

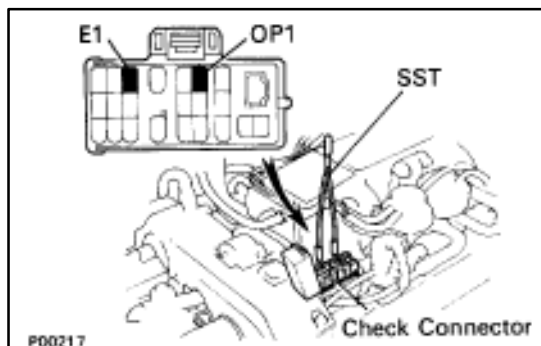
On-Vehicle Inspection

INSPECTION OF DRIVE BELT

(See step 1 on page [CH-5](#))

INSPECTION OF FLUID LEVEL

1. KEEP VEHICLE LEVEL

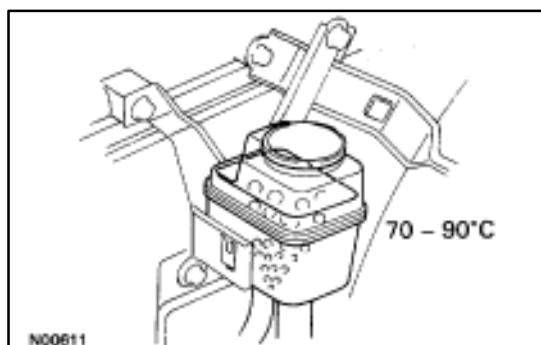


2. INSPECT FLUID LEVEL

- (a) Using SST, connect terminals OP1 and E1 of the check ("DIAGNOSIS") connector.

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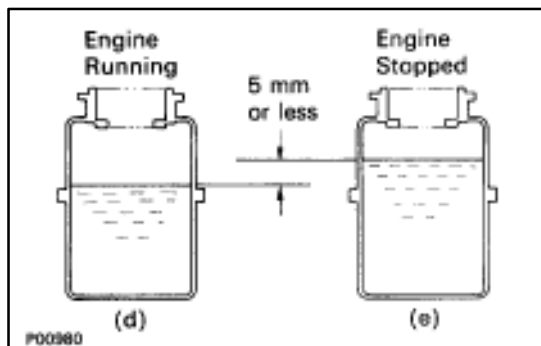
HINT: When terminals OP1 and E1 are connected, the circuit of the water temp. sensor is grounded, fixing the fan speed at approx. 1,100 rpm. (Fail-safe operation occurs.)



- (b) Keep the engine speed at 2,000 rpm until the fluid temperature reaches the specified temperature.

Fluid temp.: 70-90°C (158-195°F)

- (c) Check that there is no foaming and emulsification of the fluid in the reservoir tank.

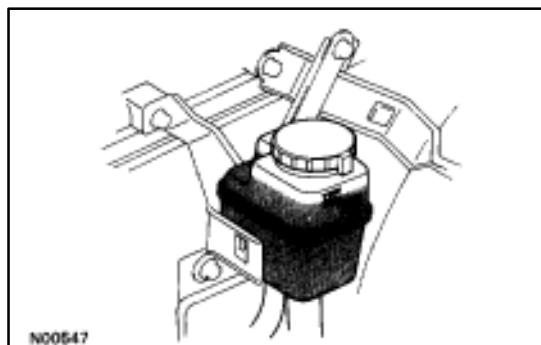


- (d) Measure the fluid level with the engine running.

- (e) Stop the engine, and measure the fluid level.

- (f) Subtract (d) from (e).

Maximum stroke: 5 mm (0.20 in.)



- (g) Check the fluid level.

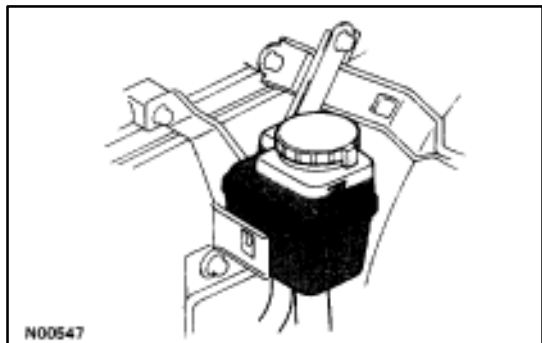
If low, add fluid.

Fluid: ATF DEXRON II

HINT: Check that fluid level is within the "HOT" level on reservoir tank. If the fluid is cold, check that it is within the "COLD" level on the tank.

- (h) Remove the SST from the check connector.

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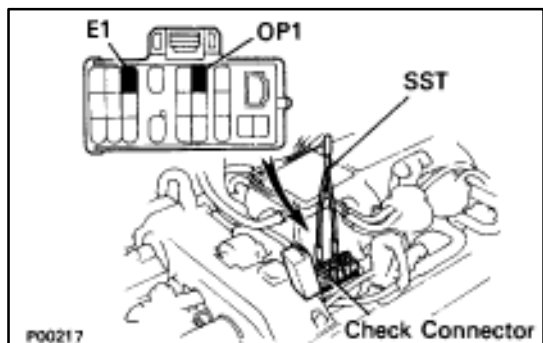
BLEEDING OF HYDRAULIC COOLING SYSTEM

1. CHECK FLUID LEVEL IN RESERVOIR TANK

If low, add fluid.

Fluid: ATF DEXRON II

HINT: Check that fluid level is within the "HOT" level on reservoir tank. If the fluid is cold, check that it is within the "COLD" level on the tank.



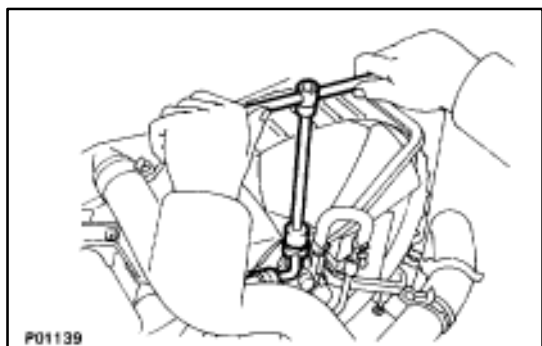
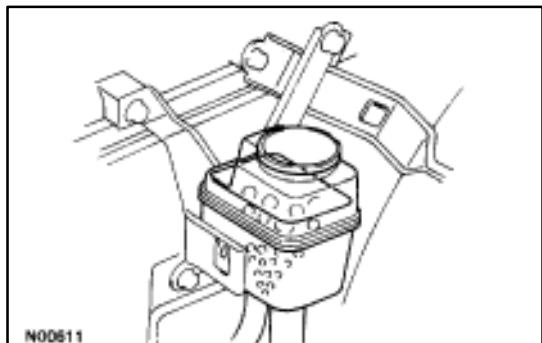
2. BLEED COOLING SYSTEM

- (a) Using SST, connect terminals OP1 and E1 of the check ("DIAGNOSIS") connector.

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HINT: When terminals OP1 and E1 are connected, the circuit of the water temp. sensor is grounded, fixing the fan speed at approx. 1,100 rpm. (Fail-safe operation occurs.)

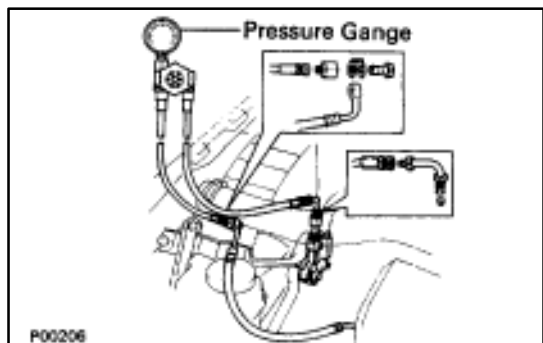
- (b) Start the engine without depressing the accelerator pedal.
- (c) Leave the engine running for several seconds.
- (d) Check that there is no foaming and emulsification of the fluid in the reservoir tank.

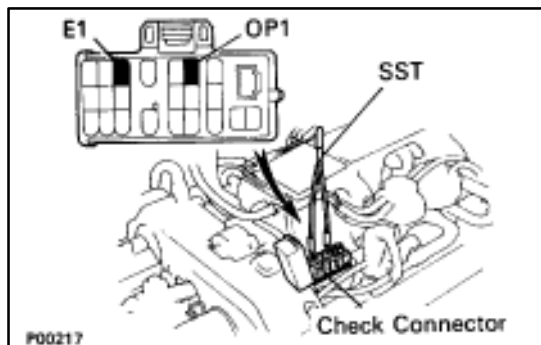


INSPECTION OF OIL PRESSURE

1. CONNECT PRESSURE GAUGE

- (a) Remove the union bolt and gasket, and disconnect the pressure hose from the hydraulic motor.





2. INSPECT OIL PRESSURE

HINT: Before inspecting the oil pressure, first check that the A/C is off.

- (a) Using SST, connect terminals OP1 and E1 of the check ("DIAGNOSIS") connector.

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HINT: When terminals OP1 and E1 are connected, the circuit of the water temp. sensor is grounded, fixing the fan speed at approx. 1,100 rpm. (Fail-safe operation occurs.)

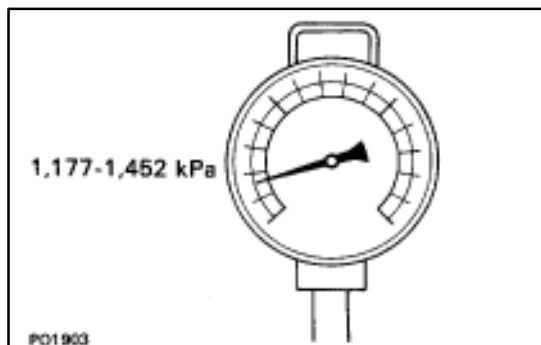
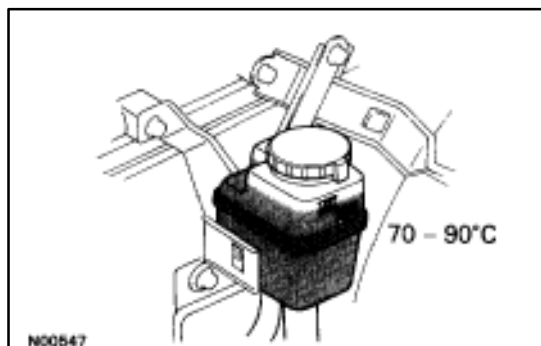
- (b) Bleed the hydraulic cooling system

(See page [CO-24](#))

- (c) Keep the engine speed at 2,000 rpm until the fluid temperature reaches the specified temperature.

Fluid temp.: 70–90°C (158–195°F)

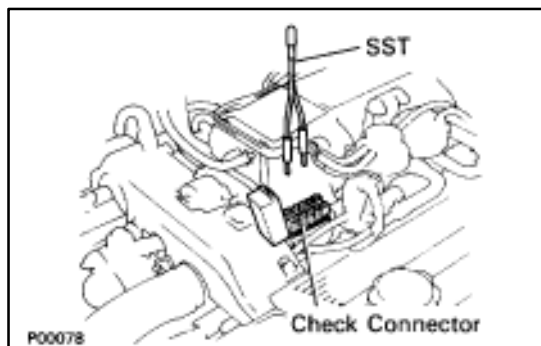
- (d) Check the fluid level is correct.



- (e) Measure the oil pressure at idling.

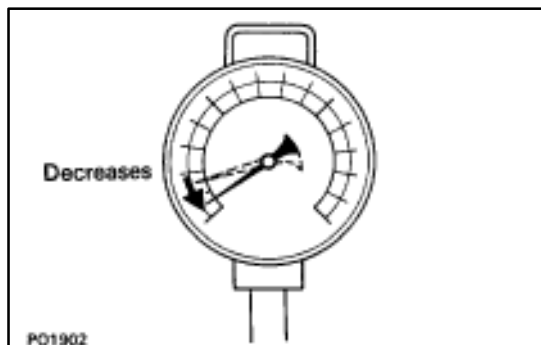
Oil pressure: 1,177–2,452 kPa

(12–25 kgf/cm, 171–356 psi)



- (f) Remove the SST from the check connector.

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- (g) Check that the oil pressure decreases.

3. REMOVE PRESSURE GAUGE, AND CONNECT PRESSURE HOSE

Torque: 64 N·m (650 kgf·cm, 47 ft·lbf)