INTRODUCTION

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HOW TO USE THIS MANUAL

IN002–1C

INDEX

An INDEX is provided on the first page of each section to guide you to the item to be repaired. To assist you in finding your way through the manual, the Section Title and major heading are given at the top of every page.

GENERAL DESCRIPTION

At the beginning of each section, a General Description (Precautions) is given that pertains to all repair operations contained in that section.
Read these precautions before starting any repair task.

TROUBLESHOOTING

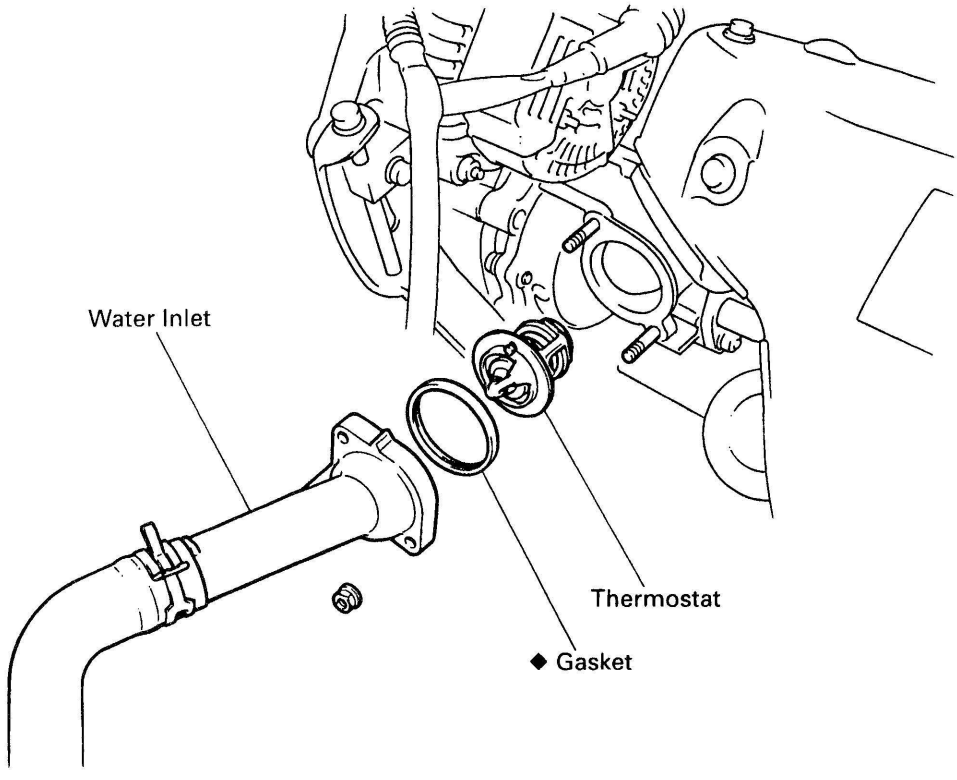
TROUBLESHOOTING tables are included for each system to help you diagnose the problem and find the cause.

PREPARATION

Preparation lists the SST (Special Service Tools), recommended tools, equipment, lubricant and SSM (Special Service Materials) which should be prepared before beginning the operation and explains the purpose of each one.

REPAIR PROCEDURES

Most repair operations begin with an overview illustration. It identifies the components and shows how the parts fit together.
Example:



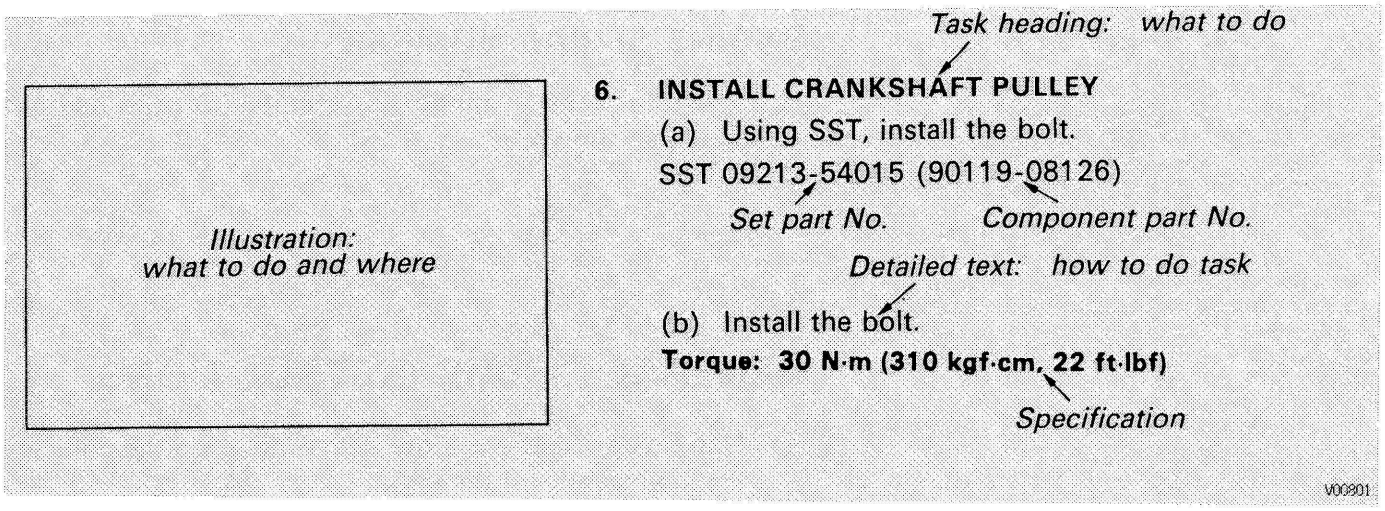
◆ Non-reusable part

P13884

The procedures are presented in a step–by–step format:

- The illustration shows what to do and where to do it.
- The task heading tells what to do.
- The detailed text tells how to perform the task and gives other information such as specifications and warnings.

Example:



This format provides the experienced technician with a FAST TRACK to the information needed. The upper case task heading can be read at a glance when necessary, and the text below it provides detailed information. Important specifications and warnings always stand out in bold type.

REFERENCES

References have been kept to a minimum. However, when they are required you are given the page to refer to.

SPECIFICATIONS

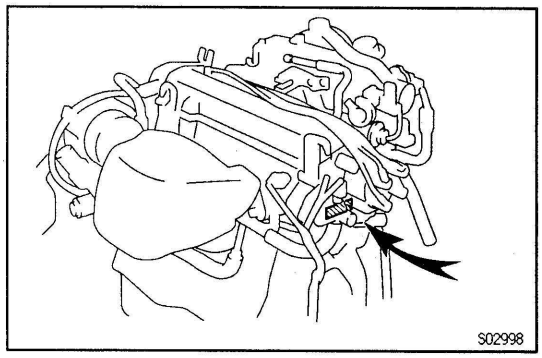
Specifications are presented in bold type throughout the text where needed. You never have to leave the procedure to look up your specifications. They are also found at the end of each section, for quick reference.

CAUTIONS, NOTICES, HINTS:

- CAUTIONS are presented in bold type, and indicate there is a possibility of injury to you or other people.
- NOTICES are also presented in bold type, and indicate the possibility of damage to the components being repaired.
- HINTS are separated from the text but do not appear in bold. They provide additional information to help you efficiently perform the repair.

SI UNIT

The UNIT given in this manual are primarily expressed with the SI UNIT (International System of Unit), and alternately expressed in the metric system and in the yard/pound system.
Example:
Torque: 30 N·m (310 kgf·cm, 22 ft·lbf)



IDENTIFICATION INFORMATION

IN004-0A

ENGINE SERIAL NUMBER

The engine serial number is stamped on the engine block as shown.

GENERAL REPAIR INSTRUCTIONS

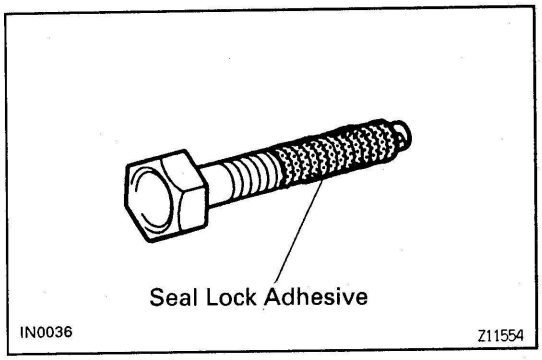
IN05M-03

1. Use fender, seat and floor covers to keep the vehicle clean and prevent damage.
2. During disassembly, keep parts in the appropriate order to facilitate reassembly.
3. Observe the following:

(a) Before performing electrical work, disconnect the negative (−) terminal cable from the battery.
(b) If it is necessary to disconnect the battery for inspection or repair, always disconnect the cable from the negative (−) terminal which is grounded to the vehicle body.
(c) To prevent damage to the battery terminal post, loosen the terminal nut and raise the cable straight up without twisting or prying it.
(d) Clean the battery terminal posts and cable terminals with a shop rag. Do not scrape them with a file or other abrasive objects.
(e) Install the cable terminal to the battery post with the nut loose, and tighten the nut after installation. Do not use a hammer to tap the terminal onto the post.
(f) Be sure the cover for the positive(+) terminal is properly in place.

4. Check hose and wiring connectors to make sure that they are secure and correct.
5. Non−reusable parts.

(a) Always replace cotter pins, gaskets, O−rings and oil seals etc. with new ones.



(b) Non–reusable parts are indicated in the component illustratio ns by the "◆" symbol.

6. Precoated parts.
Precoated parts are bolts and nuts, etc. that are coated with a seal lock adhesive at the factory.

(a) If a precoated part is retightened, loosened or caused to move in any way, it must be recoated with the specified adhesive.

(b) When reusing precoated parts, clean off the old adhesive and dry with compressed air. Then apply the specified seal lock adhesive to the bolt, nut or threads.

(c) Precoated parts are indicated in the component illustrations by the "★" symbol.

7. When necessary, use a sealer on gaskets to prevent leaks.

8. Carefully observe all specifications for bolt tightening torques. Always use a torque wrench.

9. Use of special service tools (SST) and special service materials (SSM) may be required, depending on the nature of the repair. Be sure to use SST and SSM where specified and follow the proper work procedure. A list of SST and SSM can be found in the preparation part at the front of each section in this manual.

10. When replacing fuses, be sure the new fuse has the correct amperage rating. DO NOT exceed the rating or use one with a lower rating.

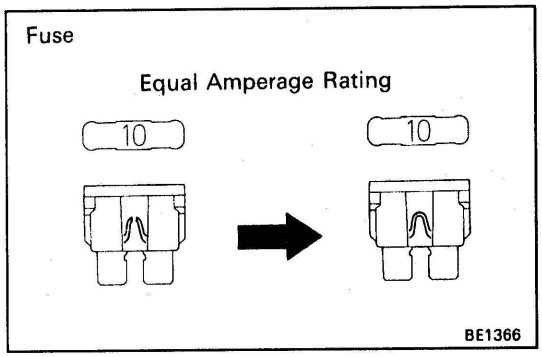
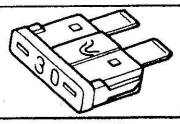
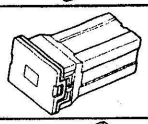
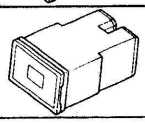
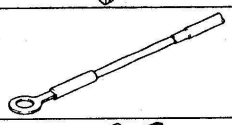
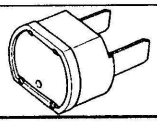
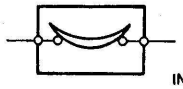
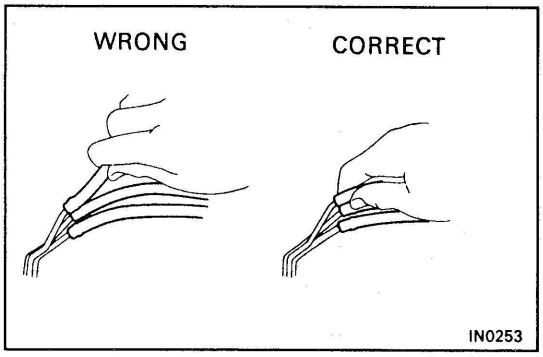
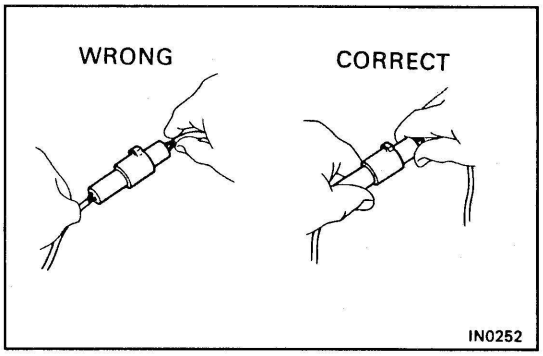
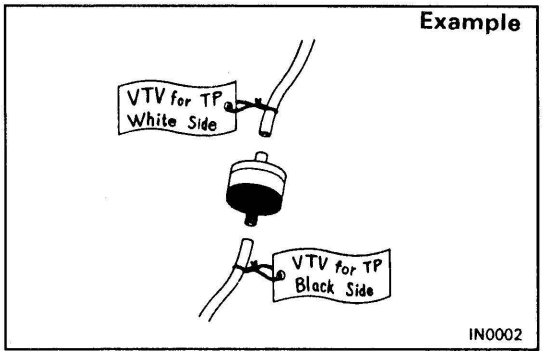


Illustration	Symbol	Part Name	Abbreviation
 BE5594	 IN0365	FUSE	FUSE
 BE5595	 IN0366	MEDIUM CURRENT FUSE	M-FUSE
 BE5596	 IN0367	HIGH CURRENT FUSE	H-FUSE
 BE5597	 IN0367	FUSIBLE LINK	FL
 BE5598	 IN0368	CIRCUIT BREAKER	CB







11. Care must be taken when jacking up and supporting the vehicle. Be sure to lift and support the vehicle at the proper locations.
(a) If the vehicle is to be jacked up only at the front or rear end, be sure to block the wheels at the opposite end in order to ensure safety.
(b) After the vehicle is jacked up, be sure to support it on stands. It is extremely dangerous to do any work on a vehicle raised on a jack alone, even for a small job that can be finished quickly.
12. Observe the following precautions to avoid damage to the parts:
(a) Do not open the cover or case of the ECU unless absolutely necessary. (If the IC terminals are touched, the IC may be destroyed by static electricity.)
(b) To disconnect vacuum hoses, pull on the end, not the middle of the hose.
(c) To pull apart electrical connectors, pull on the connector itself, not the wires.
(d) Be careful not to drop electrical components, such as sensors or relays. If they are dropped on a hard floor, they should be replaced and not reused.
(e) When steam cleaning an engine, protect the distributor, air filter, and VCV from water.
(f) Never use an impact wrench to remove or inst temperature switches or temperature sensors.
(g) When checking continuity at the wire connector, insert the tester probe carefully to prevent terminals from bending.
(h) When using a vacuum gauge, never force the hose onto a connector that is too large. Use a step–down adapter instead. Once the hose has been stretched, it may leak.
13. Tag hoses before disconnecting them:
(a) When disconnecting vacuum hoses, use tags to identify how they should be reconnected.
(b) After completing a job, double check that the vacuum hoses are properly connected. A label under the hood shows the proper layout.
14. Unless otherwise stated, all resistance is measured at an ambient temperature of 20°C (68°F). Because the resistance may be outside specifications if measured at high temperatures immediately after the vehicle has been running, measurements should be made when the engine has cooled down.

PRECAUTION

FOR VEHICLES EQUIPPED WITH A CATALYTIC CONVERTER

IN00T–08

CAUTION: If large amounts of unburned gasoline flow into the converter, it may overheat and create a fire hazard. To prevent this, observe the following precautions and explain them to your customer.

1. **Use only unleaded gasoline.**
2. **Avoid prolonged idling.**
   Avoid running the engine at idle speed for more than 20 minutes.
3. **Avoid spark jump test.**
   (a) Perform spark jump test only when absolutely necessary. Perform this test as rapidly as possible.
   (b) While testing, never race the engine.
4. **Avoid prolonged engine compression measurement.**
   Engine compression tests must be done as rapidly as possible.
5. **Do not run engine when fuel tank is nearly empty.**
   This may cause the engine to misfire and create an extra load on the converter.
6. **Avoid coasting with ignition turned off and prolonged braking.**
7. **Do not dispose of used catalyst along with parts contaminated with gasoline or oil.**

IF VEHICLE IS EQUIPPED WITH MOBILE COMMUNICATION SYSTEM

IN02R–02

For vehicles with mobile communication systems such as two–way radios and cellular telephones, observe the following precautions.

(1) Install the antenna as far as possible away from the ECU and sensors of the vehicle's electronic system.
(2) Install the antenna feeder at least 20 cm (7.87 in.) away from the ECU and sensors of the vehicle's electronics systems. For details about ECU and sensors locations, refer to the section on the applicable component.
(3) Do not wind the antenna feeder together with the other wiring. As much as possible, also avoid running the antenna feeder parallel with other wire harnesses.
(4) Confirm that the antenna and feeder are correctly adjusted.
(5) Do not install powerful mobile communications system.

ABBREVIATIONS USED IN THIS MANUAL

IN031–0J

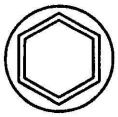
A/C	Air conditioner
A/T	Automatic Transmission
BTDC	Before Top Dead Center
CB	Circuit Breaker
CPU	Computer
ECT	Electronic Controlled Transmission
ECU	Electronic Control Unit
EFI	Electronic Fuel Injection
EGR	Exhaust Gas Recirculation
FL	Fusible Link
H–Fuse	High Current Fuse
IG	Ignition
ISC	Idle Control Speed
M–Fuse	Medium Current Fuse
O/D	Overdrive
O/S	Oversize
PCV	Positive Crankcase Ventilation
RH	Right–Hand
SST	Special Service Tools
STD	Standard
SW	Switch
TDC	Top Dead Center
TEMP.	Temperature
TWC	Three–Way Catalyst
U/S	Undersize
VSV	Vacuum Switching Valve
w/	With
w/o	Without

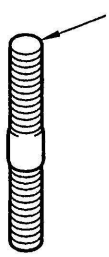
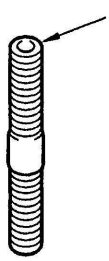
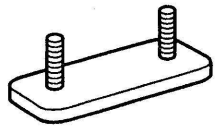
STANDARD BOLT TORQUE SPECIFICATIONS

IN00V–08

IN

HOW TO DETERMINE BOLT STRENGTH

	Mark	Class
Hexagon head bolt	 Bolt head No. 4 — 4 5 — 5 6 — 6 7 — 7 8 — 8 9 — 9 10 — 10 11 — 11	4T 5T 6T 7T 8T 9T 10T 11T
	 No mark	4T
Hexagon flange bolt w/ washer hexagon bolt	 No mark	4T
Hexagon head bolt	 2 Protruding lines	5T
Hexagon flange bolt w/ washer hexagon bolt	 2 Protruding lines	6T
Hexagon head bolt	 3 Protruding lines	7T
Hexagon head bolt	 4 Protruding lines	8T

	Mark	Class
Hexagon flange bolt w/ washer hexagon bolt	 4 Protruding lines	9T
Hexagon flange bolt w/ washer hexagon bolt	 5 Protruding lines	10T
Hexagon flange bolt w/ washer hexagon bolt	 6 Protruding lines	11T
Stud bolt	 No mark	4T
	 Grooved	6T
Welded bolt		4T

SPECIFIED TORQUE FOR STANDARD BOLTS

Class	Diameter mm	Pitch mm	Specified torque					
			Hexagon head bolt			Hexagon flange bolt		
			N·m	kgf·cm	ft·lbf	N·m	kgf·cm	ft·lbf
4T	6	1	5	55	48 in.·lbf	6	60	52 in.·lbf
	8	1.25	12.5	130	9	14	145	10
	10	1.25	26	260	19	29	290	21
	12	1.25	47	480	35	53	540	39
	14	1.5	74	760	55	84	850	61
	16	1.5	115	1,150	83	–	–	–
5T	6	1	6.5	65	56 in.·lbf	7.5	75	65 in.·lbf
	8	1.25	15.5	160	12	17.5	175	13
	10	1.25	32	330	24	36	360	26
	12	1.25	59	600	43	65	670	48
	14	1.5	91	930	67	100	1,050	76
	16	1.5	140	1,400	101	–	–	–
6T	6	1	8	80	69 in.·lbf	9	90	78 in.·lbf
	8	1.25	19	195	14	21	210	15
	10	1.25	39	400	29	44	440	32
	12	1.25	71	730	53	80	810	59
	14	1.5	110	1,100	80	125	1,250	90
	16	1.5	170	1,750	127	–	–	–
7T	6	1	10.5	110	8	12	120	9
	8	1.25	25	260	19	28	290	21
	10	1.25	52	530	38	58	590	43
	12	1.25	95	970	70	105	1,050	76
	14	1.5	145	1,500	108	165	1,700	123
	16	1.5	230	2,300	166	–	–	–
8T	8	1.25	29	300	22	33	330	24
	10	1.25	61	620	45	68	690	50
	12	1.25	110	1,100	80	120	1,250	90
9T	8	1.25	34	340	25	37	380	27
	10	1.25	70	710	51	78	790	57
	12	1.25	125	1,300	94	140	1,450	105
10T	8	1.25	38	390	28	42	430	31
	10	1.25	78	800	58	88	890	64
	12	1.25	140	1,450	105	155	1,600	116
11T	8	1.25	42	430	31	47	480	35
	10	1.25	87	890	64	97	990	72
	12	1.25	155	1,600	116	175	1,800	130