 113±15 (11.5±1.5, 83±11)

- 1) Loosen rear wheel nuts.
- 2) Jack-up vehicle, support it with safety stands (rigid racks) and remove rear wheels.
- 3) Remove both rear parking brake clamp and ABS sensor harness. (only vehicle equipped with ABS)



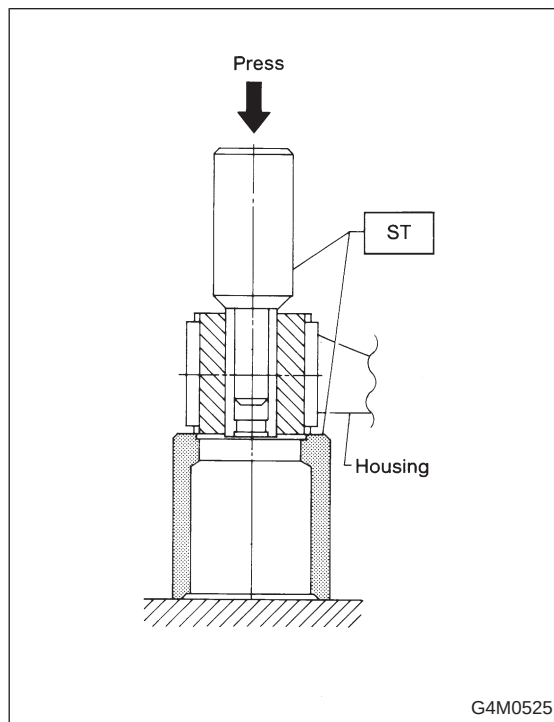
G4M0523

- 4) Remove bolt which secure trailing link to trailing link bracket.
- 5) Remove bolt which secure trailing link to rear housing.

**B: DISASSEMBLY****1. FRONT BUSHING**

Using ST, press front bushing out of place.

ST 927720000 INSTALLER & REMOVER SET

**2. REAR BUSHING**

1) Remove housing. <Ref. to 4-2 [W2A0].>

2) Using ST, press rear bushing out of place.

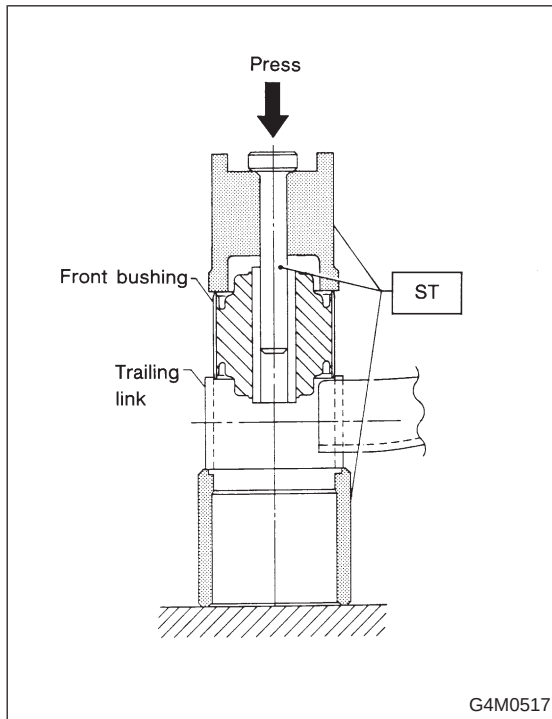
ST 927730000 INSTALLER & REMOVER SET

C: INSPECTION

Check trailing links for bends, corrosion or damage.

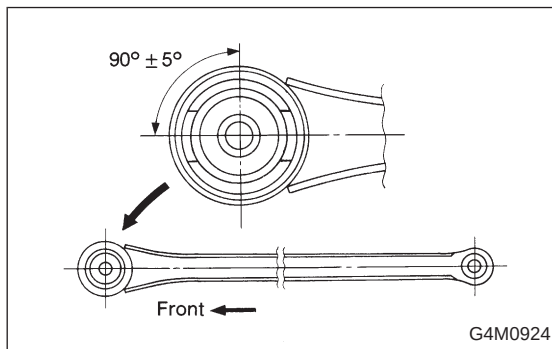
D: ASSEMBLY

To assemble, reverse above disassembly procedures.

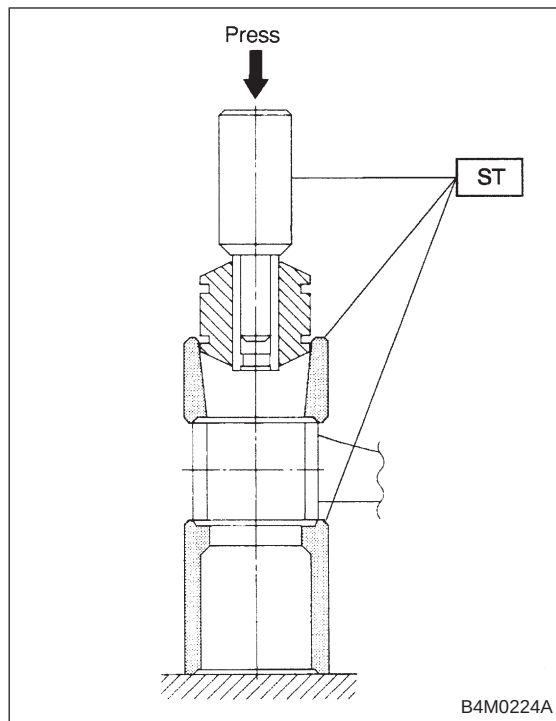
**1. FRONT BUSHING**

Using ST, press bushing into trailing link.

ST 927720000 INSTALLER & REMOVER SET

**CAUTION:**

Install front bushing in the proper direction, as shown in figure.



2. REAR BUSHING

1) Using ST, press bushing into trailing link.

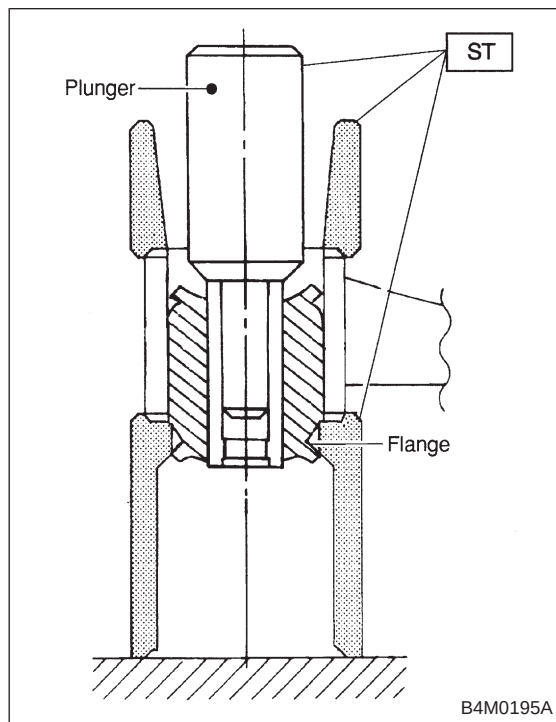
ST 927730000 INSTALLER & REMOVER SET

NOTE:

If it is difficult to press bushing into trailing link, apply water-diluted TIRE LUBE to the inner surface of ST as a lubricant.

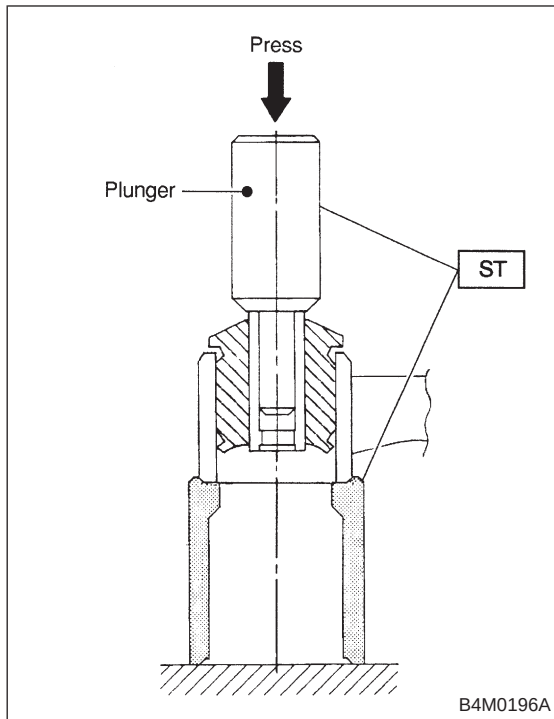
Specified lubricant:

TIRE LUBE : water = 1 : 3



2) Press ST plunger until bushing flange protrudes beyond trailing link.

ST 927730000 INSTALLER & REMOVER SET



3) Turn trailing link upside down. Press ST plunger in the direction opposite that outlined in step 2) until bushing is correctly positioned in trailing link.

ST 927730000 INSTALLER & REMOVER SET

E: INSTALLATION

Installation is in the reverse order of removal.

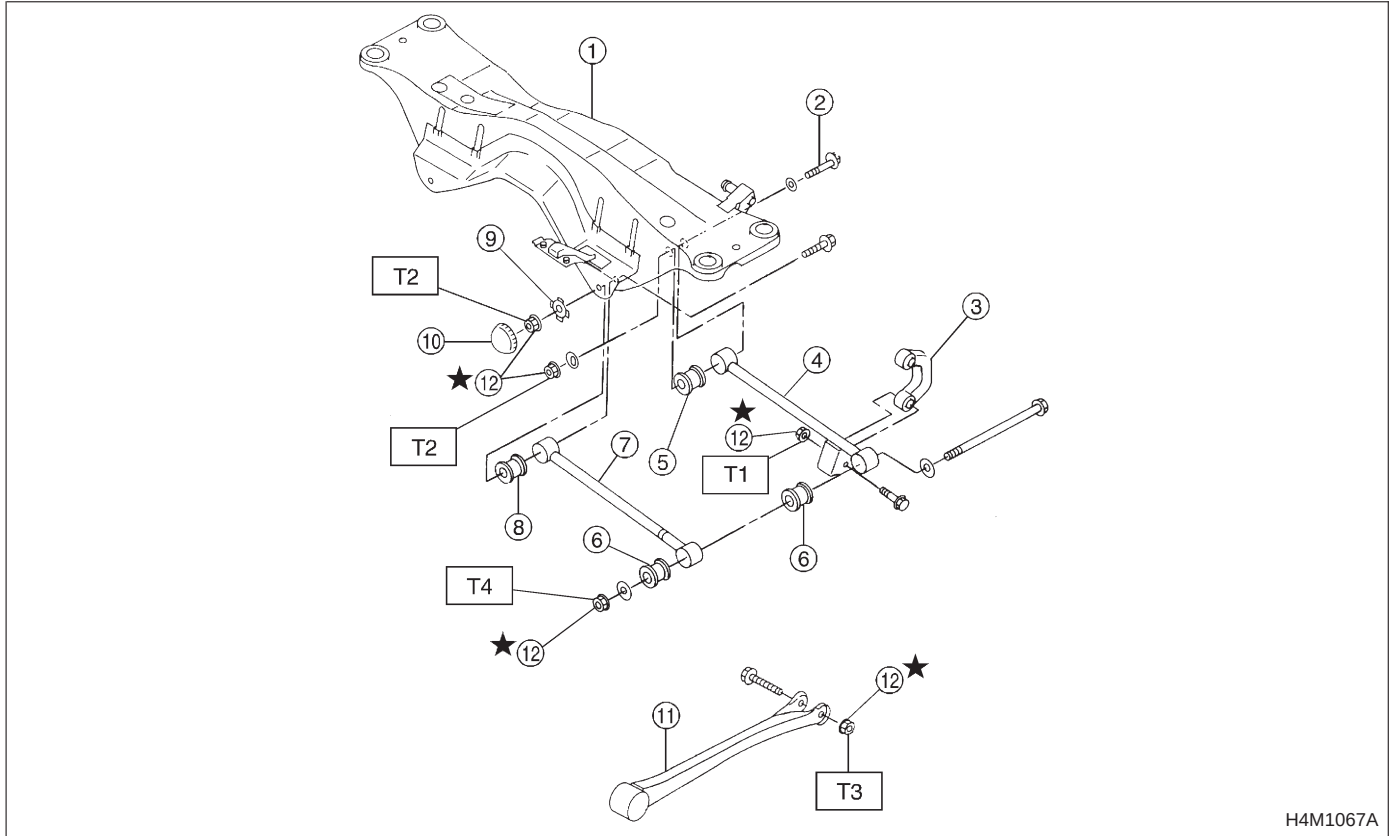
CAUTION:

Always tighten rubber bushing location when wheels are in full contact with the ground and vehicle is at curb weight condition.

NOTE:

Check wheel alignment and adjust if necessary.

8. Lateral Link



H4M1067A

- ① Crossmember
- ② Adjusting bolt
- ③ Stabilizer link
- ④ Rear lateral link
- ⑤ Bushing (C)
- ⑥ Bushing (A)

- ⑦ Front lateral link
- ⑧ Bushing (B)
- ⑨ Washer
- ⑩ Cap
- ⑪ Trailing link
- ⑫ Self-locking nut

Tightening torque: N·m (kg-m, ft-lb)

T1: 44±6 (4.5±0.6, 32.5±4.3)

T2: 98±15 (10.0±1.5, 72±11)

T3: 113±15 (11.5±1.5, 83±11)

T4: 137±20 (14.0±2.0, 101±14)

A: REMOVAL

- 1) Loosen wheel nuts. Jack-up vehicle and remove wheel.
- 2) Remove stabilizers.
- 3) (Models equipped with ABS)
Remove ABS sensor harness from trailing link.
- 4) Remove bolts which secure lateral link assembly to rear housing.

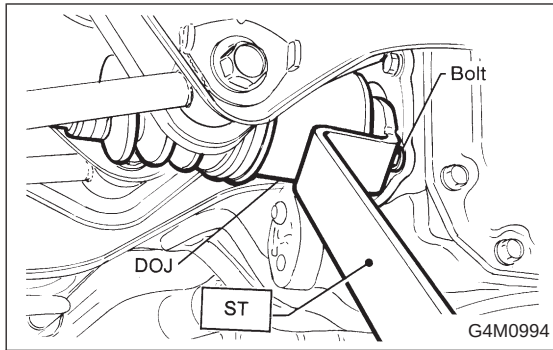
CAUTION:

Discard old self-locking nut. Replace with a new one.

- 5) Remove bolts which secure trailing link assembly to rear housing.

CAUTION:

Discard old self-locking nut. Replace with a new one.

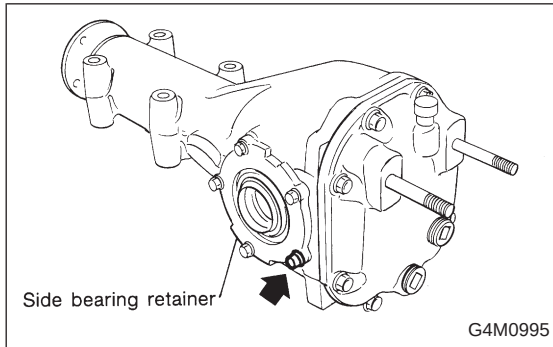


6) Remove DOJ from rear differential using ST. (2200 cc MT model)

ST 28099PA100 DRIVE SHAFT REMOVER

CAUTION:

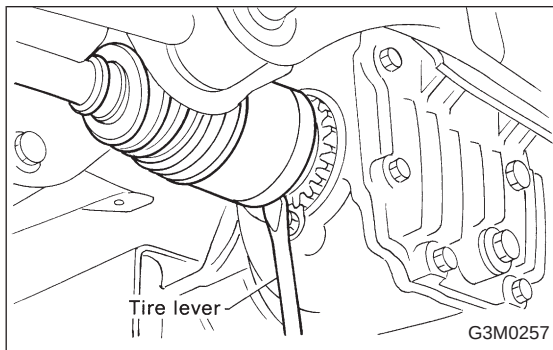
Do not remove circlip attached to inside of differential.



CAUTION:

Be careful not to damage side bearing retainer. Always use bolt as shown in figure, as supporting point for ST during removal.

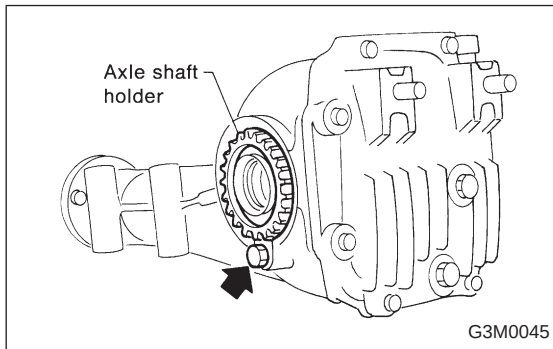
ST 28099PA100 DRIVE SHAFT REMOVER



7) Remove DOJ from rear differential using tire lever. (Except 2200 cc MT model)

NOTE:

The side spline shaft circlip comes out together with the shaft.



CAUTION:

When removing the DOJ from the rear differential, fit tire lever to the bolt as shown in figure so as not to damage the axle shaft holder.

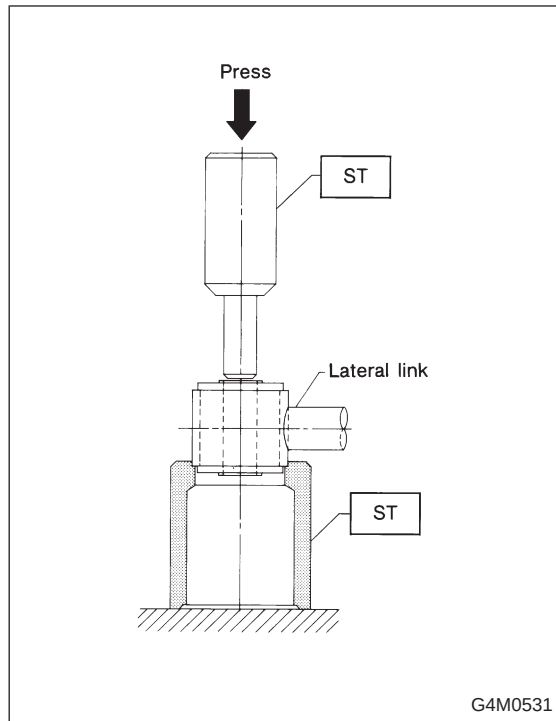
8) Scribe an alignment mark on rear lateral link adjusting bolt and crossmember.

9) Remove outer lateral link bolt securing lateral link to housing.

10) Remove bolts securing front and rear lateral links to crossmember, detach lateral links.

CAUTION:

To loosen adjusting bolt, always loosen nut while holding the head of adjusting bolt.



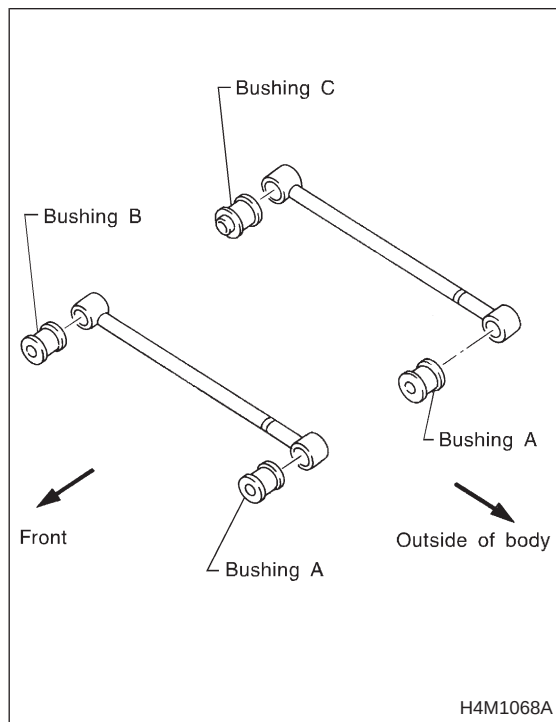
B: DISASSEMBLY

Using ST, press bushing out of place.

NOTE:

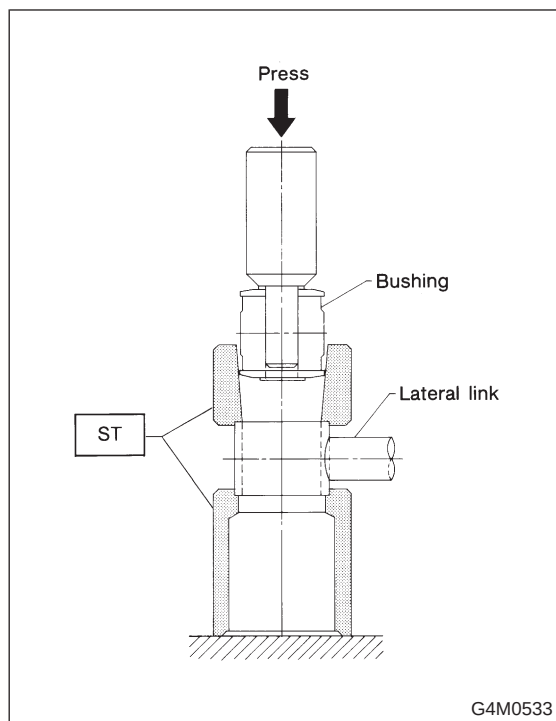
- Using the following figure as a guide, verify the type of bushings.
- Select ST according to the type of bushings used.

Bushing	INSTALLER & REMOVER SET
Bushing A	927700000
Bushing B	927690000
Bushing C	927700000



C: INSPECTION

Visually check lateral links for damage or bends.

**D: ASSEMBLY**

1) Using ST, press bushing into place.

CAUTION:

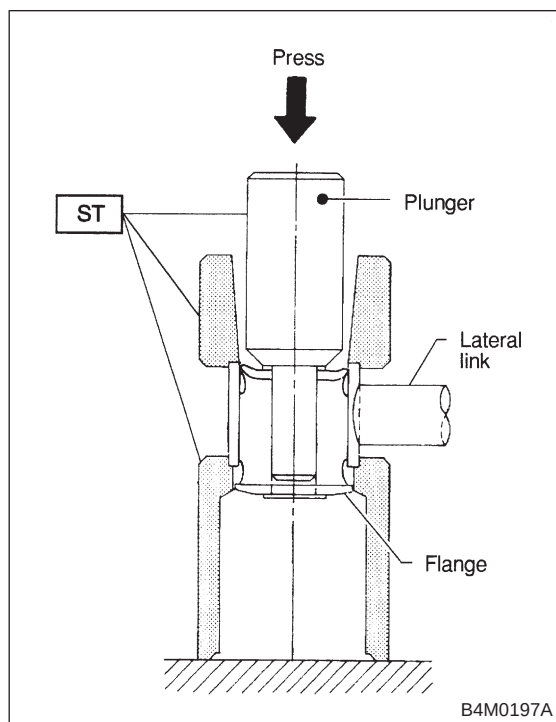
Select ST according to the type of bushings used.

NOTE:

- Use the same ST as that used during disassembly.
- If it is difficult to press bushing into trailing link, apply water-diluted TIRE LUBE to the inner surface of ST as a lubricant.

Specified lubricant:

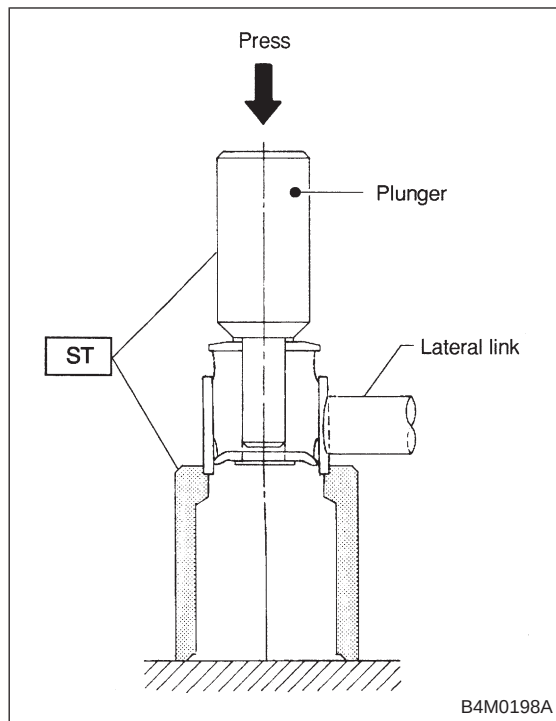
TIRE LUBE : water = 1 : 3



2) Press ST plunger until bushing flange protrudes beyond lateral link.

NOTE:

Use the same ST as that used during disassembly.



3) Turn lateral link upside down. Press ST plunger in the opposite direction that outlined in step 2) until bushing is correctly positioned in trailing link.

NOTE:

Use the same ST as that used during disassembly.

E: INSTALLATION

To install, reverse removal procedures, observing the following instructions.

- Installation of DOJ to differential: <Ref. to 4-2 [W3E2].>

CAUTION:

- Do not allow DOJ splines to damage side oil seal.
- Always tighten rubber bushing location when wheels are in full contact with the ground and vehicle is curb weight.
- Tighten nut when installing adjusting bolt.
- Replace self-locking nut and DOJ circlip with new ones.

NOTE:

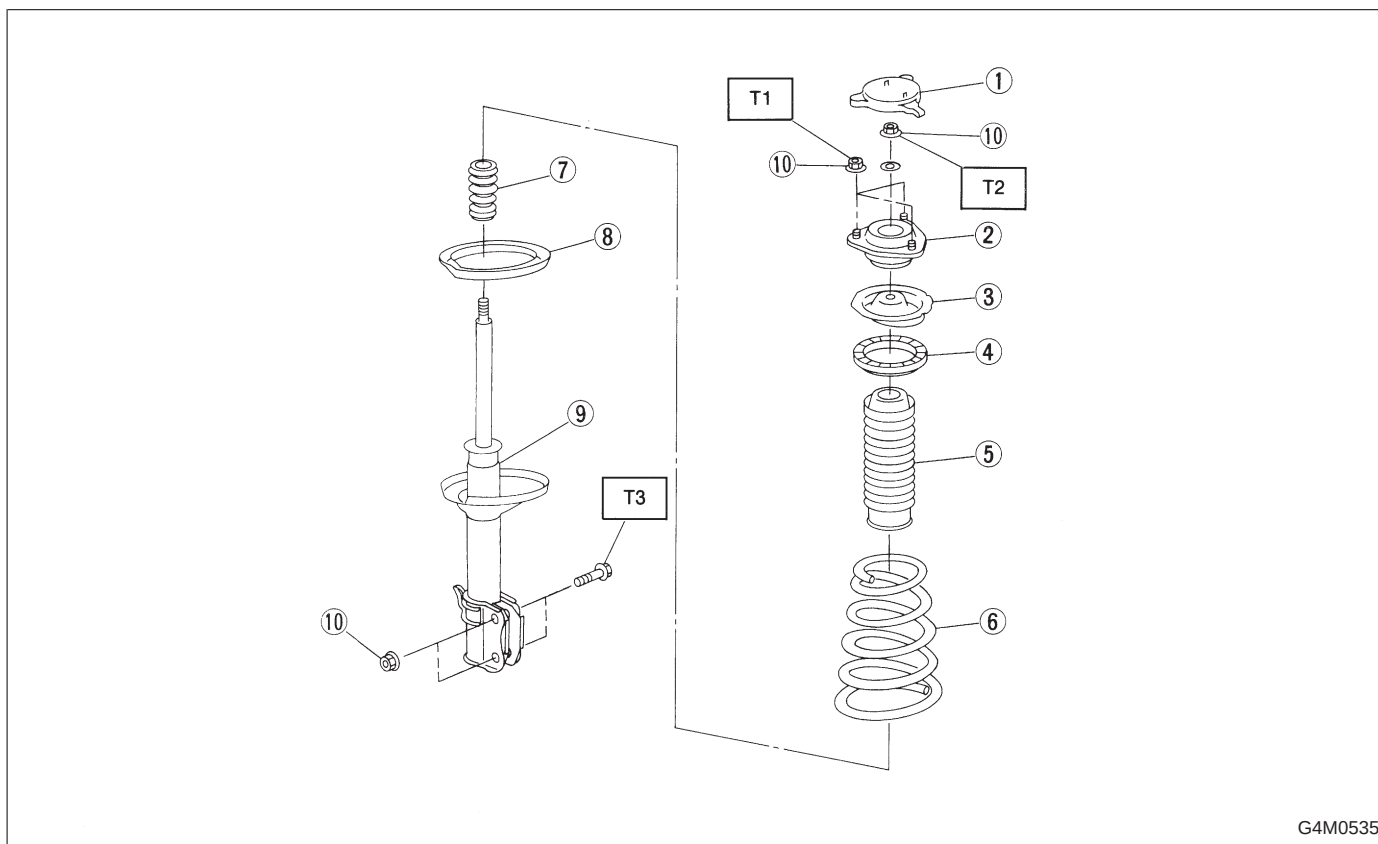
- Lateral link washers for AWD model can be identified by the following color:

Gold (AWD model)

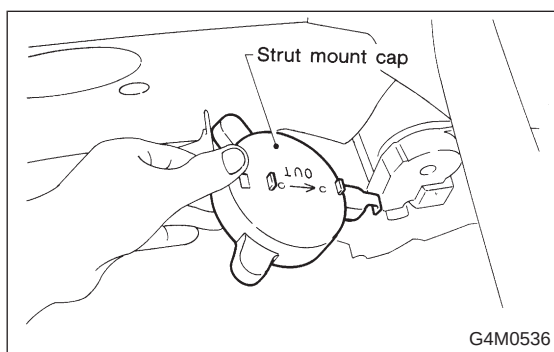
- Check wheel alignment and adjust if necessary.

9. Rear Strut

A: REMOVAL

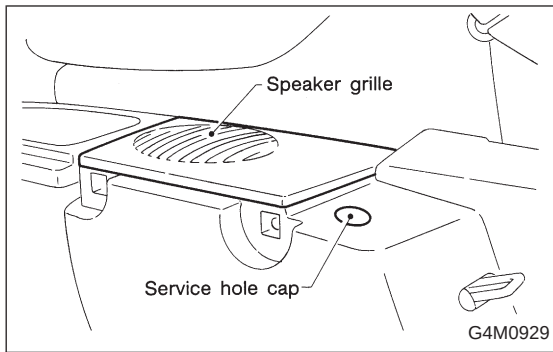


- | | |
|---------------------|---------------------|
| ① Cap | ⑥ Coil spring |
| ② Strut mount | ⑦ Helper |
| ③ Spring seat | ⑧ Rubber seat lower |
| ④ Rubber seat upper | ⑨ Damper strut |
| ⑤ Dust cover | ⑩ Self-locking nut |

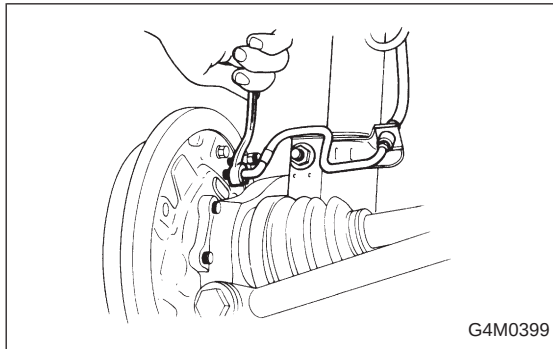
Tightening torque: N·m (kg-m, ft-lb)**T1: 20±6 (2.0±0.6, 14.5±4.3)****T2: 59±10 (6.0±1.0, 43±7)****T3: 196⁺³⁹₋₁₀ (20.0^{+4.0}_{-1.0}, 145⁺²⁹₋₇)**

1) Depress brake pedal and secure it in that position using a wooden block, etc.

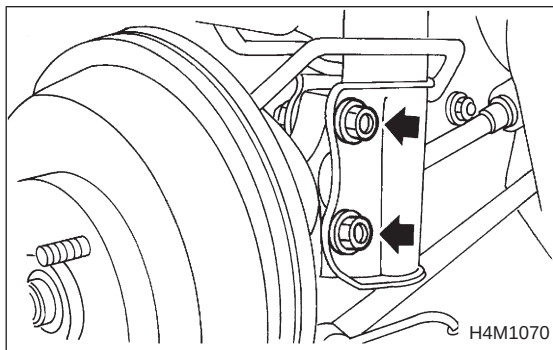
2) Remove rear seat cushion and backrest. (Sedan model)



- 3) Remove rear speaker grille and service hole cap. (Wagon model)
- 4) Remove strut mount cap.
- 5) Loosen rear wheel nuts.
- 6) Jack-up vehicle, support it with safety stands (rigid racks) and remove rear wheels.
- 7) Remove brake hose clip.



- 8) Disconnect brake hose from brake pipe from strut, and disconnect brake pipe from drum brake.



- 9) Remove bolts which secure rear strut to housing.
- 10) Remove nuts securing strut mount to body.

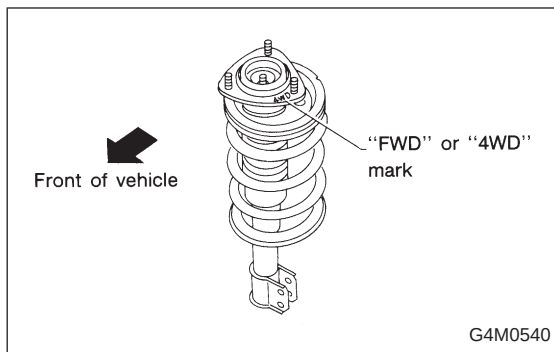
B: DISASSEMBLY

For disassembly of rear strut, refer to procedures outlined under front strut as a guide.

<Ref. to 4-1 [W4B0].>

C: INSPECTION

Refer to Front Strut as a guide for inspection procedures.
<Ref. to 4-1 [W4C0].>



D: ASSEMBLY

Refer to Front Strut as a guide for assembly procedures.
<Ref. to 4-1 [W4D0].>

CAUTION:

Install rear strut with “FWD” or “4WD” mark on strut mount facing outside of car body.

E: INSTALLATION

1) Tighten self-locking nut used to secure strut mount to car body.

CAUTION:

Discard loosened self-locking nut, and replace with a new one.

Tightening torque:

20 ± 6 N·m (2.0 ± 0.6 kg-m, 14.5 ± 4.3 ft-lb)

2) Tighten bolts which secure rear strut to housing.

Tightening torque:

196^{+39}_{-10} N·m ($20.0^{+4.0}_{-1.0}$ kg-m, 145^{+29}_{-7} ft-lb)

Discard loosened self-locking nut, and replace with a new one.

3) Connect brake hose to brake pipe.

Tightening torque:

15^{+3}_{-2} N·m ($1.5^{+0.3}_{-0.2}$ kg-m, $10.8^{+2.2}_{-1.4}$ ft-lb)

4) Insert brake hose clip between brake hose and lower side of strut.

CAUTION:

- Check that hose clip is positioned properly.
- Check brake hose for twisting, or excessive tension.
- (Model equipped with ABS)

Do not subject ABS sensor harness to excessive tension.

5) Be sure to bleed air from brake system.

6) Lower vehicle and tighten wheel nut.

Tightening torque:

88 ± 10 N·m (9 ± 1 kg-m, 65 ± 7 ft-lb)

7) Install strut mount cap.

8) (Sedan model)

Install rear seat backrest and rear seat cushion.

(Wagon model)

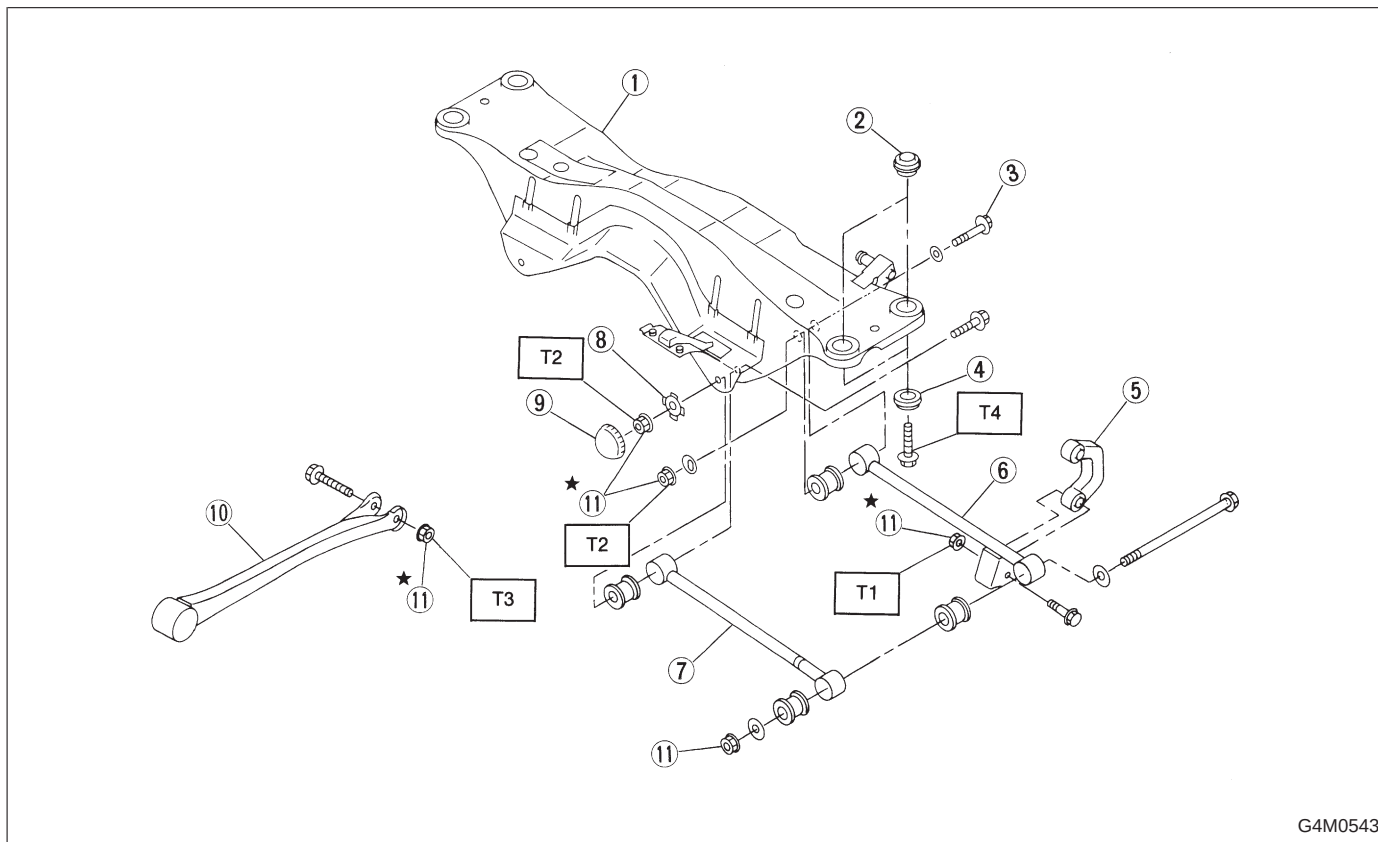
Install rear speaker grille.

NOTE:

Check wheel alignment and adjust if necessary.

10. Rear Crossmember

A: REMOVAL



G4M0543

- ① Crossmember
- ② Floating bushing
- ③ Adjusting bolt
- ④ Stopper
- ⑤ Stabilizer link
- ⑥ Rear lateral link

- ⑦ Front lateral link
- ⑧ Washer
- ⑨ Cap
- ⑩ Trailing link
- ⑪ Self-locking nut

Tightening torque: N·m (kg-m, ft-lb)

T1: 44±6 (4.5±0.6, 32.5±4.3)

T2: 98±15 (10.0±1.5, 72±11)

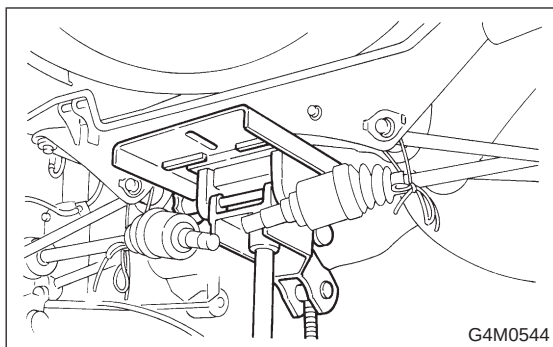
T3: 113±15 (11.5±1.5, 83±11)

T4: 127±20 (13.0±2.0, 94±14)

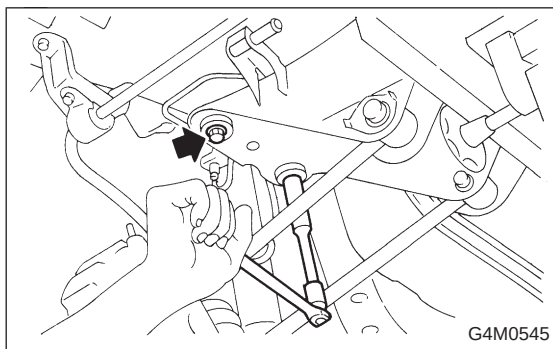
CAUTION:

Do not subject ABS sensor harness to excessive tension (if equipped).

- 1) Separate front exhaust pipe and rear exhaust pipe.
- 2) Remove rear exhaust pipe and muffler.
- 3) Remove rear differential. <Ref. to 3-4 [W2B0] or [W3B0].>



4) Place transmission jack under rear crossmember.



5) Remove bolts securing crossmember to car body, and remove crossmember.

6) Scribe an alignment mark on rear lateral link cam bolt and crossmember.

7) Remove front and rear lateral links by loosening nuts.

B: INSPECTION

Check removed parts for wear, damage and cracks, and correct or replace if defective.

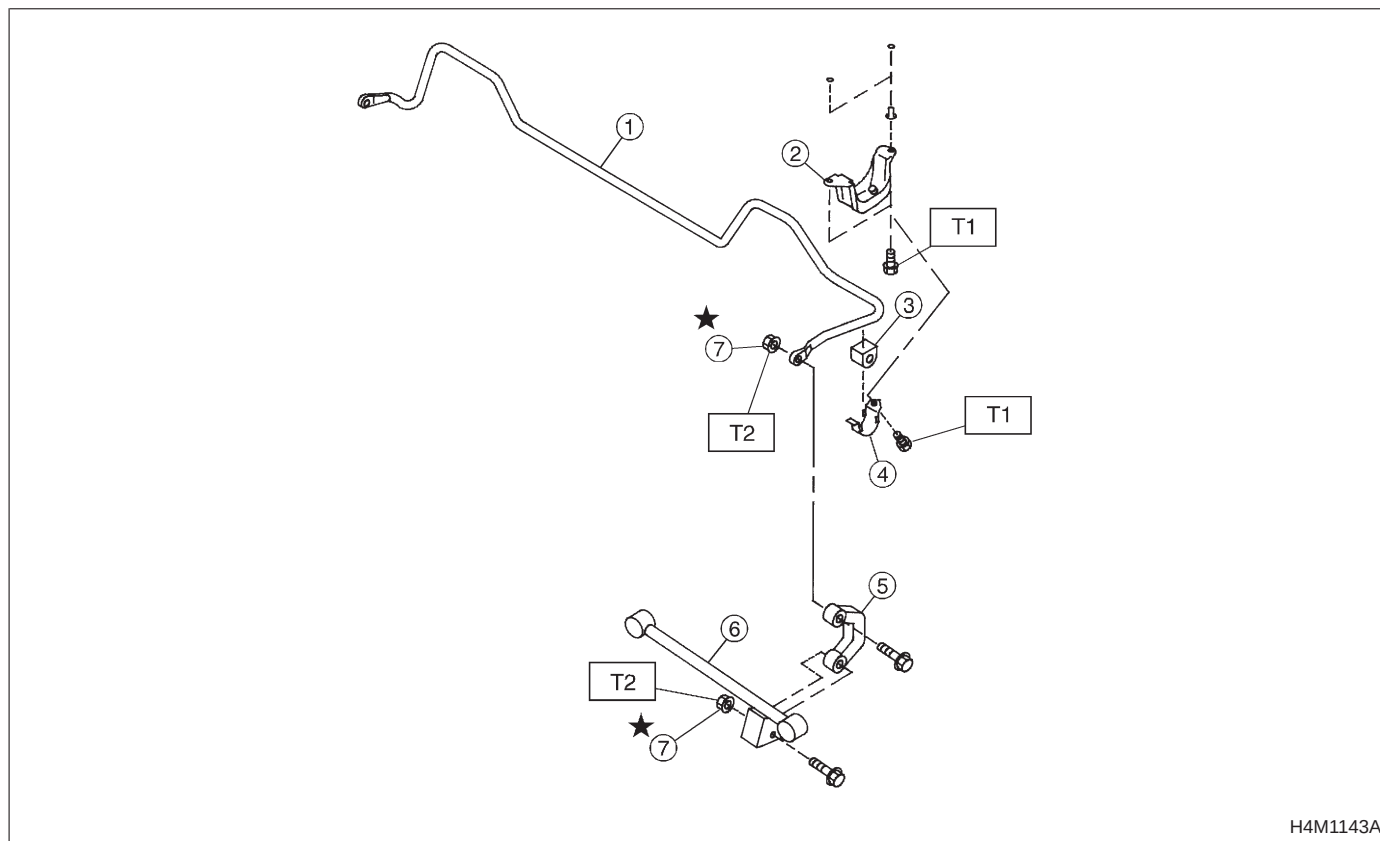
C: INSTALLATION

- 1) Install in reverse order of removal.
- 2) Install rear differential. <Ref. to 3-4 [W2F0] or [W3F0].>
- 3) Always tighten rubber bushing location when wheels are in full contact with the ground and vehicle is curb weight.

NOTE:

Check wheel alignment and adjust if necessary.

11. Rear Stabilizer



- ① Rear stabilizer
- ② Stabilizer bracket
- ③ Stabilizer bushing
- ④ Clamp
- ⑤ Stabilizer link
- ⑥ Rear lateral link
- ⑦ Self-locking nut

Tightening torque: N·m (kg·m, ft·lb)

T1: 25±7 (2.5±0.7, 18.1±5.1)

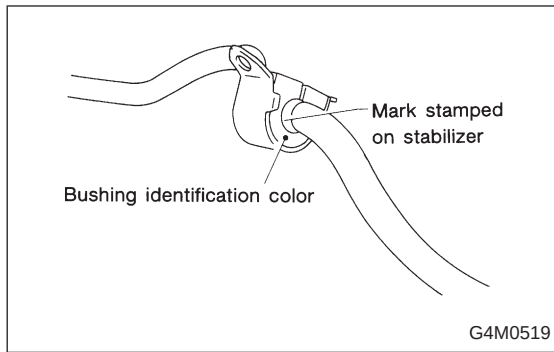
T2: 44±6 (4.5±0.6, 32.5±4.3)

A: REMOVAL

- 1) Jack-up the rear part of the vehicle, support it with safety stands (rigid racks).
- 2) Remove bolts which secure stabilizer link to rear lateral link.
- 3) Remove bolts which secure stabilizer to stabilizer bracket.

B: INSPECTION

- 1) Check bushing for cracks, fatigue or damage.
- 2) Check stabilizer links for deformities, cracks, or damage, and bushing for protrusions from the hole of stabilizer link.



C: INSTALLATION

1) To install, reverse the removal procedure.

NOTE:

- Install bushing while aligning it with paint mark on stabilizer.
- Ensure that bushing and stabilizer have the same identification colors when installing.

2) Always tighten rubber bushing location when wheels are in full contact with the ground and vehicle is curb weight.

3) Tightening torque:

Stabilizer link to rear lateral link:

44±6 N·m (4.5±0.6 kg-m, 32.5±4.3 ft-lb)

Stabilizer to stabilizer bracket:

25±7 N·m (2.5±0.7 kg-m, 18.1±5.1 ft-lb)

1. Suspension**A: IMPROPER VEHICLE POSTURE OR
IMPROPER WHEEL ARCH HEIGHT**

Possible causes	Countermeasures
(1) Permanent distortion or breakage of coil spring	Replace.
(2) Unsmooth operation of damper strut	Replace.
(3) Installation of wrong strut	Replace with proper parts.
(4) Installation of wrong coil spring	Replace with proper parts.

B: POOR RIDE COMFORT

- 1) Large rebound shock
- 2) Rocking of vehicle continues too long after running over bump and/or hump.
- 3) Large shock in bumping

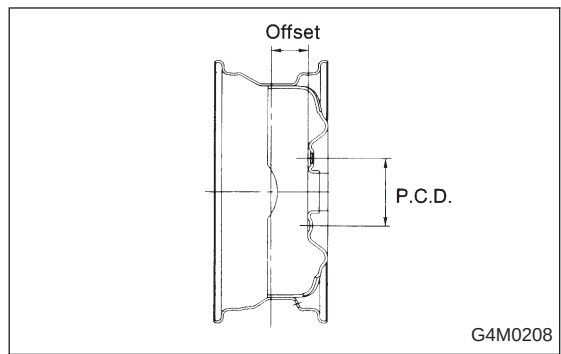
Possible causes	Countermeasures
(1) Breakage of coil spring	Replace.
(2) Overinflation pressure of tire	Adjust.
(3) Improper wheel arch height	Adjust or replace coil springs with new ones.
(4) Fault in operation of damper strut	Replace.
(5) Damage or deformation of strut mount	Replace.
(6) Unsuitability of maximum and/or minimum length of damper strut	Replace with proper parts.
(7) Deformation or loss of bushing	Replace.
(8) Deformation or damage of helper in strut assembly	Replace.

C: NOISE

Possible causes	Countermeasures
(1) Wear or damage of damper strut component parts	Replace.
(2) Loosening of suspension link installing bolt	Retighten to the specified torque.
(3) Deformation or loss of bushing	Replace.
(4) Unsuitability of maximum and/or minimum length of damper strut	Replace with proper parts.
(5) Breakage of coil spring	Replace.
(6) Wear or damage of ball joint	Replace.

WHEELS AND AXLES 4-2

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1. Specifications

A: TIRE AND WHEEL SIZE

Model		Front and Rear				Spare		
		Tire size	Rim size	Rim offset mm (in)	P.C.D. mm (in)	Tire size	Rim size	Rim offset mm (in)
1800 cc	COUPE WAGON	P175/70R14 84S	14 x 5 1/2JJ	55 (2.17)	100 (3.94) dia.	T125/70D16	16 x 4T	50 (1.97)
2200 cc	COUPE SEDAN WAGON	P195/160R15 87H	15 x 6JJ	55 (2.17)	100 (3.94) dia.	T135/70D16	16 x 4T	50 (1.97)
	OUTBACK	P205/60R15 90S P205/60R15 90H						

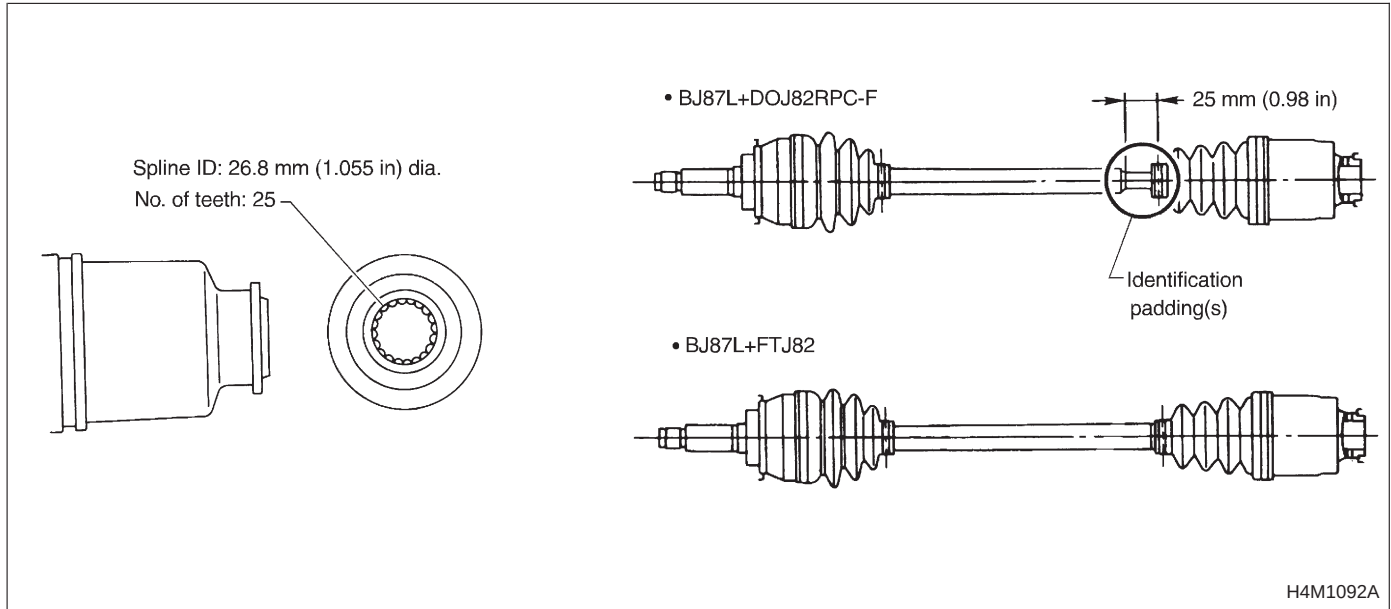
NOTE: "T-type" tire for temporary use is supplied as a spare tire.

B: TIRE INFLATION PRESSURE

Model	Tire size	Tire inflation pressure kPa (kg/cm ² , psi)	
		Light load	Full load
Coupe Sedan Wagon	175/70R14 84S P195/60R15 87H	Ft: 220 (2.2, 31) Rr: 200 (2.0, 25)	
Outback	P205/60R15 90S P205/60R15 90H		
T-type tire	T125/70D16 T135/70D16	412 (4.2, 60)	

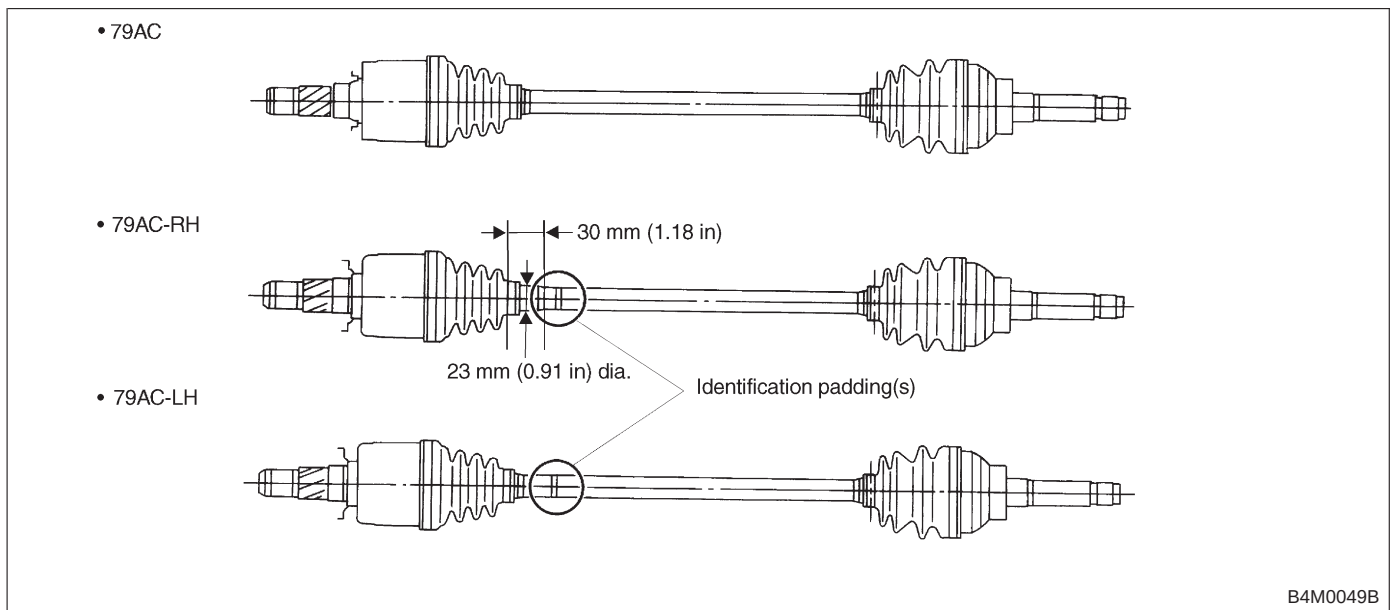
C: FRONT DRIVE SHAFT ASSEMBLY

Type of axle shaft assembly	SHAFT	DOJ or FTJ
	No. of identification paddings on shaft	No. of spline teeth
BJ87L + DOJ82 RPC-F	1 (One)	25
BJ87L + FTJ82	—	25



D: REAR DRIVE SHAFT ASSEMBLY (AWD MODEL)

Type of axle shaft assembly	SHAFT
	No. of identification paddings on shaft
79AC	None
79AC-RH	1 (One)
79AC-LH	1 (One)



E: APPLICATION TABLE

Model	Power unit	Front drive shaft		Rear drive shaft	
		5MT	4AT	5MT	4AT
AWD	1800 cc	BJ87L + DOJ82 RPC-F	—	79AC	79AC
AWD	2200 cc	BJ87L + DOJ82 RPC-F	BJ87L + FTJ82	79AC-RH 79AC-LH	79AC

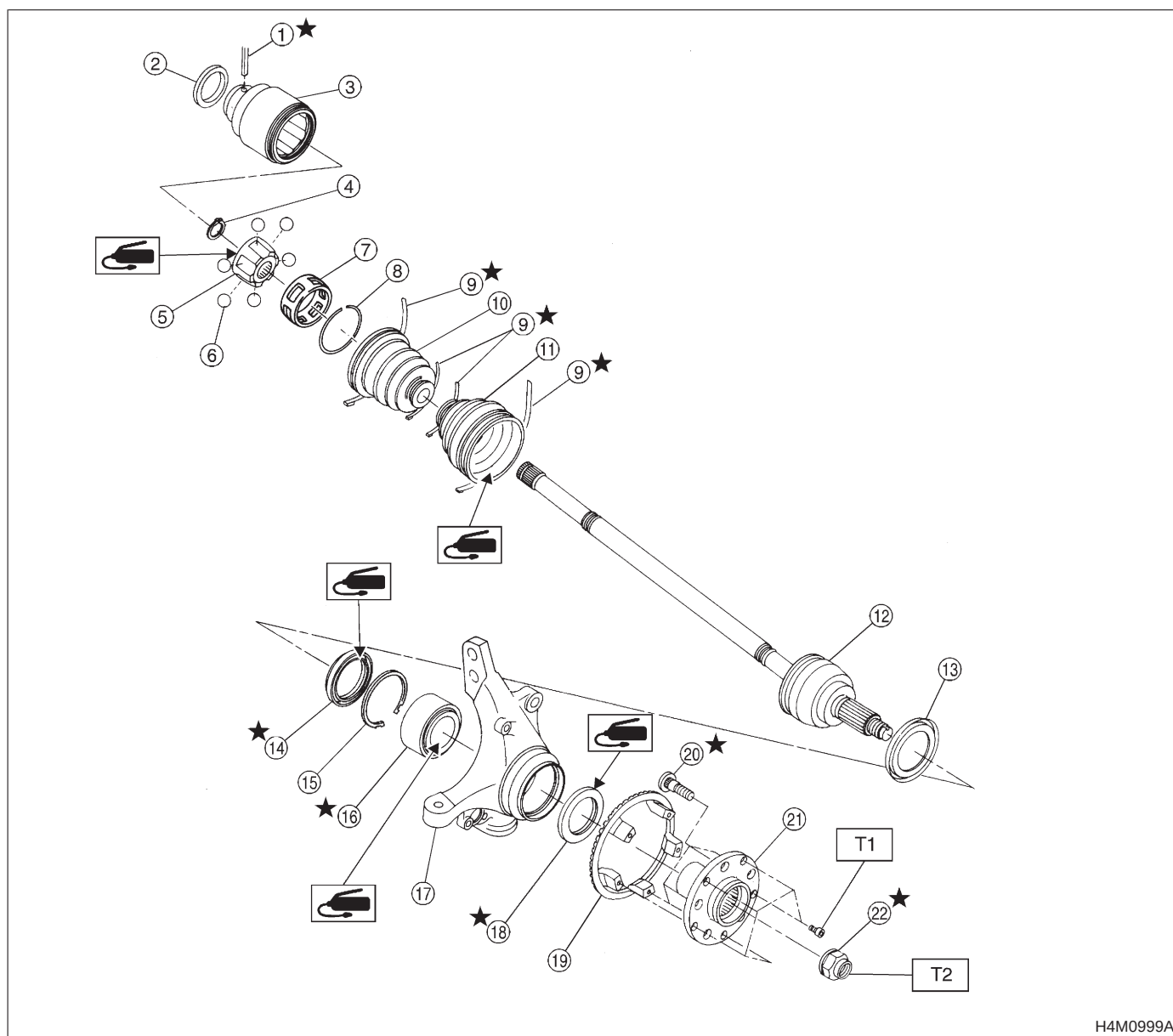
2. Service Data

Wheel balancing	Standard	Service limit
Dynamic unbalance	Less than 5 g (0.18 oz)	

Balance weight part number (For steel wheel)	Weight g (oz)
28101AA001	5 (0.18)
28101AA011	10 (0.35)
28101AA021	15 (0.53)
28101AA031	20 (0.71)
28101AA041	25 (0.88)
28101AA051	30 (1.06)
28101AA061	35 (1.23)
28101AA071	40 (1.41)
28101AA081	45 (1.59)
28101AA091	50 (1.76)
28101AA101	55 (1.94)
28101AA111	60 (2.12)

1. Front Axle

A: EXCEPT 2200 cc AT VEHICLES



H4M0999A

- ① Spring pin
- ② Baffle plate (DOJ)
- ③ Outer race (DOJ)
- ④ Snap ring
- ⑤ Inner race (DOJ)
- ⑥ Ball
- ⑦ Cage
- ⑧ Circlip
- ⑨ Boot band

- ⑩ Boot (DOJ)
- ⑪ Boot (BJ)
- ⑫ BJ ASSY
- ⑬ Baffle plate
- ⑭ Oil seal (IN)
- ⑮ Snap ring
- ⑯ Bearing
- ⑰ Housing
- ⑱ Oil seal (OUT)

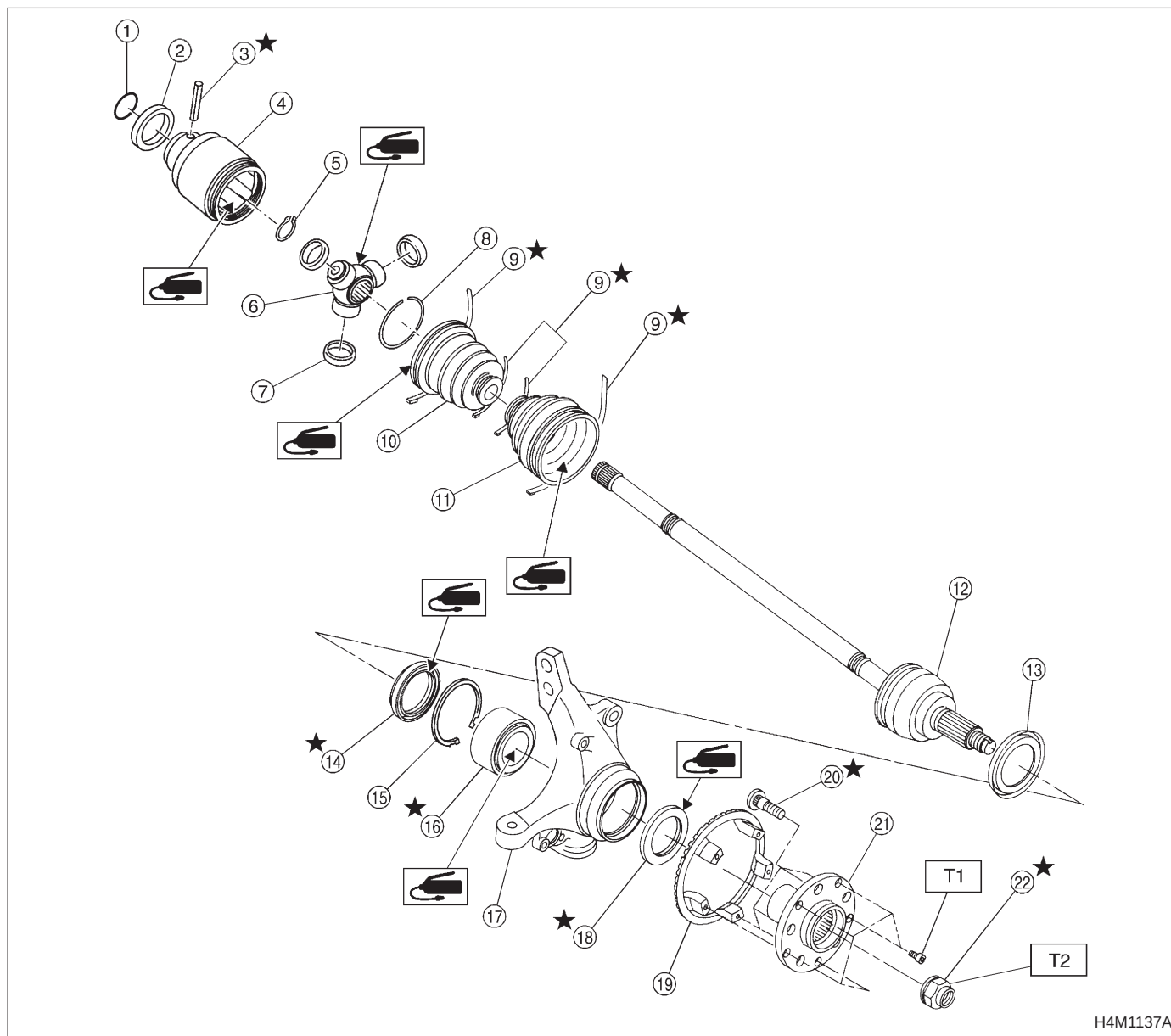
- ⑲ Tone wheel
- ⑳ Hub bolt
- ㉑ Hub
- ㉒ Axle nut

Tightening torque: N·m (kg-m, ft-lb)

T1: 13±3 (1.3±0.3, 9.4±2.2)

T2: 186±20 (19±2, 137±14)

B: 2200 cc AT VEHICLES



- ① O-ring
- ② Baffle plate (FTJ)
- ③ Spring pin
- ④ Outer race (FTJ)
- ⑤ Snap ring
- ⑥ Trunnion
- ⑦ Free ring
- ⑧ Circlip
- ⑨ Boot band

- ⑩ Boot (FTJ)
- ⑪ Boot (BJ)
- ⑫ BJ ASSY
- ⑬ Baffle plate
- ⑭ Oil seal (IN)
- ⑮ Snap ring
- ⑯ Bearing
- ⑰ Housing
- ⑱ Oil seal (OUT)

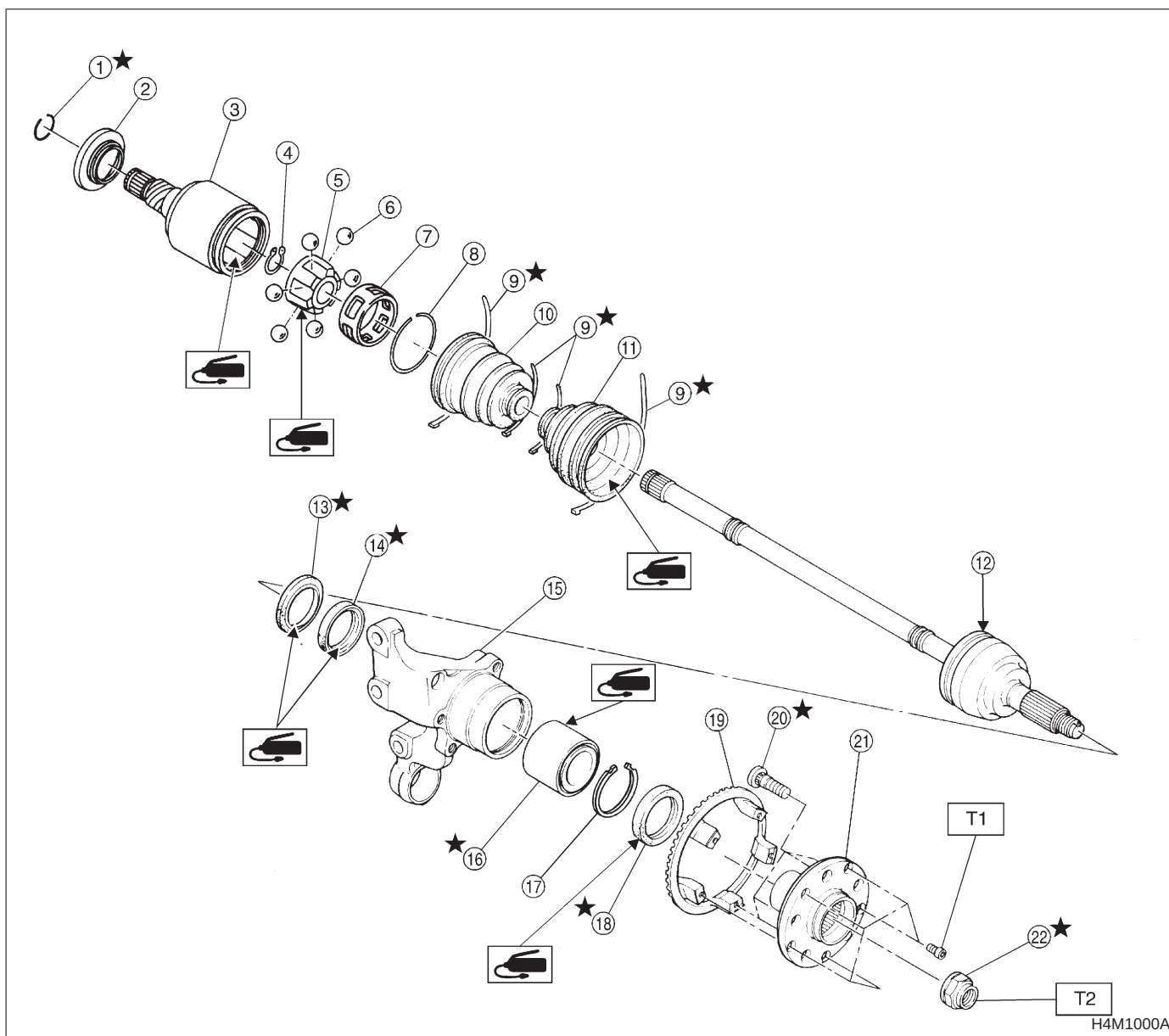
- ⑲ Tone wheel
- ⑳ Hub bolt
- ㉑ Hub
- ㉒ Axle nut

Tightening torque: N·m (kg-m, ft-lb)

T1: 13±3 (1.3±0.3, 9.4±2.2)

T2: 186±20 (19±2, 137±14)

2. Rear Axle



- ① Circlip (1800 cc model)
- ② Baffle plate (DOJ)
- ③ Outer race (DOJ)
- ④ Snap ring
- ⑤ Inner race
- ⑥ Ball
- ⑦ Cage
- ⑧ Circlip
- ⑨ Boot band

- ⑩ Boot (DOJ)
- ⑪ Boot (BJ)
- ⑫ BJ ASSY
- ⑬ Oil seal (IN. No. 2)
- ⑭ Oil seal (IN. No. 3)
- ⑮ Housing
- ⑯ Bearing
- ⑰ Snap ring
- ⑱ Oil seal (OUT)

- ⑲ Tone wheel
- ⑳ Hub bolt
- ㉑ Hub
- ㉒ Axle nut

Tightening torque: N·m (kg-m, ft-lb)

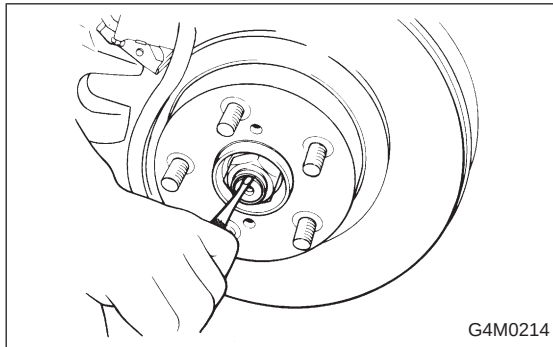
T1: 13±3 (1.3±0.3, 9.4±2.2)

T2: 186±20 (19±2, 137±14)

1. Front Axle

A: REMOVAL

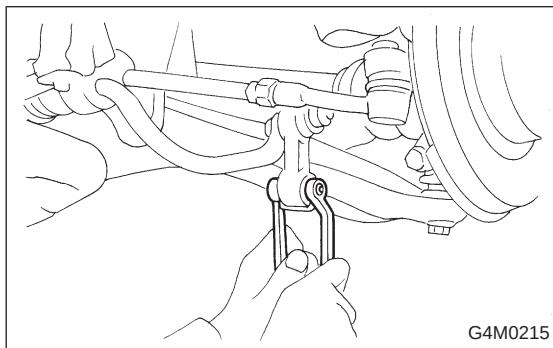
- 1) Disconnect ground cable from battery.
- 2) Jack-up vehicle, support it with safety stands, and remove front wheels.



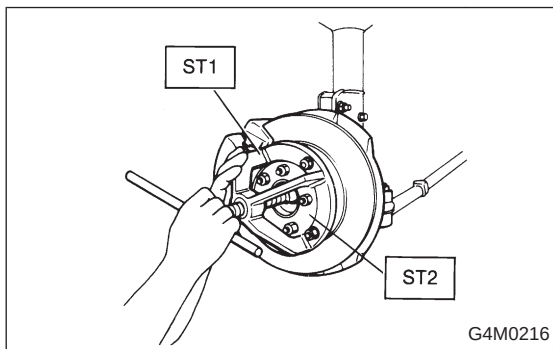
- 3) Unlock axle nut.
- 4) Remove axle nut using a socket wrench.

CAUTION:

Be sure to loose and retighten axle nut after removing wheel from vehicle. Failure to follow this rule may damage wheel bearings.



- 5) Remove stabilizer link.



- 6) Remove DOJ/FTJ from transmission spindle.
- 7) Remove front drive shaft assembly from hub. If it is hard to remove, use STs.

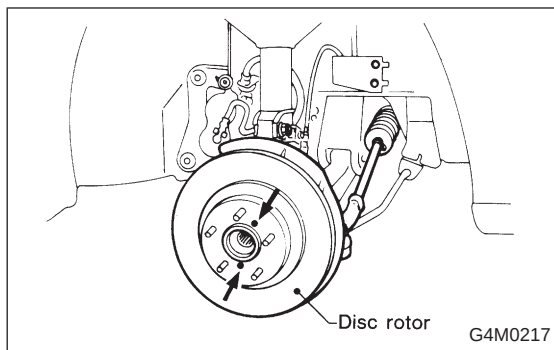
ST1 926470000 AXLE SHAFT PULLER

ST2 927140000 PLATE

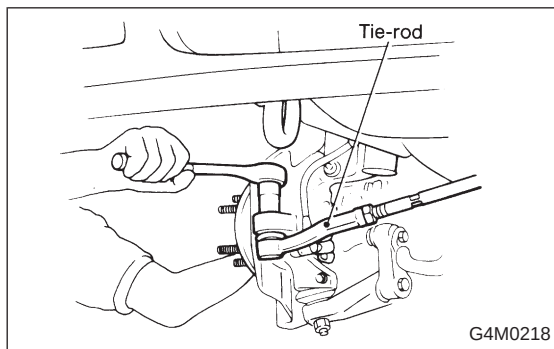
CAUTION:

- Be careful not to damage oil seal lip when removing front drive shaft.
- When replacing front drive shaft, also replace inner oil seal.

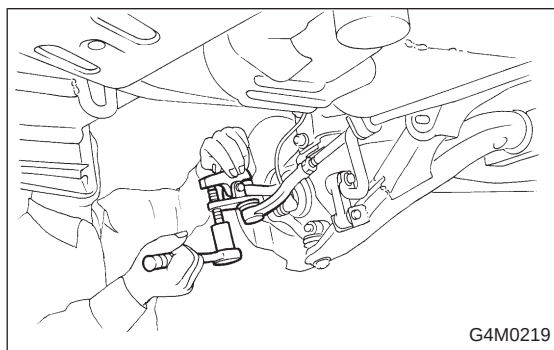
- 8) Remove disc brake caliper from housing, and suspend it from strut using a wire.



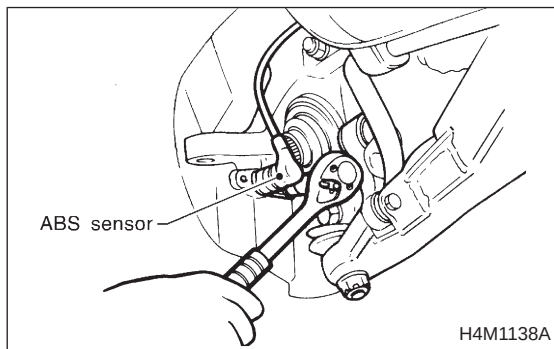
9) Remove disc rotor from hub.
If disc rotor seizes up within hub, drive disc rotor out by installing an 8-mm bolt in screw hole on the rotor.



10) Remove cotter pin and castle nut which secure tie-rod end to housing knuckle arm.

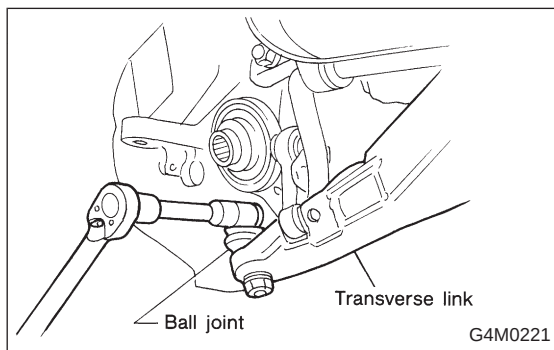


11) Using a puller, remove tie rod ball joint from knuckle arm.

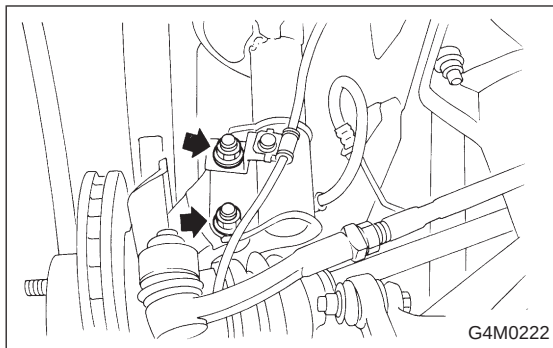


12) On ABS equipped models, remove ABS sensor assembly and harness in advance.

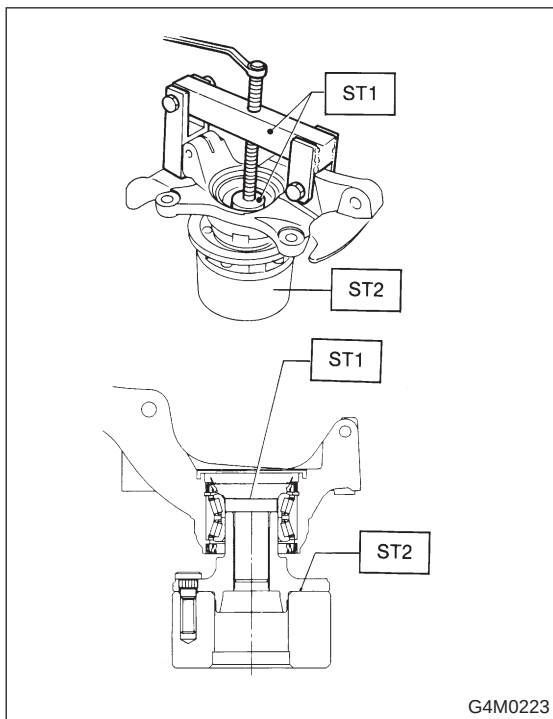
NOTE:
Be sure to use soft jaws (such as aluminum plates) when placing the mating surfaces of housing and strut in a vise.



13) Remove transverse link ball joint from housing.



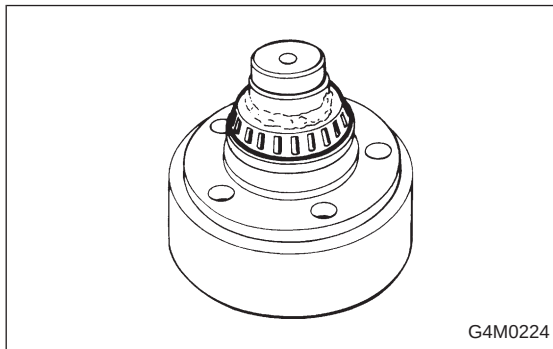
14) After scribing an alignment mark on camber adjusting bolt head, remove bolts which connect housing and strut, and disconnect housing from strut.



B: DISASSEMBLY

- 1) Using ST1, support housing and hub securely.
- 2) Attach ST2 to housing and drive hub out.

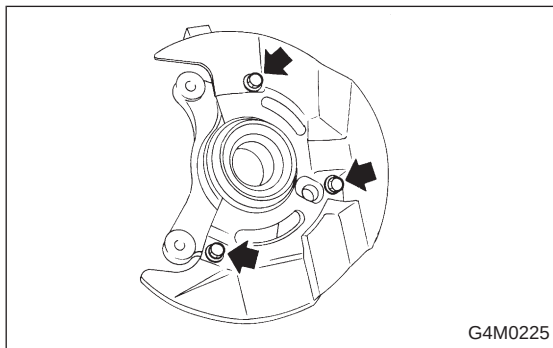
ST1 927060000 HUB REMOVER
ST2 927080000 HUB STAND



If inner bearing race remains in the hub, remove it with a suitable tool (commercially available).

CAUTION:

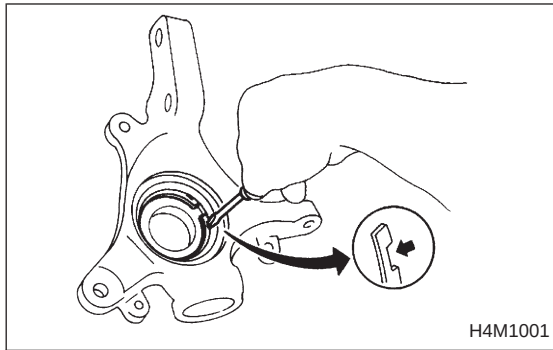
- Be careful not to scratch polished area of hub.
- Be sure to install inner race on the side of outer race from which it was removed.



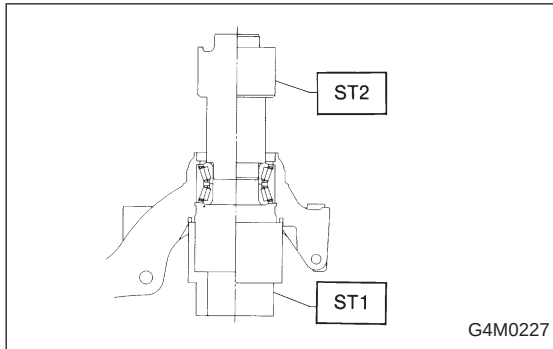
- 3) Remove disc cover from housing.
- 4) Using a standard screwdriver, remove outer and inner oil seals.

CAUTION:

Do not use old oil seals.



5) Using flat bladed screwdriver, remove snap ring.



6) Using ST1, support housing securely.

7) Using ST2, press inner race to drive out outer bearing.

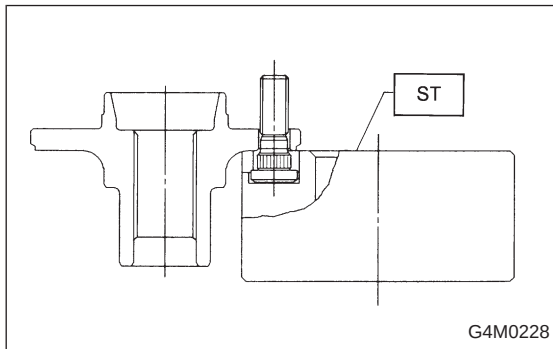
ST1 927400000 HOUSING STAND

ST2 927100000 BEARING REMOVER

CAUTION:

- Do not remove outer race unless it is faulty.
- Discard outer race after removal.
- Do not replace inner or outer race separately; always replace as a unit.

8) Loosen bolts which secure tone wheel to hub. Remove tone wheel (only vehicle equipped with ABS).

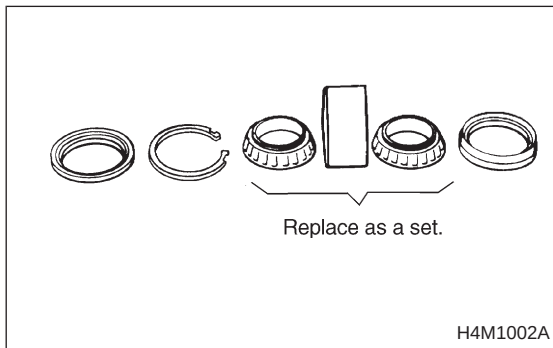


9) Using ST and a hydraulic press, drive hub bolts out.

ST 927080000 HUB STAND

CAUTION:

Be careful not to hammer hub bolts. This may deform hub.

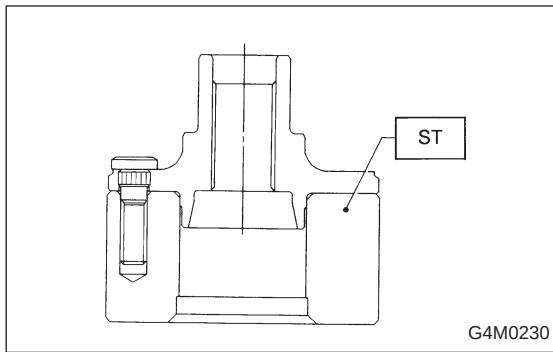


C: INSPECTION

Check the removed parts for wear and damage. If defective, replace with a new one.

CAUTION:

- If bearing is faulty, replace it as the bearing set.
- Be sure to replace oil seal at every overhaul.

**D: ASSEMBLY**

1) Attach hub to ST securely.

ST 927080000 HUB STAND

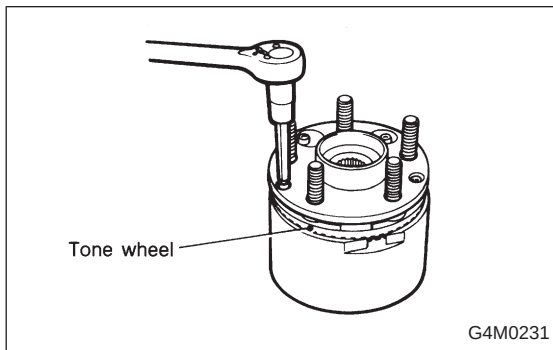
2) Using a hydraulic press, press new hub bolts into place.

CAUTION:

Be sure to press hub bolts until their seating surfaces contact the hub.

NOTE:

Use 12 mm (0.47 in) dia. holes in HUB STAND to prevent bolts from tilting.

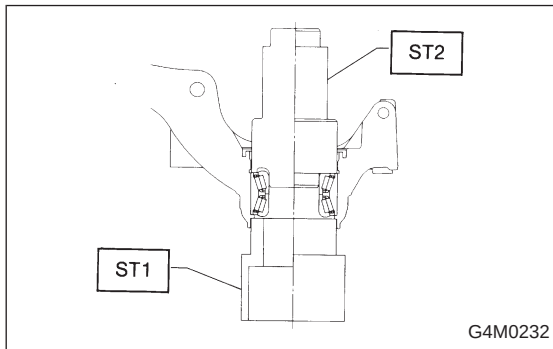


3) Remove foreign particles (dust, rust, etc.) from mating surfaces of hub and tone wheel, and install tone wheel to hub (only vehicle equipped with ABS).

CAUTION:

- Be careful not to damage tone wheel teeth.
- Ensure tone wheel closely contacts hub.

4) Clean dust or foreign particles from inside the housing.



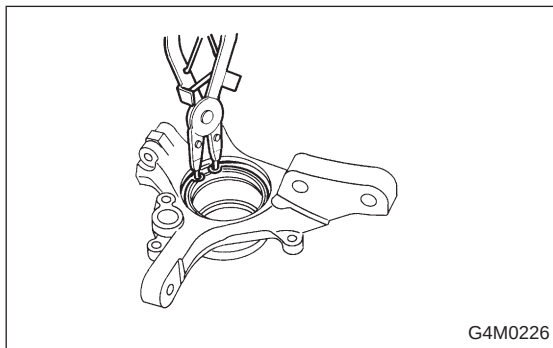
5) Using ST1 and ST2, press a new bearing into place.

ST1 927400000 HOUSING STAND

ST2 927100000 BEARING REMOVER

CAUTION:

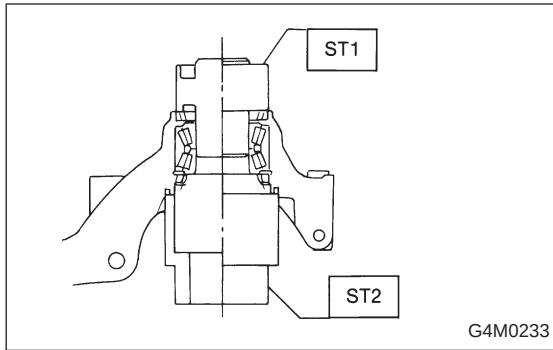
- Always press outer race when installing bearing.
- Be careful not to remove plastic lock from inner race when installing bearing.
- Charge bearing with new grease when outer race is not removed.



6) Using pliers, install snap ring in its groove.

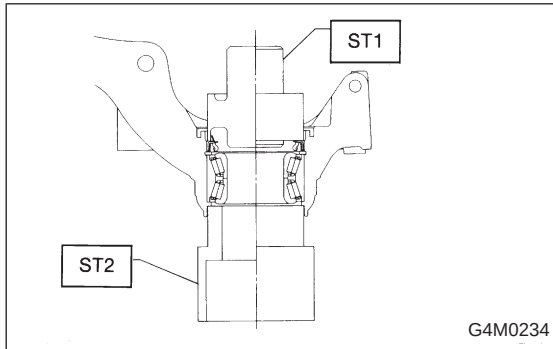
CAUTION:

Make sure to install it firmly to groove.



7) Using ST1 and ST2, press outer oil seal until it contacts the bottom of housing.

ST1 927410000 OIL SEAL INSTALLER
ST2 927400000 HOUSING STAND



8) Using ST1 and ST2, press inner oil seal until it contacts circlip.

ST1 927410000 OIL SEAL INSTALLER
ST2 927400000 HOUSING STAND

9) Invert ST and housing.

ST 927400000 HOUSING STAND

10) Apply sufficient grease to oil seal lip.

Specified grease

SHELL 6459N

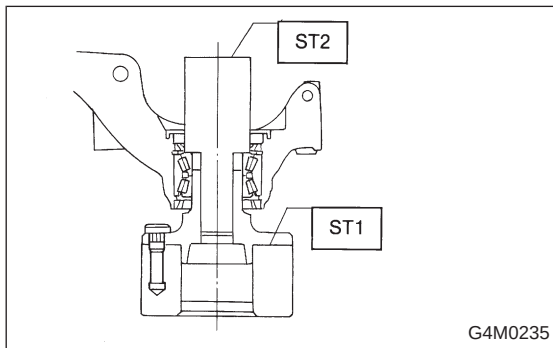
CAUTION:

- If specified grease is not available, remove bearing grease and apply Auto Rex A instead.
- Do not mix different types of grease.

11) Install disc cover to housing the three bolts.

Tightening torque:

14±4 N·m (1.4±0.4 kg-m, 10.1±2.9 ft-lb)



12) Attach hub to ST1 securely.

13) Clean dust or foreign particles from the polished surface of hub.

14) Using ST2, press bearing into hub by driving inner race.

ST1 927080000 HUB STAND
ST2 927120000 HUB INSTALLER

E: INSTALLATION

1) Install transverse link ball joint to housing.

Tightening torque:

44 ± 6 N·m (4.5 ± 0.6 kg-m, 32.5 ± 4.3 ft-lb)

2) While aligning alignment mark on camber adjusting bolt head, connect housing and strut.

CAUTION:

Use a new self-locking nut.

Tightening torque:

147 ± 15 N·m (15 ± 1.5 kg-m, 108 ± 11 ft-lb)

3) Install speed sensor and harness on housing (only vehicle equipped with ABS).

4) Install disc rotor on hub.

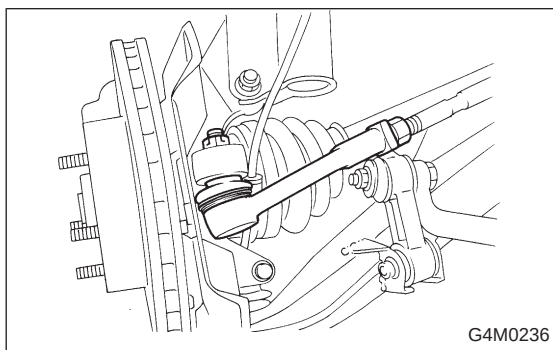
5) Install disc brake caliper on housing.

Tightening torque:

59 ± 10 N·m (6 ± 1 kg-m, 43 ± 7 ft-lb)

6) Install front drive shaft. <Ref. to 4-2 [W3E1].>

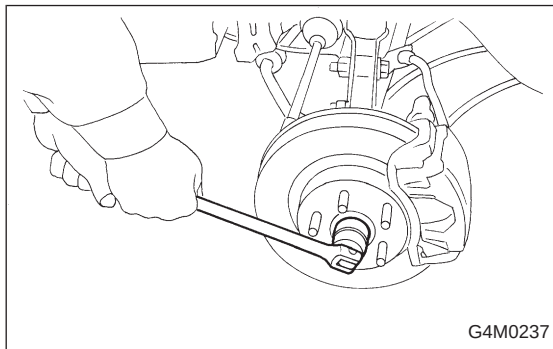
7) Connect stabilizer link.



8) Install tie-rod end ball joint on housing knuckle arm.

Tightening torque:

27.0 ± 2.5 N·m (2.75 ± 0.25 kg-m, 19.9 ± 1.8 ft-lb)



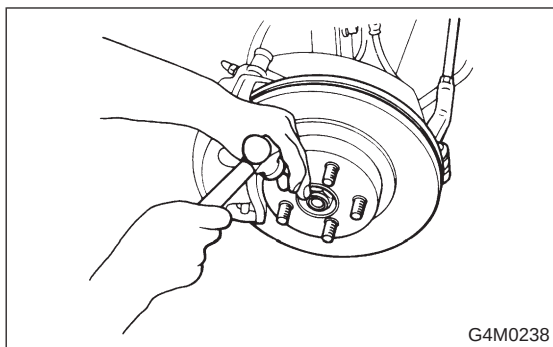
9) While depressing brake pedal, tighten axle nut and lock it securely.

Tightening torque:

186 ± 20 N·m (19 ± 2 kg-m, 137 ± 14 ft-lb)

CAUTION:

- Use a new axle nut.
- Always tighten axle nut before installing wheel on vehicle. If wheel is installed and comes in contact with ground when axle nut is loose, wheel bearings may be damaged.
- Be sure to tighten axle nut to specified torque. Do not overtighten it as this may damage wheel bearing.



- 10) After tightening axle nut, lock it securely.
- 11) Install wheel and tighten wheel nuts to specified torque.

Tightening torque:

$88 \pm 10 \text{ N}\cdot\text{m}$ ($9 \pm 1 \text{ kg}\cdot\text{m}$, $65 \pm 7 \text{ ft}\cdot\text{lb}$)

2. Rear Axle

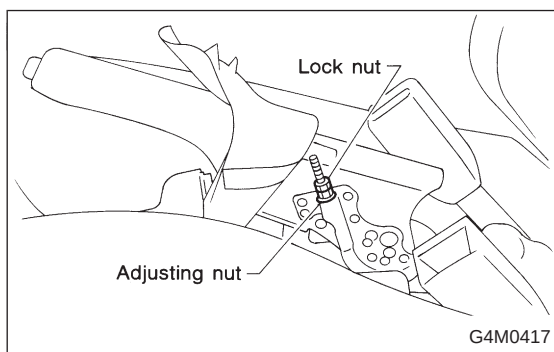
A: REMOVAL

- 1) Disconnect ground cable from battery.
- 2) Jack-up vehicle, and remove rear wheel cap and wheels.

CAUTION:

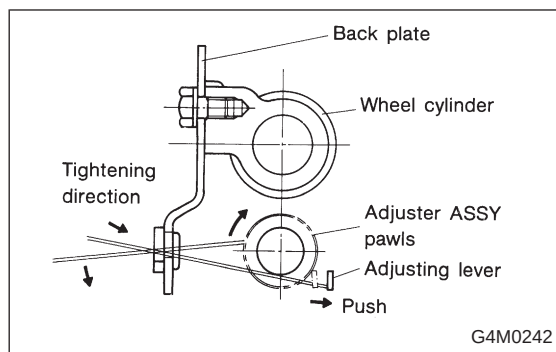
Be sure to loosen and retighten axle nut after removing wheel from vehicle. Failure to follow this rule may damage wheel bearings.

- 3) Unlock axle nut.
- 4) Remove axle nut using a socket wrench.

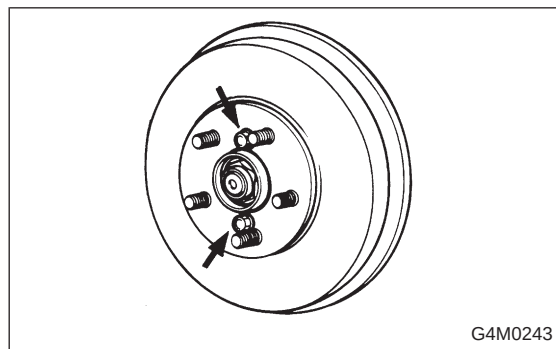


- 5) Return parking brake lever and loosen adjuster.

- 6) Remove brake drum from hub.

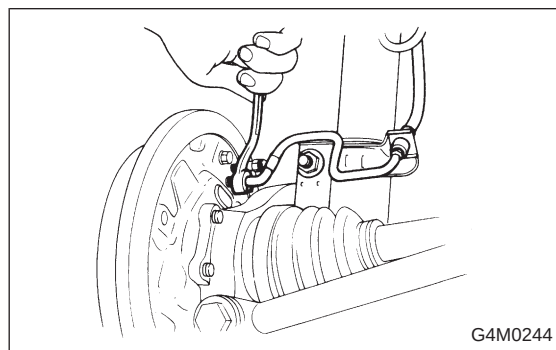


7) If it is difficult to remove brake drum, remove adjusting hole cover from back plate, and then turn adjusting screw using a slot-type screwdriver until brake shoe separates from the drum.



NOTE:

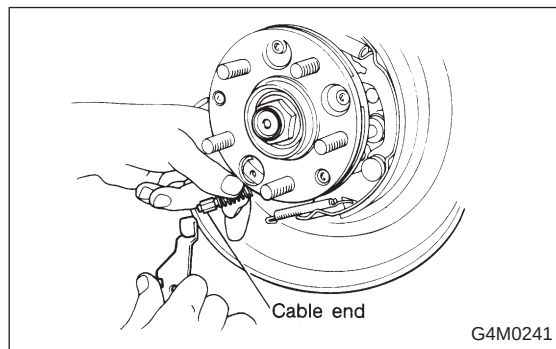
If brake drum is difficult to remove, drive it out by installing an 8-mm bolt into bolt hole in brake drum.



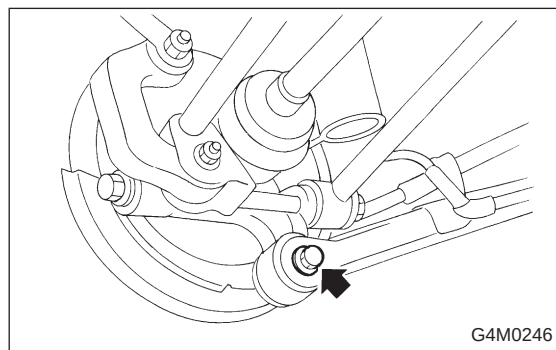
8) Using a flare-nut wrench, disconnect brake pipe from wheel cylinder.

CAUTION:

Cover open end of wheel cylinder to prevent entry of foreign particles.



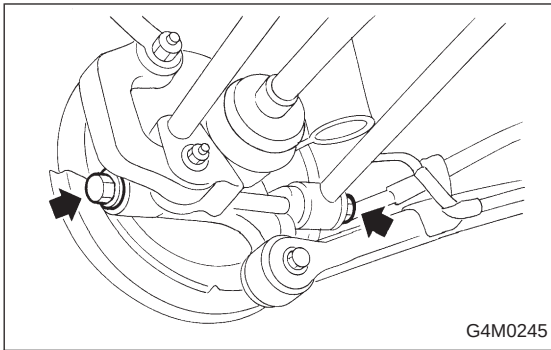
9) Disconnect end of parking brake cable.



10) Remove bolts which secure trailing link assembly to rear housing.

CAUTION:

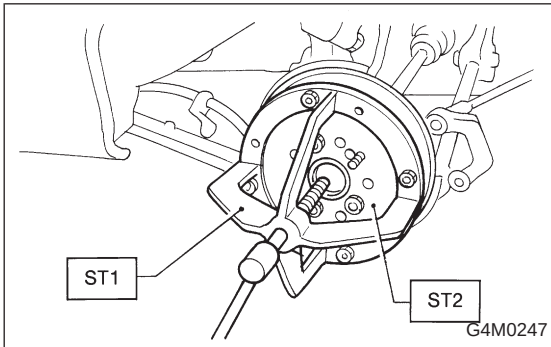
Discard old self-locking nut. Replace with a new one.



11) Remove bolts which secure lateral link assembly to rear housing.

CAUTION:

Discard old self-locking nut. Replace with a new one.



12) Disengage BJ from housing splines, and remove rear drive shaft assembly. If it is hard to remove, use STs.

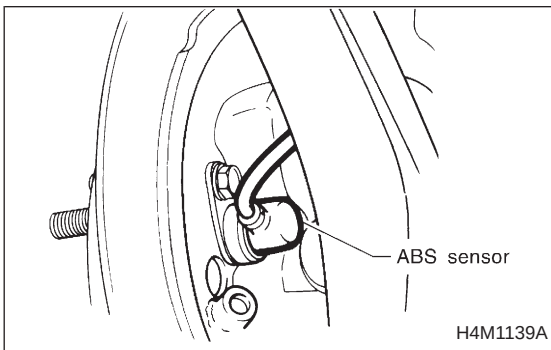
ST1 926470000 AXLE SHAFT PULLER

ST2 927140000 PLATE

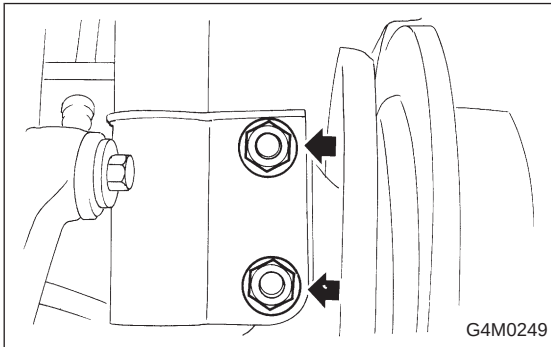
CAUTION:

- Be careful not to damage oil seal lip when removing rear drive shaft.

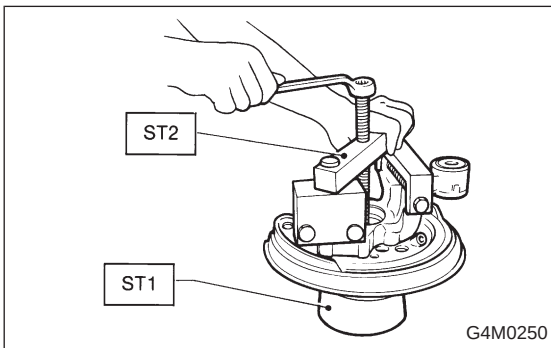
- When rear drive shaft is to be replaced, also replace inner oil seal with a new one.



13) Remove rear ABS sensor from back plate (only vehicle equipped with ABS).



14) Remove bolts which secure rear housing to strut, and separate the two.



B: DISASSEMBLY

1) Using ST1 and ST2, remove hub from rear housing.

ST1 927080000 HUB STAND

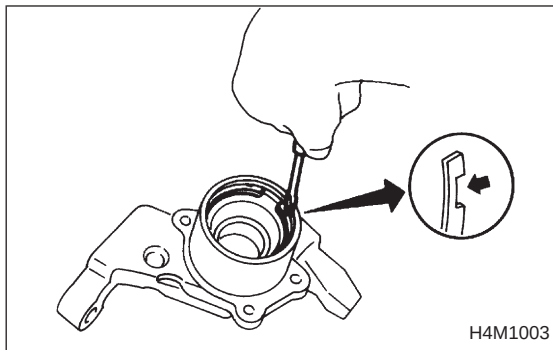
ST2 927420000 HUB REMOVER

2) Remove back plate from rear housing.

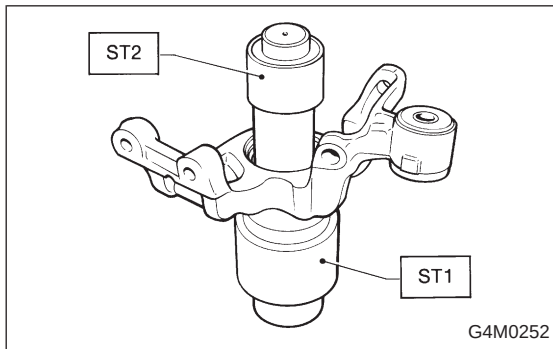
3) Using a standard screwdriver, remove outer and inner oil seals.

CAUTION:

Use new oil seals.



4) Using flat bladed screwdriver, remove snap ring.



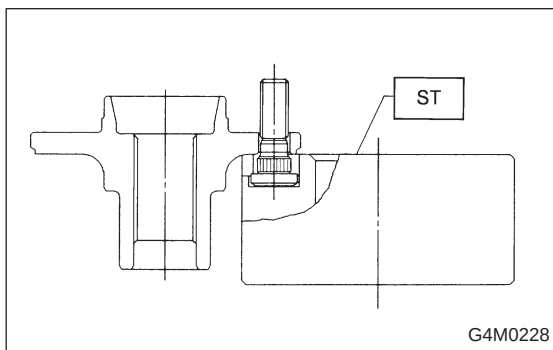
5) Using ST1 and ST2, remove bearing by pressing inner race.

ST1 927430000 HOUSING STAND
ST2 927440000 BEARING REMOVER

CAUTION:

- Do not remove bearing unless damaged.
- Do not re-use bearing after removal.

6) Remove tone wheel bolts and remove tone wheel from hub (only vehicle equipped with ABS).

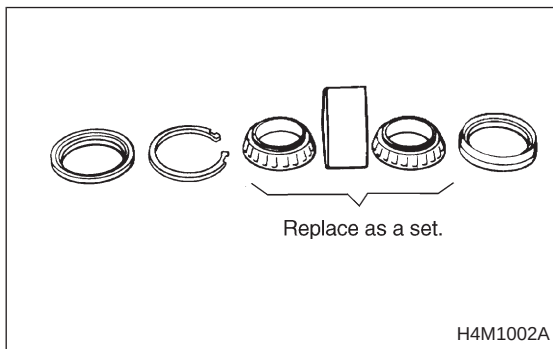


7) Using ST, press hub bolt out.

ST 927080000 HUB STAND

CAUTION:

Be careful not to hammer hub bolts. This may deform hub.

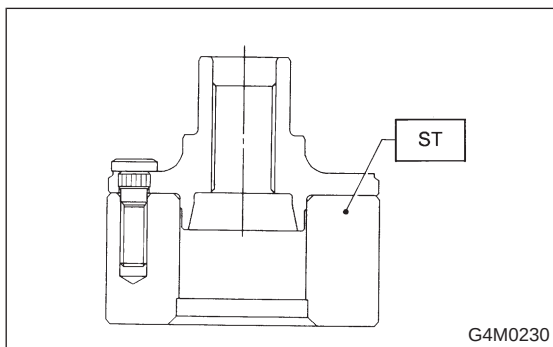


C: INSPECTION

Check the removed parts for wear and damage. If defective, replace with a new one.

CAUTION:

- If a bearing is faulty, replace it as the bearing set.
- Be sure to replace oil seal at every overhaul.



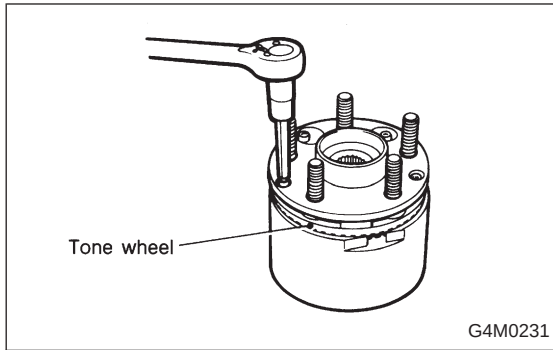
D: ASSEMBLY

1) Using ST, press new hub bolt into place.

CAUTION:

- Ensure hub bolt closely contacts hub.
- Use a 12 mm (0.47 in) hole in the ST to prevent hub bolt from tilting during installation.

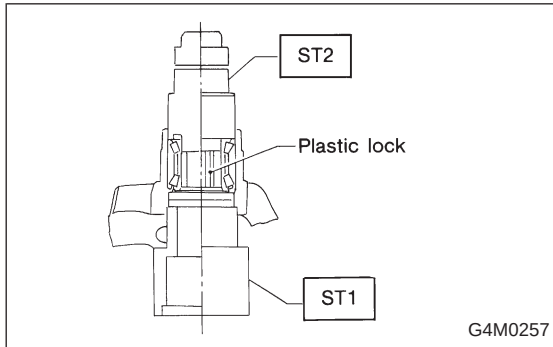
ST 927080000 HUB STAND



2) Remove foreign particles (dust, rust, etc.) from mating surfaces of hub and tone wheel, and install tone wheel to hub (only vehicle equipped with ABS).

CAUTION:

- Ensure tone wheel closely contacts hub.
- Be careful not to damage tone wheel teeth.

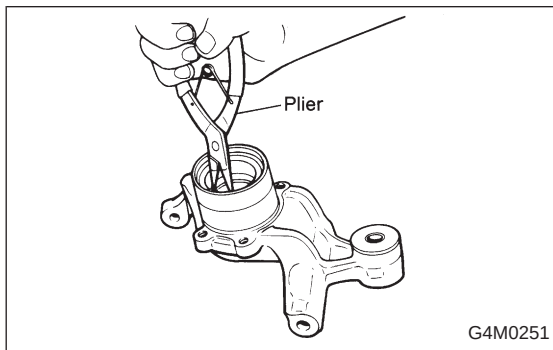


3) Clean housing interior completely. Using ST1 and ST2, press bearing into housing.

ST1 927430000 HOUSING STAND
ST2 927440000 BEARING REMOVER

CAUTION:

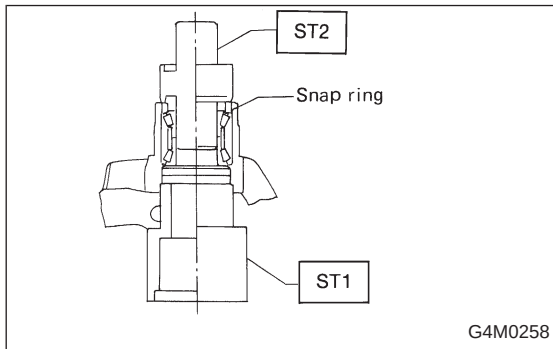
- Always press outer race when installing bearing.
- Be careful not to remove plastic lock from inner race when installing bearing.
- Charge bearing with new grease when outer race is not removed.



4) Using plier, install snap ring.

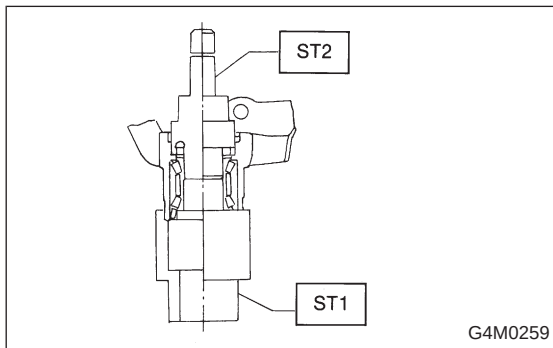
CAUTION:

Ensure snap ring fits in groove properly.



5) Using ST1 and ST2, press outer oil seal until it comes in contact with snap ring.

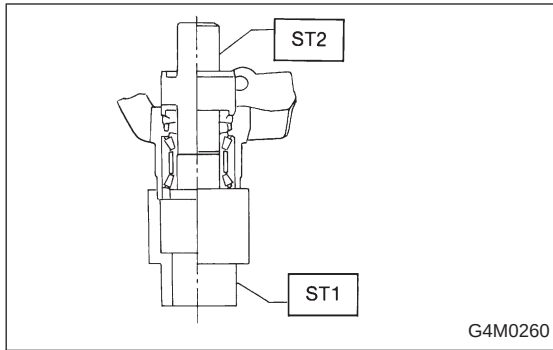
ST1 927430000 HOUSING STAND
ST2 927460000 OIL SEAL INSTALLER



6) Invert both ST1 and housing.

7) Using ST2, press inner oil seal into housing until it touches bottom.

ST1 927430000 HOUSING STAND
ST2 927460000 OIL SEAL INSTALLER



8) Using ST1 and ST2, press sub seal into place.

ST1 927430000 HOUSING STAND

ST2 927460000 OIL SEAL INSTALLER

9) Apply sufficient grease to oil seal lip.

Specified grease:

SHELL 6459N

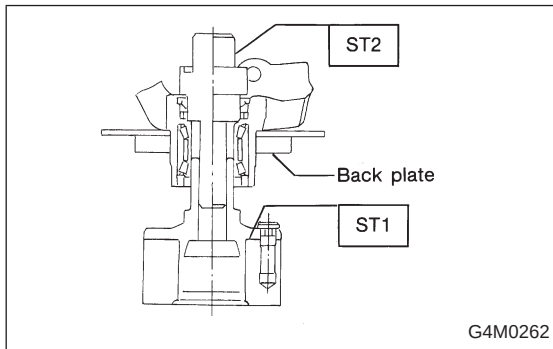
CAUTION:

- If specified grease is not available, remove bearing grease and apply Auto Rex A instead.
- Do not mix different types of grease.

10) Install back plate to rear housing.

Tightening torque:

52±6 N·m (5.3±0.6 kg-m, 38.3±4.3 ft-lb)



11) Using ST1 and ST2, press bearing into hub.

ST1 927080000 HUB STAND

ST2 927450000 HUB INSTALLER

E: INSTALLATION

1) Connect rear housing assembly and strut assembly.

CAUTION:

Use a new self-locking nut.

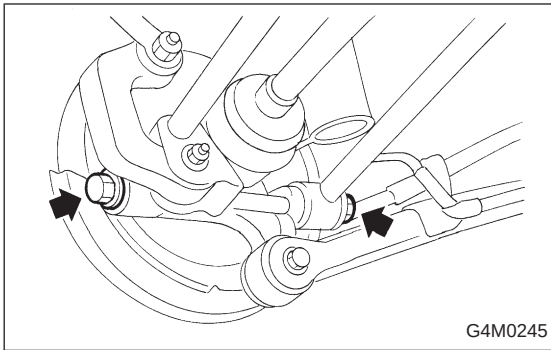
Tightening torque:

147±15 N·m (15±1.5 kg-m, 108±11 ft-lb)

2) Fit BJ (bell joint) to rear housing splines.

CAUTION:

Be careful not to damage inner oil seal lip.



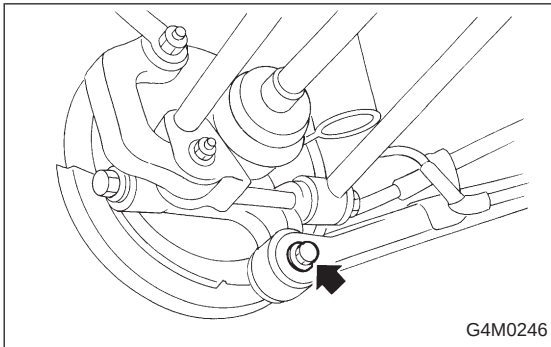
3) Connect rear housing assembly to lateral link assembly.

CAUTION:

Use a new self-locking nut.

Tightening torque:

$137 \pm 20 \text{ N}\cdot\text{m}$ ($14 \pm 2 \text{ kg}\cdot\text{m}$, $101 \pm 14 \text{ ft}\cdot\text{lb}$)



4) Connect rear housing assembly to trailing link assembly.

CAUTION:

Use a new self-locking nut.

Tightening torque:

$98 - 127 \text{ N}\cdot\text{m}$ ($10 - 13 \text{ kg}\cdot\text{m}$, $72 - 94 \text{ ft}\cdot\text{lb}$)

5) Clean brake pipe connection. Using a flare-nut wrench, connect brake pipe to wheel cylinder.

6) Connect parking brake cable to lever.

7) Install brake drum on rear housing assembly.

8) Install rear speed sensor to back plate (only vehicle equipped with ABS).

9) Bleed air from brake system. <Ref. to 4-4 [W8B0].>

10) Adjust parking brake lever stroke by turning adjuster.

11) Move brake lever back to apply brakes. While depressing brake pedal, tighten axle nut using a socket wrench. Lock axle nut after tightening.

Tightening torque:

$186 \pm 20 \text{ N}\cdot\text{m}$ ($19 \pm 2 \text{ kg}\cdot\text{m}$, $137 \pm 14 \text{ ft}\cdot\text{lb}$)

CAUTION:

- Use a new axle nut.
- Always tighten axle nut before installing wheel on vehicle. If wheel is installed and comes in contact with ground when axle nut is loose, wheel bearings may be damaged.

- Be sure to tighten axle nut to specified torque. Do not overtighten it as this may damage wheel bearing.

12) Install wheel and tighten wheel nuts to specified torque.

Tightening torque:

$88 \pm 10 \text{ N}\cdot\text{m}$ ($9 \pm 1 \text{ kg}\cdot\text{m}$, $65 \pm 7 \text{ ft}\cdot\text{lb}$)

3. Front and Rear Drive Shafts

A: REMOVAL

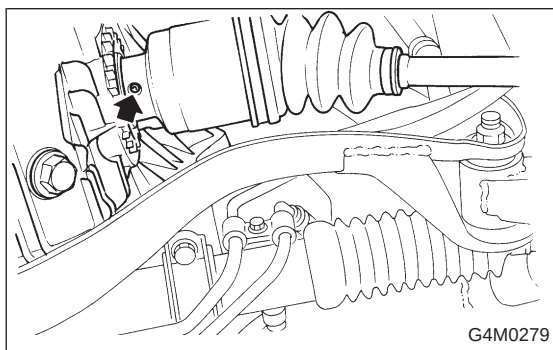
1. FRONT DRIVE SHAFT

- 1) Disconnect ground cable from battery.
- 2) Jack-up vehicle, support it with safety stands (rigid rocks), and remove front wheel cap and wheels.
- 3) Unlock axle nut.
- 4) Remove axle nut using a socket wrench.

CAUTION:

Be sure to loosen and retighten axle nut after removing wheel from vehicle. Failure to follow this rule may damage wheel bearings.

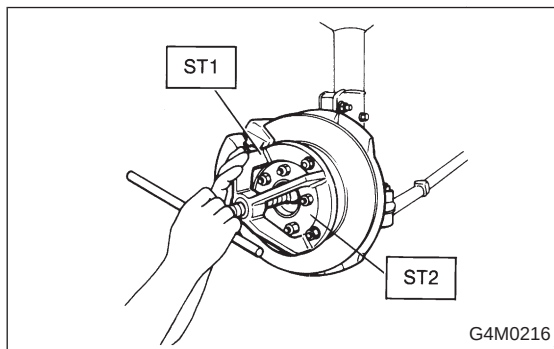
- 5) Disconnect transverse link from housing.



- 6) Remove spring pin which secures transmission spindle to DOJ/FTJ.

CAUTION:

Use a new spring pin.



- 7) Remove front drive shaft assembly. If it is hard to remove, use ST1 and ST2.

ST1 926470000 AXLE SHAFT PULLER

ST2 927140000 PLATE

CAUTION:

- Be careful not to damage oil seal lip when removing front drive shaft.
- When front drive shaft is to be replaced, also replace inner oil seal.

2. REAR DRIVE SHAFT

- 1) Disconnect ground cable from battery.
- 2) Lift-up vehicle, and remove rear wheel cap and wheels.

CAUTION:

Be sure to loosen and retighten axle nut after removing wheel from vehicle. Failure to follow this rule may damage wheel bearings.

- 3) Unlock axle nut.
- 4) Loosen axle nut using a socket wrench.

CAUTION:

Do not remove axle nut.

5) Remove ABS sensor clamps and parking brake cable bracket.

6) Remove bolts which secure lateral link assembly to rear housing.

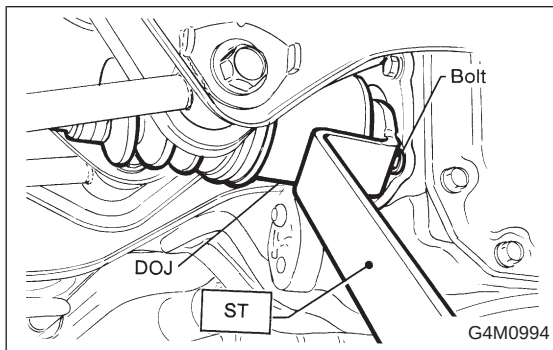
CAUTION:

Discard old self-locking nut. Replace with a new one.

7) Remove bolts which secure trailing link assembly to rear housing.

CAUTION:

Discard old self-locking nut. Replace with a new one.

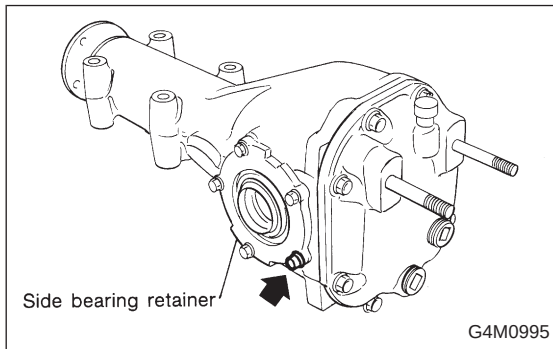


8) Remove DOJ from rear differential using ST. (2200 cc MT vehicles)

ST 28099PA100 DRIVE SHAFT REMOVER

CAUTION:

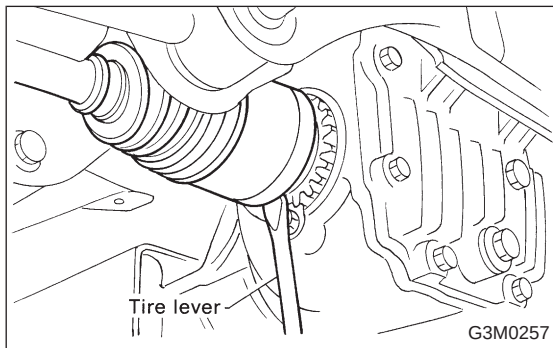
Do not remove circlip attached to inside of differential.



CAUTION:

Be careful not to damage side bearing retainer. Always use bolt as shown in figure, as supporting point for ST during removal.

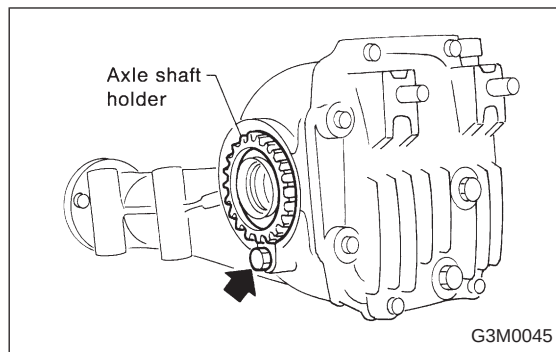
ST 28099PA100 DRIVE SHAFT REMOVER



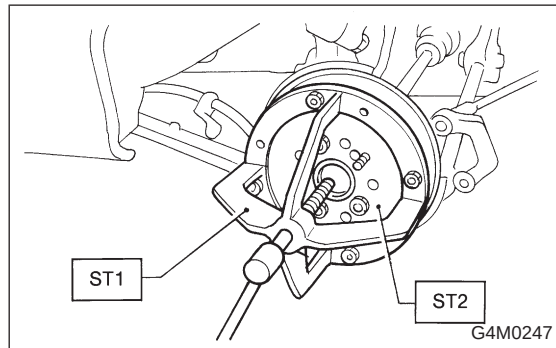
9) Remove DOJ from rear differential using tire lever. (Except 2200 cc MT vehicles)

NOTE:

The side spline shaft circlip comes out together with the shaft.

**CAUTION:**

When removing the DOJ from the rear differential, fit tire lever to the bolt as shown in figure so as not to damage the axle shaft holder.



10) Remove axle nut and drive shaft. If it is hard to remove, use ST1 and ST2.

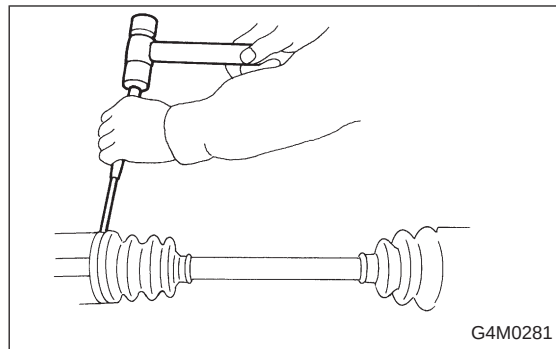
ST1 926470000 AXLE SHAFT PULLER

ST2 927140000 PLATE

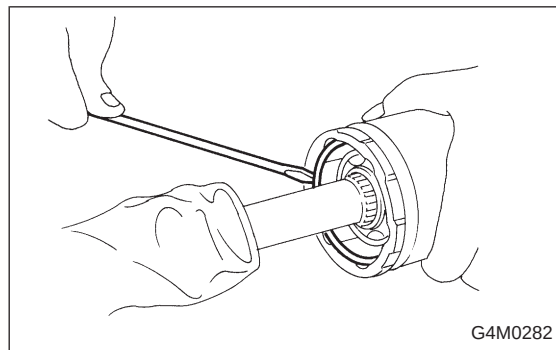
CAUTION:

● Be careful not to damage oil seal lip when removing rear drive shaft.

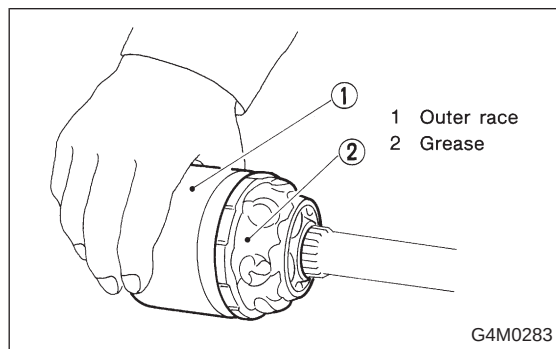
● When rear drive shaft is to be replaced, also replace inner oil seal with a new one.

**B: DISASSEMBLY****1. FRONT DRIVE SHAFT (EXCEPT 2200 cc AT VEHICLES)**

- 1) Straighten bent claw of larger end of DOJ boot.
- 2) Loosen band by means of screwdriver or pliers with care of not damaging boot.
- 3) Remove boot band on the small end of DOJ boot in the same manner.
- 4) Remove the larger end of DOJ boot from DOJ outer race.



5) Pry and remove round circlip located at the neck of DOJ outer race with a screwdriver.



6) Take out DOJ outer race from shaft assembly.

7) Wipe off grease and take out balls.

CAUTION:

The grease is a special grease (grease for constant-velocity joint). Do not confuse with other greases.

NOTE:

Disassemble exercising care not to lose balls (6 pcs).

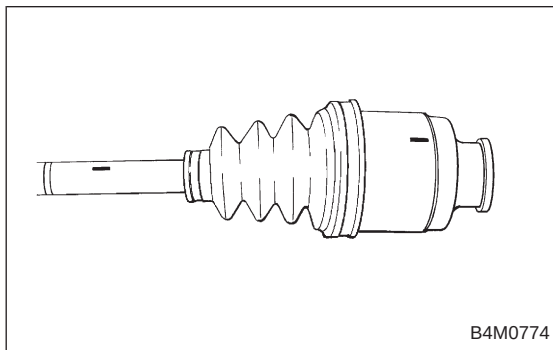
8) To remove the cage from the inner race, turn the cage by a half pitch to the track groove of the inner race and shift the cage.

- 9) Remove snap ring, which fixes inner race to shaft, by using pliers.
- 10) Take out DOJ inner race.
- 11) Take off DOJ cage from shaft and remove DOJ boot.

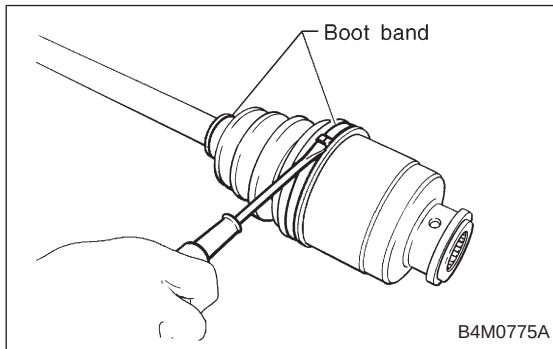
CAUTION:

Be sure to wrap shaft splines with vinyl tape to prevent boot from scratches.

- 12) Remove BJ boot in the same procedure as steps 1) to 3).
- 13) Thus, disassembly of axle is completed, but BJ is unable to be disassembled.

**2. FRONT DRIVE SHAFT (2200 cc AT VEHICLES)**

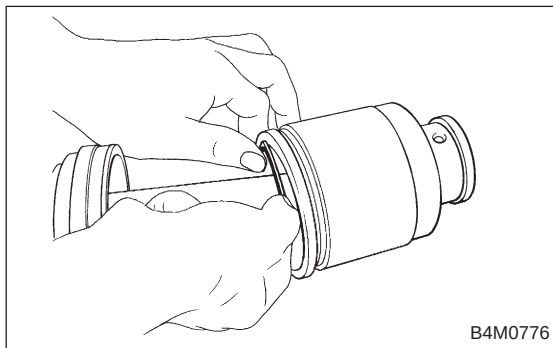
- 1) Place alignment marks on shaft and outer race.



- 2) Remove FTJ boot band and boot.

CAUTION:

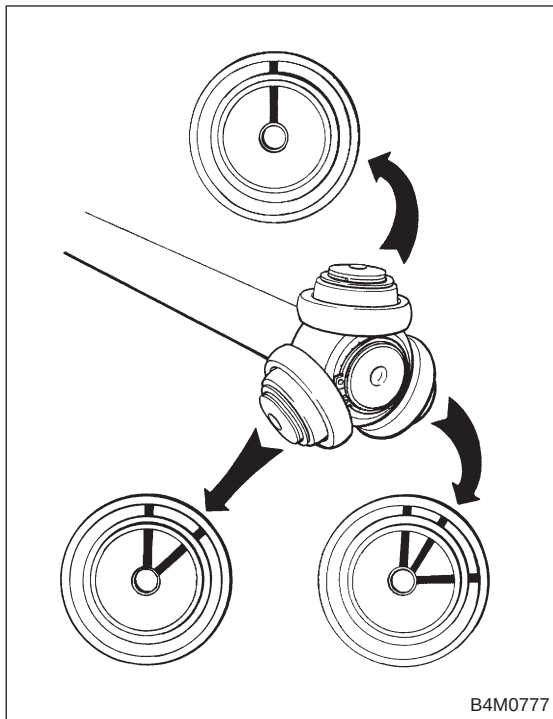
Be careful not to damage boot.



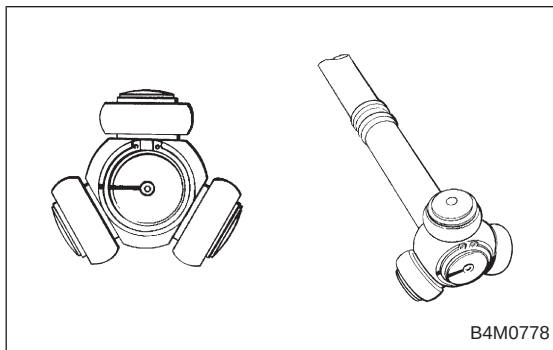
- 3) Remove circlip from FTJ outer race using screwdriver.
- 4) Remove FTJ outer race from shaft assembly.
- 5) Wipe off grease.

CAUTION:

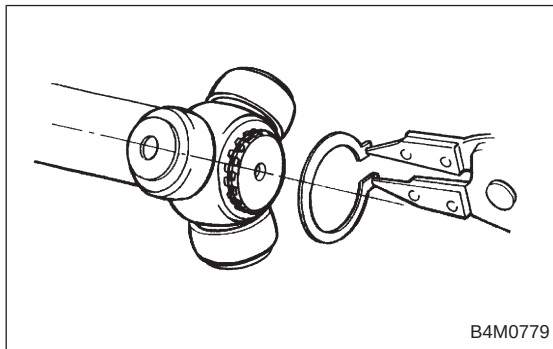
The grease is a special grease. Do not confuse with other greases.



- 6) Place alignment mark on free ring and trunnion.
- 7) Remove free ring from trunnion.



- 8) Place alignment mark on trunnion and shaft.



- 9) Remove snap ring and trunnion.

CAUTION:

Be sure to wrap shaft splines with vinyl tape to prevent boot from scratches.

- 10) Remove FTJ boot.
- 11) Remove BJ boot band and boot.

C: INSPECTION

Check the removed parts for damage, wear, corrosion and etc. If faulty, repair or replace.

- 1) DOJ and FTJ

Check seizure, corrosion, damage, wear and excessive play.

- 2) Shaft

Check excessive bending, twisting, damage and wear.

- 3) BJ

Check seizure, corrosion, damage and excessive play.

- 4) Boot

Check for wear, warping, breakage or scratches.

5) Grease

Check for discoloration or fluidity.

D: ASSEMBLY

1. FRONT DRIVE SHAFT (EXCEPT 2200 cc AT VEHICLES)

Use specified grease.

Front drive shaft:

BJ — NTG2218 (Part No. 28093AA020)

DOJ — VU-3A702 (Yellow)

(Part No. 23223GA050)

Rear drive shaft:

BJ — Molylex No. 2 (Part No. 723223010) or Sunlight TB2-A

DOJ (1800 cc model)

— Molylex No. 2 (Part No. 723223010) or Sunlight TB2-A

DOJ (2200 cc model)

— VU-3A702 (Yellow)

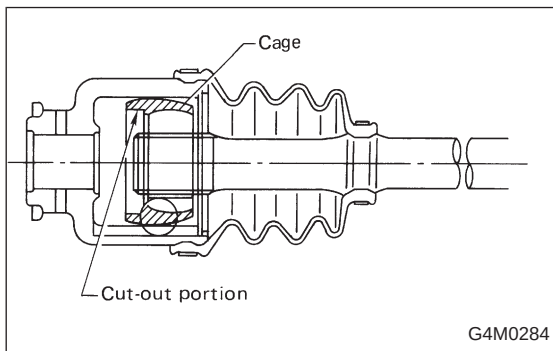
(Part No. 23223GA050)

1) Install BJ boot in specified position, and fill it with 60 to 70 g (2.12 to 2.47 oz) of specified grease.

2) Place DOJ boot at the center of shaft.

CAUTION:

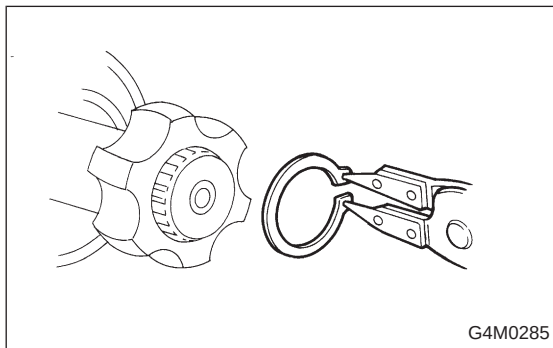
Be sure to wrap shaft splines with vinyltape to prevent boot from scratches.



3) Insert DOJ cage onto shaft.

NOTE:

Insert the cage with the cut-out portion facing the shaft end, since the cage has an orientation.

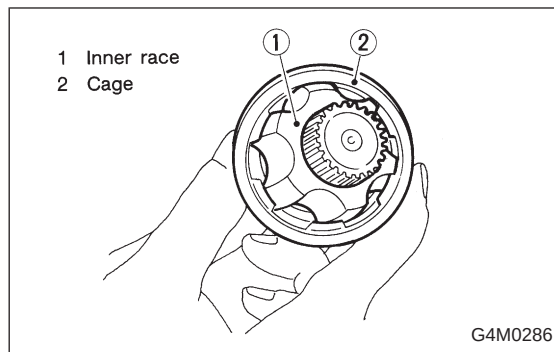


4) Install DOJ inner race on shaft and fit snap ring with pliers.

NOTE:

Confirm that the snap ring is completely fitted in the shaft groove.

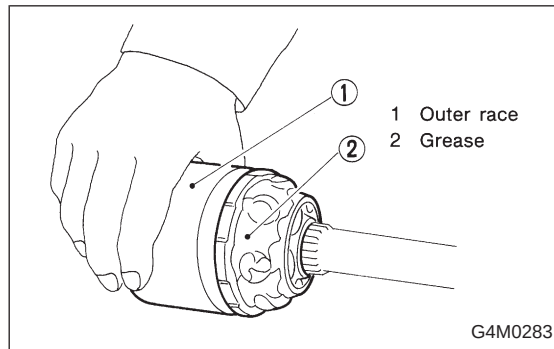
3. Front and Rear Drive Shafts



5) Install cage, which was previously fitted, to inner race fixed upon shaft.

NOTE:

Fit the cage with the protruded part aligned with the track on the inner race and then turn by a half pitch.

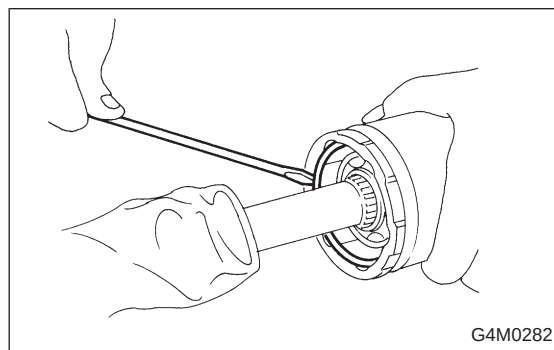


6) Fill 80 to 90 g (2.82 to 3.17 oz) of specified grease into the interior of DOJ outer race.

7) Apply a coat of specified grease to the cage pocket and six balls.

8) Insert six balls into the cage pocket.

9) Align the outer race track and ball positions and place in the part where shaft, inner race, cage and balls are previously installed, and then fit outer race.



10) Install circlip in the groove on DOJ outer race.

NOTE:

- Assure that the balls, cage and inner race are completely fitted in the outer race of DOJ.
- Exercise care not to place the matched position of circlip in the ball groove of outer race.
- Pull the shaft lightly and assure that the circlip is completely fitted in the groove.

11) Apply an even coat of the specified grease [20 to 30 g (0.71 to 1.06 oz)] to the entire inner surface of boot. Also apply grease to shaft.

12) Install DOJ boot taking care not to twist it.

NOTE:

- The inside of the larger end of DOJ boot and the boot groove shall be cleaned so as to be free from grease and other substances.
- When installing DOJ boot, position outer race of DOJ at center of its travel.

13) Put a band through the clip and wind twice in alignment with band groove of boot.

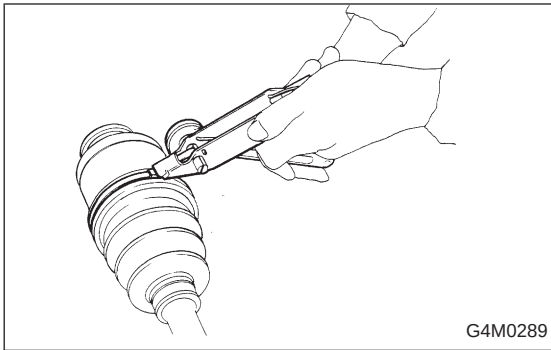
CAUTION:

Use a new band.

14) Pinch the end of band with pliers. Hold the clip and tighten securely.

NOTE:

When tightening boot, exercise care so that the air within the boot is appropriate.

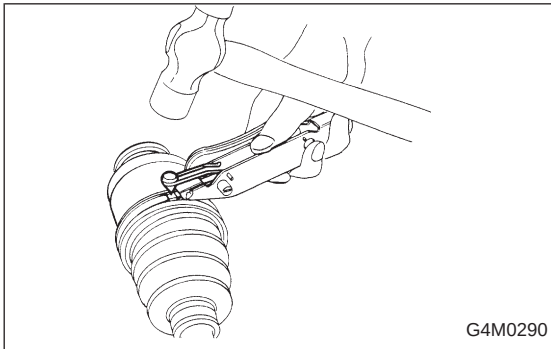


15) Tighten band by using ST.

ST 925091000 BAND TIGHTENING TOOL

NOTE:

Tighten band until it cannot be moved by hand.



16) Tap on the clip with the punch provided at the end of ST.

ST 925091000 BAND TIGHTENING TOOL

CAUTION:

Tap to an extent that the boot underneath is not damaged.

17) Cut off band with an allowance of about 10 mm (0.39 in) left from the clip and bend this allowance over the clip.

CAUTION:

Be careful so that the end of the band is in close contact with clip.

18) Fix up boot on BJ in the same manner.

19) Install protector onto BJ boot band. (For rear side only)

NOTE:

Extend and retract DOJ to provide equal grease coating.

2. FRONT DRIVE SHAFT (2200 cc AT VEHICLES)

CAUTION:

Use specified grease.

BJ side:

NTG2218 (Part No. 28093AA020)

FTJ side:

SSG 6003

CAUTION:

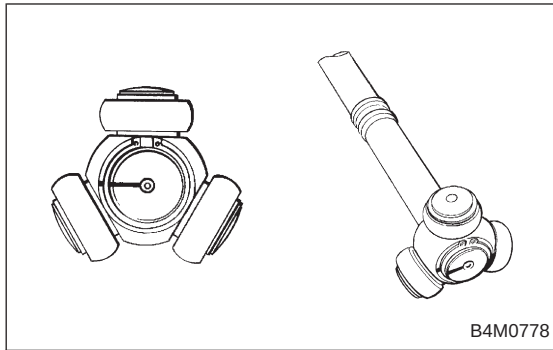
Be sure to wrap shaft splines with vinyl tape to prevent boot from scratches.

1) Install BJ boot in specified position and fill it with 60 to 70 g (2.12 to 2.47 oz) of specified grease.

CAUTION:

The inside of the larger end of BJ boot and the boot groove must be cleaned so as to be free from grease and other substances.

2) Place FTJ boot at the center of shaft.



3) Align alignment marks and install trunnion on shaft.

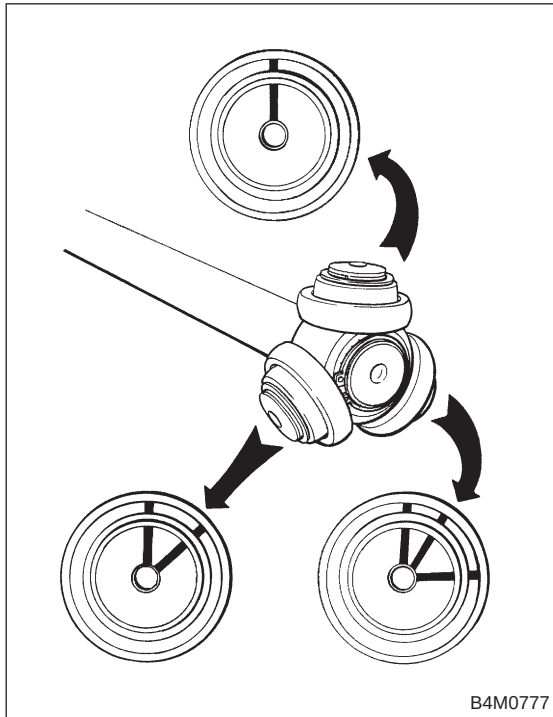
4) Install snap ring to shaft.

CAUTION:

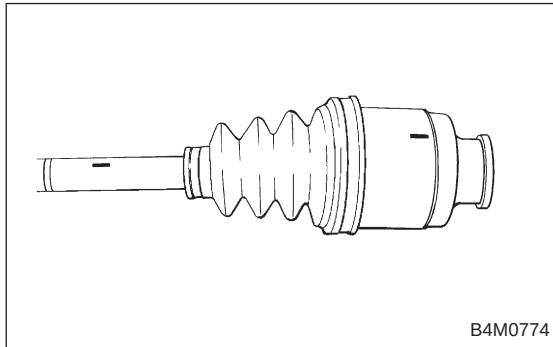
Confirm that the snap ring is completely fitted in the shaft groove.

5) Fill 100 to 110 g (3.53 to 3.88 oz) of specified grease into the interior of FTJ outer race.

6) Apply a coat of specified grease to free ring and trunnion.



7) Align alignment marks on free ring and trunnion and install free ring.



8) Align alignment marks on shaft and outer race, and install outer race.

9) Install circlip in the groove on FTJ outer race.

CAUTION:

Pull the shaft lightly and assure that the circlip is completely fitted in the groove.

10) Apply an even coat of the specified grease 30 to 40 g (1.06 to 1.41 oz) to the entire inner surface of boot.

11) Install FTJ boot taking care not to twist it.

CAUTION:

- The inside of the larger end of FTJ boot and the boot groove shall be cleaned so as to be free from grease and other substances.

- When installing FTJ boot, position outer race of DOJ at center of its travel.

12) Put a band through the clip and wind twice in alignment with band groove of boot.

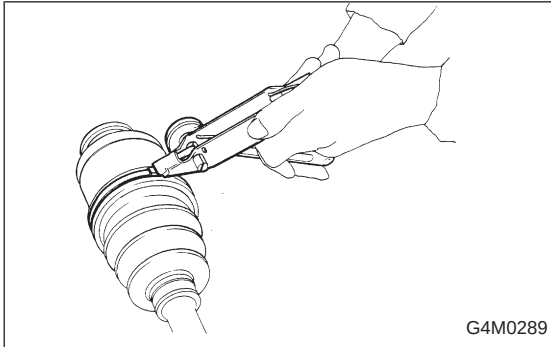
CAUTION:

Use a new band.

13) Pinch the end of band with pliers. Hold the clip and tighten securely.

NOTE:

When tightening boot, exercise care so that the air within the boot is appropriate.

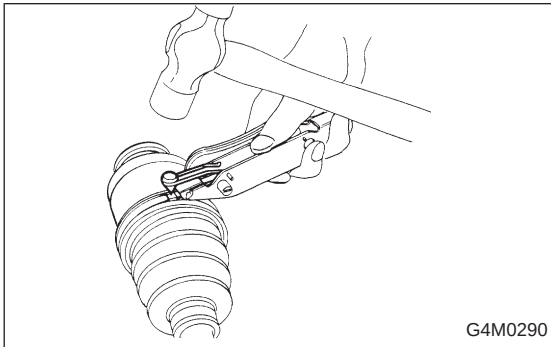


14) Tighten band by using ST.

ST 925091000 BAND TIGHTENING TOOL

NOTE:

Tighten band until it cannot be moved by hand.



15) Tap on the clip with the punch provided at the end of ST.

ST 925091000 BAND TIGHTENING TOOL

CAUTION:

Tap to an extent that the boot underneath is not damaged.

16) Cut off band with an allowance of about 10 mm (0.39 in) left from the clip and bend this allowance over the clip.

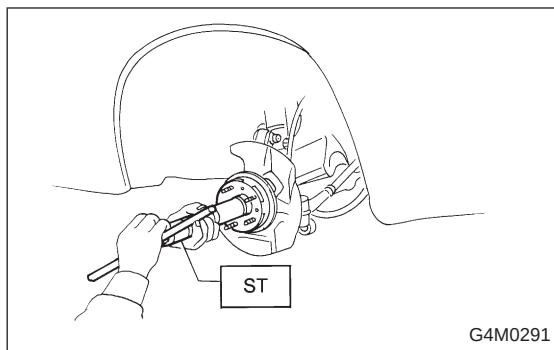
CAUTION:

Be careful so that the end of the band is in close contact with clip.

17) Fix up boot on BJ in the same manner.

NOTE:

Extend and retract FTJ to provide equal grease coating.



G4M0291

E: INSTALLATION**1. FRONT DRIVE SHAFT**

- 1) Insert BJ into hub splines.

CAUTION:

Be careful not to damage inner oil seal lip.

- 2) Using ST1 and ST2, pull drive shaft into place.

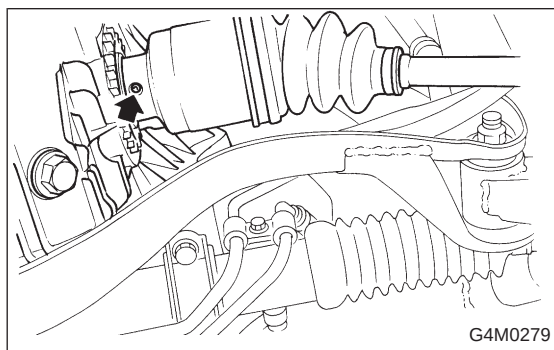
ST1 922431000 AXLE SHAFT INSTALLER

ST2 927390000 ADAPTER

CAUTION:

Do not hammer drive shaft when installing it.

- 3) Tighten axle nut temporarily.



G4M0279

- 4) Install DOJ on transmission spindle and drive spring pin into place.

CAUTION:

Always use a new spring pin.

- 5) Connect transverse link to housing.

Torque (self-locking nut):

$49 \pm 10 \text{ N}\cdot\text{m}$ ($5.0 \pm 1.0 \text{ kg}\cdot\text{m}$, $36 \pm 7 \text{ ft}\cdot\text{lb}$)

CAUTION:

Use a new self-locking nut.

- 6) Install stabilizer bracket.

- 7) While depressing brake pedal, tighten axle nut to the specified torque.

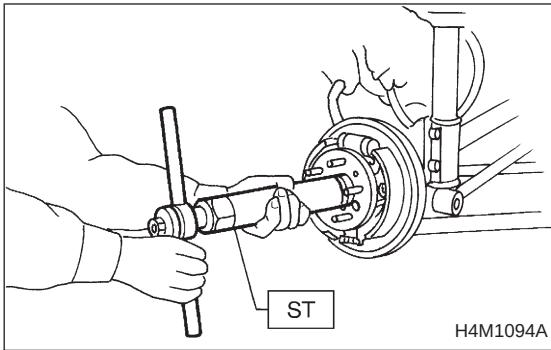
Tightening torque:

$186 \pm 20 \text{ N}\cdot\text{m}$ ($19 \pm 2 \text{ kg}\cdot\text{m}$, $137 \pm 14 \text{ ft}\cdot\text{lb}$)

CAUTION:

- Use a new axle nut.
- Always tighten axle nut before installing wheel on vehicle. If wheel is installed and comes in contact with ground when axle nut is loose, wheel bearings may be damaged.
- Be sure to tighten axle nut to specified torque. Do not overtighten it as this may damage wheel bearing.

- 8) After tightening axle nut, lock it securely.



2. REAR DRIVE SHAFT

- 1) Insert BJ into rear housing splines.

CAUTION:

Be careful not to damage inner oil seal lip.

- 2) Using ST1 and ST2, pull drive shaft into place.

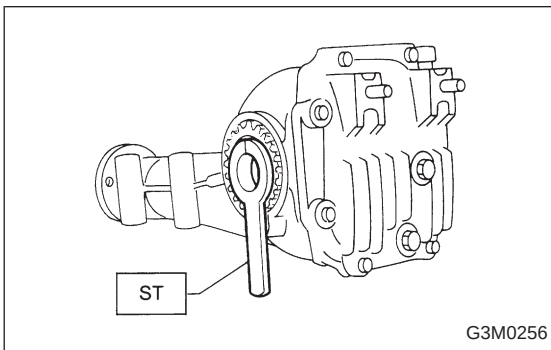
ST1 922431000 AXLE SHAFT INSTALLER

ST2 927390000 ADAPTER

CAUTION:

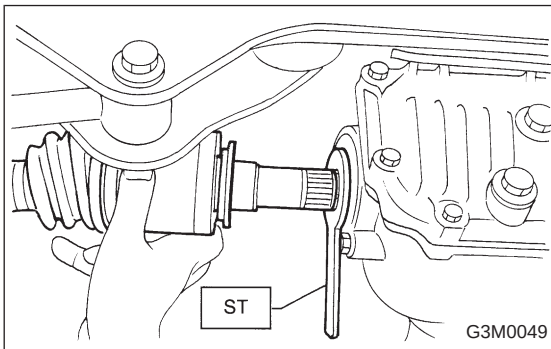
Do not hammer drive shaft when installing it.

- 3) Tighten axle nut temporarily.
- 4) Replace circlips from DOJ spline with new one. (1800 cc vehicles only)



- 5) Using ST, install DOJ into differential.

ST 28099PA090 SIDE OIL SEAL PROTECTOR

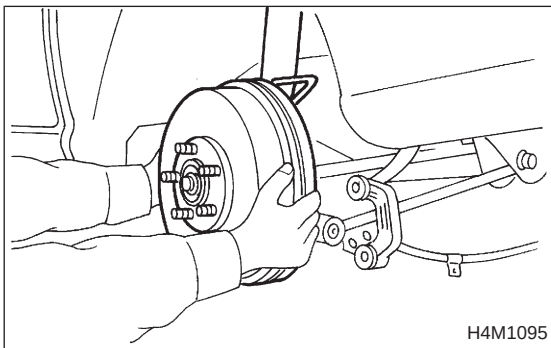


- 6) Insert DOJ spline end into bore of side oil seal, and remove ST.

CAUTION:

Do not allow DOJ splines to damage side oil seal.

ST 28099PA090 SIDE OIL SEAL PROTECTOR



- 7) Align DOJ and differential splines.

- 8) Push housing to insert DOJ into differential.

NOTE:

Make sure DOJ is inserted properly.

9) Connect rear housing assembly to trailing link assembly, and tighten self-locking nut.

Tightening torque:

113 ± 15 N·m (11.5 ± 1.5 kg-m, 83 ± 11 ft-lb)

10) Connect rear housing assembly to lateral link assembly, and tighten self-locking nut.

Tightening torque:

137 ± 20 N·m (14 ± 2 kg-m, 101 ± 14 ft-lb)

11) Install stabilizer bracket.

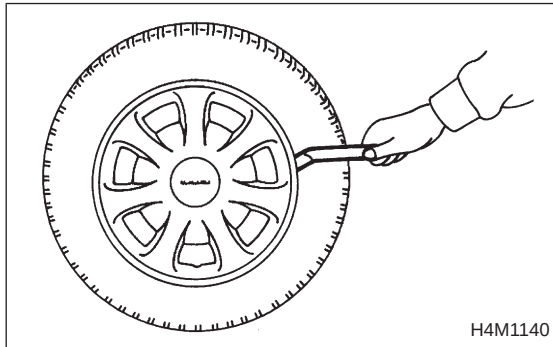
12) While depressing brake pedal, tighten axle nut using a socket wrench.

Tightening torque:

186 ± 20 N·m (19 ± 2 kg-m, 137 ± 14 ft-lb)

CAUTION:

- Use a new axle nut.
 - Always tighten axle nut before installing wheel on vehicle. If wheel is installed and comes in contact with ground when axle nut is loose, wheel bearings may be damaged.
 - Be sure to tighten axle nut to specified torque. Do not overtighten it as this may damage wheel bearing.
- 13) After tightening axle nut, lock it securely.



4. Full Wheel Cap

A: REMOVAL

Pry off the full wheel cap with a wheel cap remover inserted between openings in the cap.

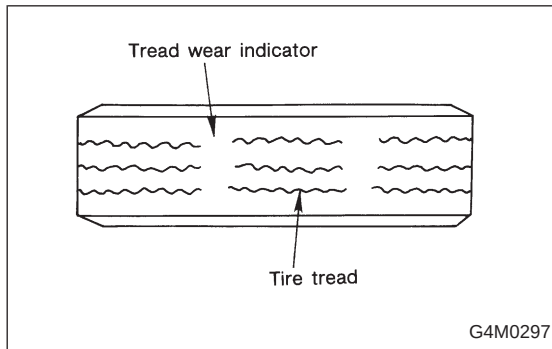
B: INSTALLATION

Align the valve hole in the wheel cap with the valve on the wheel and secure the wheel cap by tapping four points by hand.

5. Steel Wheel and Tire

A: INSPECTION

- 1) Deformation or damage on the rim can cause air leakage. Check the rim flange for deformation, crack, or damage, and repair or replace as necessary.
- 2) Take stone, glass, nail etc. off the tread groove.

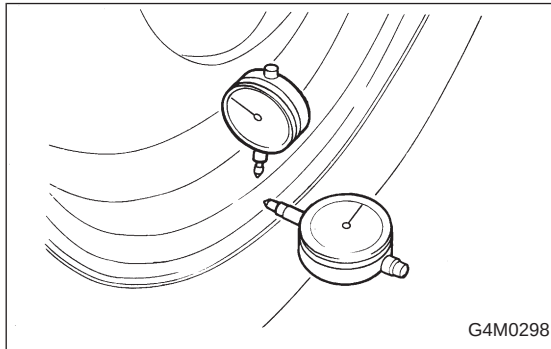


3) Replace tire:

- (1) when large crack on side wall, damage or crack on tread is found.
- (2) when the "tread wear indicator" appears as a solid band across the tread.

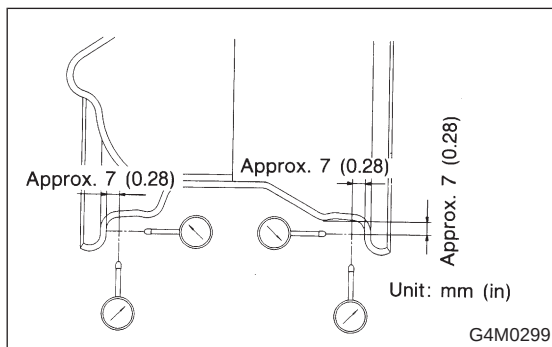
CAUTION:

- When replacing a tire, make sure to use only the same size, construction and load range as originally installed.
- Avoid mixing radial, belted bias or bias tires on the vehicle.



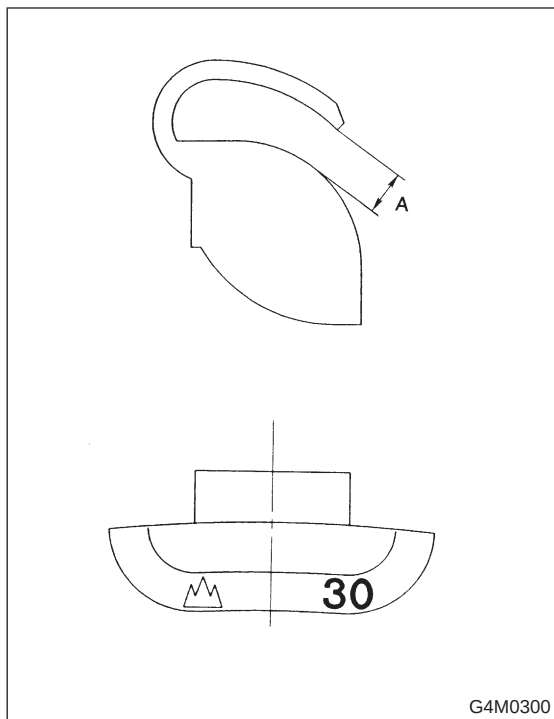
1. INSPECTION OF WHEEL RUNOUT

- 1) Jack-up vehicle until wheels clear the floor.
- 2) Slowly rotate wheel to check rim "runout" using a dial gauge.



	Axial runout limit	Radial runout limit
Steel wheel	1.5 mm (0.059 in)	
Aluminum wheel	1.0 mm (0.039 in)	

- 3) If rim runout exceeds specifications, remove tire from rim and check runout while attaching dial gauge to positions shown in figure.
- 4) If measured runout still exceeds specifications, replace the wheel.



6. Wheel Balancing

- 1) Proper wheel balance may be lost if the tire is repaired or if it wears. Check the tire for dynamic balance, and repair as necessary.
- 2) To check for dynamic balance, use a dynamic balancer. Drive in the balance weight on both the top and rear sides of the rim.
- 3) Some types of balancer can cause damage to the wheel. Use an appropriate balancer when adjusting the wheel balance.
- 4) Use genuine balance weights.

Service limit: A

1.6 — 2.0 mm (0.063 — 0.079 in)

CAUTION:

Balance weights are available for use with any of 13- to 14-inch wheels.

7. Installation of Wheel Assembly to Vehicle

- 1) Attach the wheel to the hub by aligning the wheel bolt hole with the hub bolt.
- 2) Temporarily attach the wheel nuts to the hub bolts. (In the case of aluminum wheel, use SUBARU genuine wheel nut for aluminum wheel.)
- 3) Manually tighten the nuts making sure the wheel hub hole is aligned correctly to the guide portion of hub.
- 4) Tighten the wheel nuts in a diagonal selection to the specified torque. Use a wheel nut wrench.

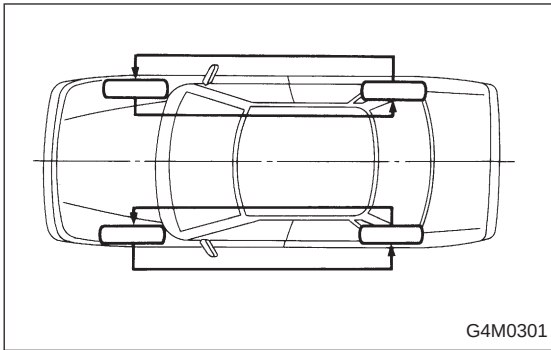
Wheel nut tightening torque:

88±10 N·m (9±1 kg-m, 65±7 ft-lb)

CAUTION:

- Tighten the wheel nuts in two or three steps by gradually increasing the torque and working diagonally, until the specified torque is reached. For drum brake models, excess tightening of wheel nuts may cause wheels to “judder”.
- Do not depress the wrench with a foot; Always use both hands when tightening.
- Make sure the bolt, nut and the nut seating surface of the wheel are free from oils.

- 5) If a wheel is removed for replacement or for repair of a puncture, retighten the wheel nuts to the specified torque after running 1,000 km (600 miles).



8. Tire Rotation

If tires are maintained at the same positions for a long period of time, uneven wear results. Therefore, they should be periodically rotated.

This lengthens service life of tires.

CAUTION:

When rotating tires, replace unevenly worn or damaged tires with new ones.

9. "T-type" Tire

"T-type" tire for temporary use is prepared as a spare tire.

CAUTION:

- Keep the inflation pressure at 412 kPa (4.2 kg/cm², 60 psi) at all times.
- When the wear indicator appears on the tread surface, replace the tire with a new one.
- Do not use a tire chain with the "T-type" tire. Because of the smaller tire size, a tire chain will not fit properly and will result in damage to the vehicle and the tire.
- Do not drive at a speed greater than 80 km/h (50 MPH).
- Drive as slowly as possible and avoid passing over bumps.
- Replace with a conventional tire as soon as possible since this "T-type" tire is only for temporary use.