

REPAIR INSTRUCTIONS

GENERAL INFORMATION

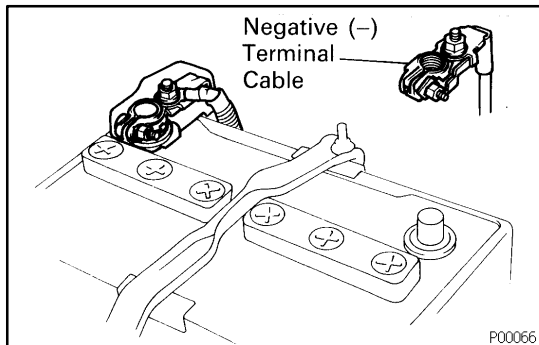
IN0H7-01

1. BASIC REPAIR HINT

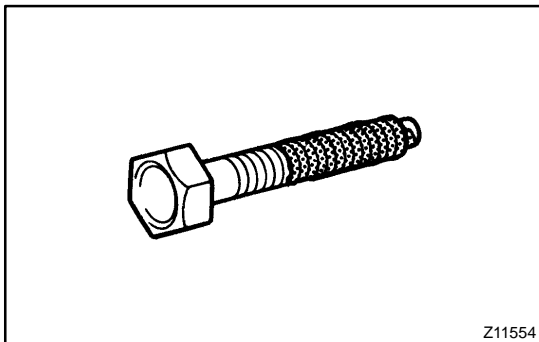
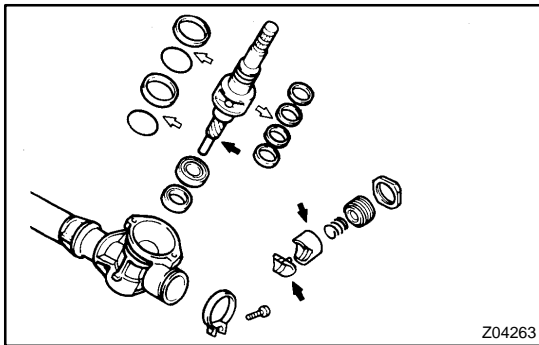
- Use fender, seat and floor covers to keep the vehicle clean and prevent damage.
- During disassembly, keep parts in the appropriate order to facilitate reassembly.
- Observe the following:

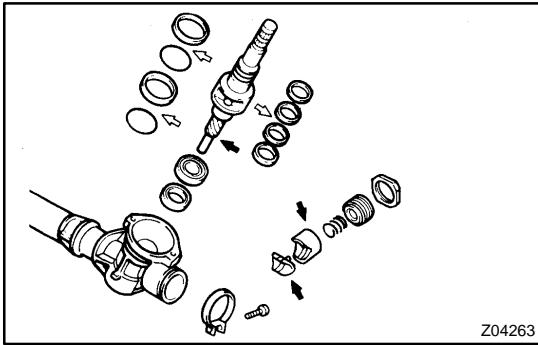
CAUTION:

Work must be started after 90 seconds from the time the ignition switch is turned to the "LOCK" and the negative (-) terminal cable is disconnected from the battery (See page RS-1).

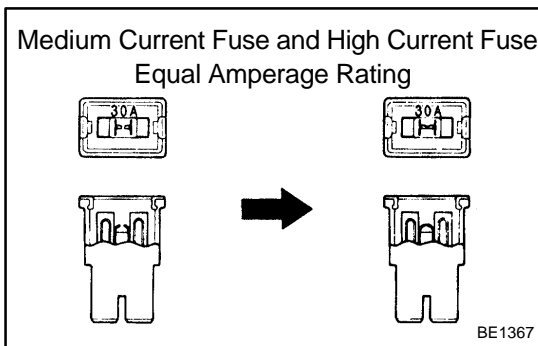


- Before performing electrical work, disconnect the negative (-) terminal cable from the battery.
 - If it is necessary to disconnect the battery for inspection or repair, always disconnect the negative (-) terminal cable which is grounded to the vehicle body.
 - To prevent damage to the battery terminal, loosen the cable nut and raise the cable straight up without twisting or prying it.
 - Clean the battery terminals and cable ends with a clean shop rag. Do not scrape them with a file or other abrasive objects.
 - Install the cable ends to the battery terminals with the nut loose, and tighten the nut after installation. Do not use a hammer to tap the cable ends onto the terminals.
 - Be sure the cover for the positive (+) terminal and negative (-) terminal are properly in place.
- Check hose and wiring connectors to make sure that they are secure and correct.
 - Non-reusable parts
 - Always replace cotter pins, gaskets, O-rings and oil seals etc. with new ones.
 - Non-reusable parts are indicated in the component illustrations by the "◆" symbol.
 - Precoated parts
Precoated parts are bolts and nuts, etc. that are coated with a seal lock adhesive at the factory.
 - If a precoated part is retightened, loosened or caused to move in any way, it must be recoated with the specified adhesive.

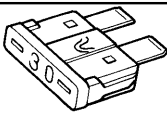

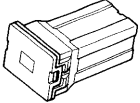

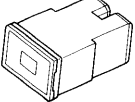

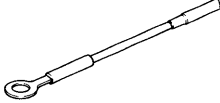

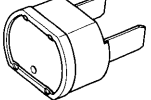



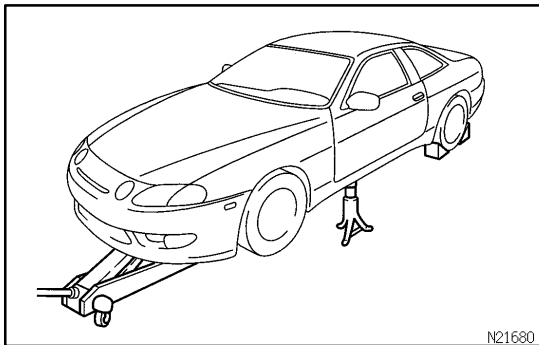


- (2) When reusing pre-coated parts, clean off the old adhesive and dry with compressed air. Then apply the specified seal lock adhesive to the bolt, nut or threads.
- (3) Precoated parts are indicated in the component illustrations by the "★" symbol.
- (g) When necessary, use a sealer on gaskets to prevent leaks.
- (h) Carefully observe all specifications for bolt tightening torques. Always use a torque wrench.
- (i) 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 preparation section in this manual.

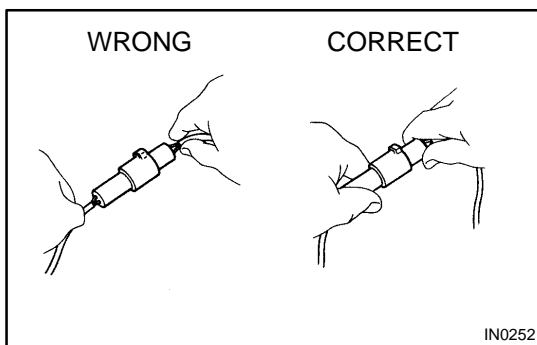
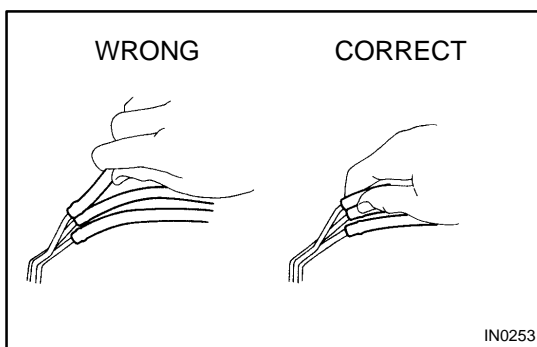


- (j) When replacing fuses, be sure the new fuse has the correct amperage rating. DO NOT exceed the rating or use one with a lower rating.

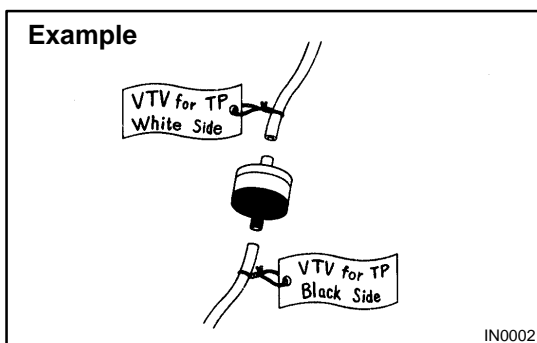
Illustration	Symbol	Part Name	Abbreviation
 BE5594	 IN0365	FUSE	FUSE
 BE5595	 IN0366	MEDIUM CURRENT FUSE	M-FUSE
 BE5596	 IN0367	HIGH CURRENT FUSE	H-FUSE
 BE5597	 IN0367	FUSIBLE LINK	FL
 BE5598	 IN0368	CIRCUIT BREAKER	CB



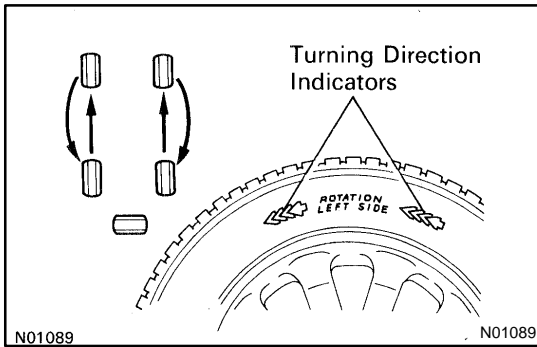
- (k) Care must be taken when jacking up and supporting the vehicle. Be sure to lift and support the vehicle at the proper locations (See page [IN-9](#)).
- (1) If the vehicle is to be jacked up only at the front or rear end, be sure to block the wheels at the opposite end in order to ensure safety.
 - (2) 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.
- (l) Observe the following precautions to avoid damage to the following parts:
- (1) Do not open the cover or case of the ECU, ECM, PCM or TCM unless absolutely necessary. (If the IC terminals are touched, the IC may be destroyed by static electricity.)



- (2) To disconnect vacuum hoses, pull on the end, not the middle of the hose.
- (3) To pull apart electrical connectors, pull on the connector itself, not the wires.
- (4) 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.
- (5) When steam cleaning an engine, protect the electronic components, air filter and emissions-related components from water.
- (6) Never use an impact wrench to remove or install temperature switches or temperature sensors.
- (7) When checking continuity at the wire connector, insert the tester probe carefully to prevent terminals from bending.
- (8) When using a vacuum gauge, never force the hose onto a connector that is too large. Use a step-down adapter for adjustment. Once the hose has been stretched, it may leak.

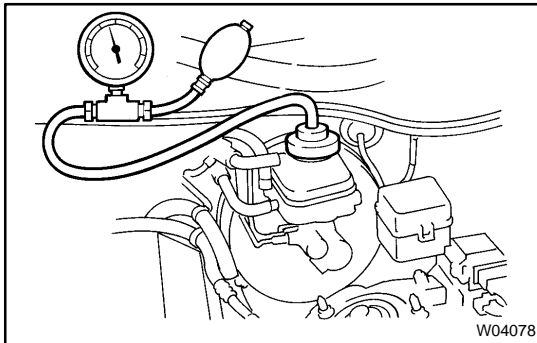


- (m) Tag hoses before disconnecting them:
- (1) When disconnecting vacuum hoses, use tags to identify how they should be reconnected.
 - (2) After completing a job, double check that the vacuum hoses are properly connected. A label under the hood shows the proper layout.



(n) installation of wheels

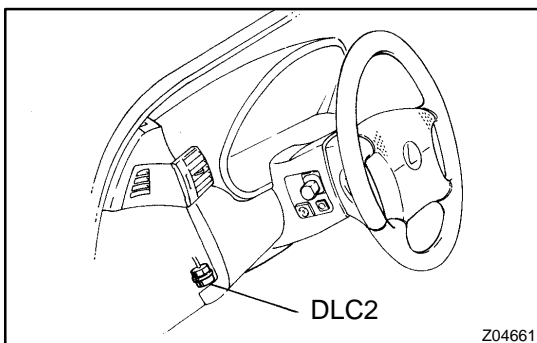
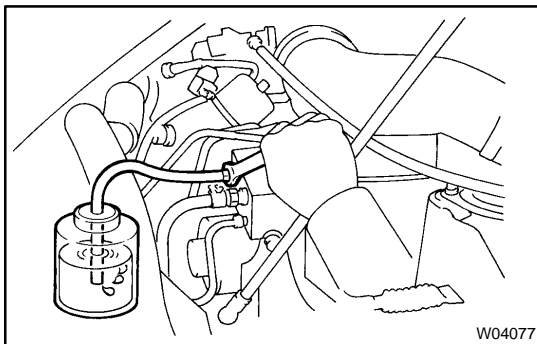
The wheel assemblies are of the uni-directional type and must be rotated only between the front and rear as illustrated. Wheels are marked with turning direction indicators. When installing the wheels, check the marks carefully and install the wheel correctly.



(o) Bleeding of traction control system

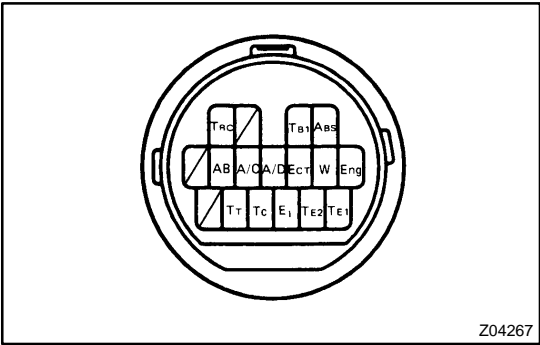
When repairing the brake master cylinder or ABS and TRAC system, bleeding the air out of the ABS and TRAC actuator (See page [BR-4](#)).

- (p) 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.



2. FOR VEHICLES WITH DATA LINK CONNECTOR 2 (DLC2)

- The DLC2 is provided inside the cabin (located under the left side instrument panel) as a connector exclusively for diagnosis of data from the engine, automatic transmission, ABS, A/C, Airbag, Traction Control and Cruise Control System to improve serviceability. The DLC1 inside the engine compartment is used for engine adjustment.



- Connecting the following terminals of the DLC2 to terminal E1 selects the diagnosis mode shown.

NOTICE:

Never make a mistake with the terminal connection position as this will cause a malfunction.

Terminal	Sustem
T _{E1}	Engine and automatic transmission (Normal mode)
T _{E2} and T _{E1}	Engine and automatic transmission (Test mode)
T _C	ABS, A/C, Airbag, Traction Control and Cruise Control System
T _T	Automatic transmission

- Refer to the respective system for the inspection method.

HINT:

By connecting the DLC2 up to a monitor specifically desighed for use with the DLC2, the diagnosis result for each system can be read easily.

